



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

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SAN FRANCISCO, CALIFORNIA

APRIL, 1957

Labor Must Give Its Own Answer To McClellan Probe Propaganda

By VICTOR S. SWANSON

You can't pick up a copy of any of the newspapers these days without finding propaganda about so-called labor racketeering splashed all over it, and it seems to me that something should be said on behalf of Labor itself.

Quite recently while in Washington, D.C., I had the opportunity of observing the famous "McClellan Special Investigating Committee" in action. While I do not wish to criticize anyone, or any group of people who set out honestly to expose crooks and racketeers—whether in Labor or any other segment of American life—I do feel that every American should have his day in court before he is judged guilty!

It is our blessing and privilege to live under the glorious Stars and Stripes and under the protection of our Constitution which is the greatest document of human liberty ever conceived. It must never be forgotten that this Constitution and the liberties it secures to us were won only through struggle and great sacrifice of lives and treasure. The right to a fair trial and due process, the principle that man is innocent until proven guilty are precious things and should be zealously guarded; since we do not live in Russia, let us not practice their tactics.

I think that each Local Union, as well as each International Union has a clear responsibility and duty to perform . . . IF it is to justify its existence. That duty is to see to it that honesty and fair play prevail. There is not, and never should be, any justification for any kind of racketeering in the labor movement. It is true that in recent years many have pleaded guilty and others have been convicted of graft and racketeering in both local and International unions, but that number is comparatively small in relation to similar kinds of dishonesty among bankers, business officials and others, and when you consider the total number of unions and officials.

However, let me say this: So long as there is one crook in the labor movement, that is one too many! I believe that anyone who has been honored by being elevated to a high position, whether in a local union or in an International, has grave responsibilities. He is paid to do a job, and unless he does that job he can be in some degree considered to be a racketeer, too.

But certainly the entire labor movement should not be smeared by the public press and by certain politicians.

I wish now to speak of our own International and its affiliated local unions, and I wish to start from the bottom up. Each local union

should conduct its business in an effective and honest manner. That includes the manner in which it conducts its elections, as well as the way it handles its finances. There should be no skulduggery or secrecy about the manner of counting ballots. If candidates and other members of the union cannot be present when ballots are opened and tallied, there is something wrong in my opinion.

This, after all, is America, and it's the duty of the members, first of all, to see to it that the local union's business is conducted honestly and fairly. But if that is not done it then becomes the duty of our International to see to it, for after all it has many duties besides collecting per capita tax.

DUTY OF THE INTERNATIONAL

Over the years we have seen representatives of local unions of our International in the Middle-West and East go to jail for so-called racketeering. Most of this could have been avoided by our International if it had taken proper steps to begin with, for in many cases the situations out of which these convictions arose were no secret to anybody.

As I have said, anyone elected to do a job and paid to do that job is responsible. As a vice president of our International, I have always felt that responsibility. At our International Union's last board meeting certain resolutions were adopted, and you will read them in the next issue of the Engineers International magazine in which the official minutes of the General Executive Board appear.

When you read these resolutions you will see that they were not in-

duced because anyone believed that there was anything seriously wrong with the finances of our organization. They were introduced only to assist the vice presidents to do a better job for our membership and to provide them with information which is essential in order to justify their being on the Board. I am sure this will be of much help and bring about a better understanding and improved operation.

Let me say now, I do not believe any member of our International Executive Board or anyone else employed by our International is overpaid . . . rather do I believe that they are underpaid, and I, for one, would not vote to cut anyone's salary or expenses. Many of our members may not realize what considerable expense is involved in travelling from state to state and from place to place, and meeting and dealing with people in the course of this work. It may seem a lot to those who do not have the experience, but those who have done it know otherwise.

A DAY AND NIGHT JOB

I, for one, do not believe in starvation wages for myself or anyone else. We in the labor movement must spend day and night and Sundays fighting for wages and conditions for our members. So far as Local 3 is concerned, good wages are paid all who work for the union, and we apologize to no one for this. Our union is run strictly along business lines. Our books are audited monthly and again quarterly by Certified Public Accountants. We invite any agencies, whether they be federal, state or any other, to examine our books. The record speaks for itself, and we are proud of our record.

The progress which we have made in a relatively few years is properly a matter for pride. Only a few years ago we started out in the hole . . . the record since then has been a steady growth and advancement. At the time the Hoisting and Portable locals were amalgamated in Northern California and the Local 3 charter was issued we had less than 2,000 members and were worse than broke. Today Local 3 has in excess of 20,000 members. We have built 10 office buildings to serve our membership in the various areas, and a certified accountant's record shows that all have been built efficiently and free from one cent of waste.

This is an age when all must keep correct records of all financial matters. Anyone who is interested can refer to our last issue of the Engineers News, page 8 of the March 1957 issue, which contains our official report to the federal government and to all our members. There you may see for yourself what progress we have made.

The Welfare Fund money belongs to our members . . . they have earned every cent of it and no one has any right to take a single cent away from it except that which is provided by law and which must be paid to the brokers and administrators. No officers, or members of the Trustees representing Local No. 3, have ever received a penny! In fact the money to which the Union's trustees would have been entitled to receive for their services in connection with the welfare plans, has always been signed over to worthwhile charitable organizations.

It is unthinkable that anyone on the payroll of either a Local Union or an International Union would accept such money and still be allowed to remain on the payroll of either the Union or the International!

This article is written for the sole purpose of enlightening the membership of Local No. 3 on the above issues.

Official Notice All Members:

Members, when paying your dues, either by mail or in person, please be sure to present your membership card along with your payment.

This is very important and will eliminate the possibility of any errors. Your cooperation will be appreciated!!!

HONOR ROLL OF BLOOD DONATIONS

- SAN FRANCISCO
- Edmond R. McCulough
 - Betty J. McCupplough
 - Joseph Perez
 - James C. Hilton
 - Joe M. Stockton
 - Martin G. Bray
 - Gene H. Skoubo
 - J. S. Krantz
- SANTA ROSA
- Bill Hall
 - Bonnie Hall
 - (Wife of Bro. Bill Hall)
 - Harold Differn
- SAN RAFAEL
- James C. Hilton
 - Joe Stockton
 - Mrs. Grace J. Seaton
 - (Wife of Bro. Richard Seaton)
- REDDING
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 - Mames Stephenson
 - John Chaffin
 - J. R. Harding
 - Lester Young
 - John Ridge
 - George Hayes
 - Edward Carr
 - Leonard Ermatinger
- MODESTO
- Barney Pearson.
- SAN MATEO
- Charley R. Davis
 - Eugene P. Killian
 - Hugh O'Meara



THE VERY OLD AND THE VERY NEW—A massive four-level interchange comparable with the key structure in L.A.'s billion-dollar freeway net is this swooping skyway sculpture where you can get on the mainline for New York, Mexico City, or Vancouver, B.C.—if you read the signs carefully. This construction masterpiece is the heart of San Francisco's freeway network, the newest in transportation, contrasting sharply with the old, picturesque, and restful mode presented by the ferry crossing the Bay. Behind us lies the giant Bayshore skyway, to the right is the Bay Bridge, and dead ahead Embarcadero Freeway, which will take you along the waterfront in front of Ferry Building, at left. Picture was taken day before some of these ramps were opened to carry downtown traffic to Bayshore. (Staff photo)

San Mateo—Hub of the Peninsula Real Estate Development Work Is Again Active at Mills Estate

By CHET ELLIOTT and BILL RANEY, Business Representatives

The Tecon Corporation of Dallas, Texas are now moving equipment back to the Mills Estate, to move two million yards of earth for home building sites, Project Manager Mr. Ben Green, assisted by Foreman Brother Ray Morgan and Master Mechanic Brother Paul Brucker are now busy getting started for the season's work with a crew of operators, Heavy Duty Mechanics and Grade Setters, namely Brothers Chatfield, Edmondson, House, Marchetti, Southers, Duke, Purdom, Newell and Brucker, who have all been cleared from this office to the job. This activity is an indicator that the financial tension on home building has been somewhat relieved.

San Mateo County has again proven to be a land of opportunity by the experienced, enterprising and rapidly expanding firm operating under the name of the Bragato Paving Co. Operated and owned by Angelo and Brother Raymond Bragato, this firm has expanded to such an extent that it has become necessary to move to larger quarters to enable them to properly conduct their business. Their location is on Bragato Ave., in Belmont, where they have modern office and shop buildings and a three-acre yard. The new shop is supervised by Master Mechanic Brother Johnson, assisted by Heavy Duty Mechanics Brothers Hutley, Robbins, Morrison and Maraschin. Project Manager, Brother Ray Bragato assisted by Superintendent Brother Ray Farrell, Foremen Brothers Hensolt, Aguilar, and Pina with a crew of forty engineers have one and one half million dollars worth of grading and paving work to complete in San Mateo County, San Francisco, and Highway 40 at Colfax, at which location this contractor is erecting a portable asphalt plant, as well as adding more equipment to their already large fleet.

On April 24th the California State Highway Department will open bids on a one and one half million dollar State Freeway job, extending 2 miles from Skyline Blvd. to Edgemar on the Coast. This job consists of one million yards of roadway excavation and paving. The California Division of Highways plans to advertise for bids, in May, for the widening, grading and paving of El Camino in San Mateo from Poplar Ave. to Thirty-First Ave., changing the road from a four lane to a six lane highway. House moving contractors and underground contractors are busy at this time moving the buildings and underground utilities.

Maguire and Hester of Oakland were the low bidders on the million dollar pipe line job extending from the north portal of the new tunnel, one and one half miles through the City of Hillsborough. This office has been informed by a phone call from the contractor that no work will start until August due to the shortage of pipe of the size required for this project.

Our sincere thanks to the members and their wives who answered our plea for blood donations. Although these donations have somewhat relieved the tension on the blood bank, we still need more blood in order to build up our reserve. Any member in this locality who wishes to make a blood donation may call the Union Office for a pledge card.

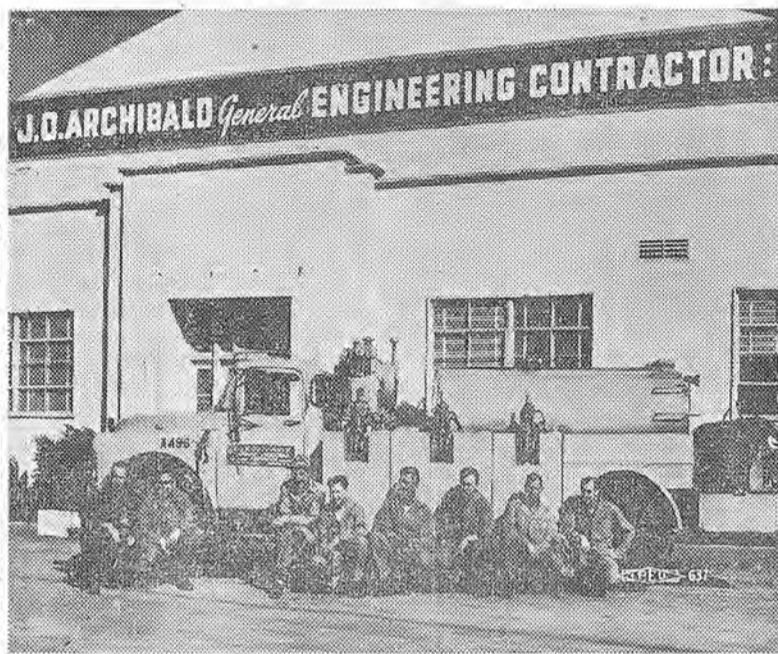
Be sure your donations are made in the name of the Operating Engineers Blood Bank. The Peninsula Memorial Blood Bank may be contacted directly if you so desire. The telephone number is OXford 7-4034.

SUNNYVALE, contract awarded to Harrod & Williams, 290 S. Murphy St., Sunnyvale, \$642,824, for const. of a new city hall in city of Sunnyvale, SANTA CLARA CO.

Peninsula Blood Bank Schedule

The Peninsula Memorial Blood Bank Mobile Unit will be at the Westlake School, Fieldcrest Drive & Lake Vista, Daly City on Tuesday, April 30, 1957 from 3 p.m. to 7 p.m.

The mobile unit will be at the Menlo Park Recreation Center, 501 Laurel Ave., Menlo Park, Friday, May 3, 1957 from 3 p.m. to 7 p.m.



Shown here is the new super grease truck now in service by J. O. Archibald Co. at Redwood City. In picture, left to right: Brothers J. O. Archibald, Don Baldwin, "Red" Drennon, Russell Manning, Ernest Hutchison, Cliff Campbell, Robert Smith, and David Yancey.

De Luxe Grease Truck in Operation

A grease truck recently put into service by J. O. Archibald, a Redwood City contractor, contains many improvements that should be of importance to contractors and their service men.

This service truck operated by Brothers Lynn "Red" Drennon, service foreman and Clarence Scholes, has already seen several months of service. Performance is exceptional and this unit is servicing 30 tractors, 10 scrapers and numerous other types of equipment in a 100-mile radius of Redwood City.

Listed are the most outstanding units used on this service truck:

1. A 40-cu. ft. Quincy compressor provides extra air for cleaning radiators and decks on tractors and for air tools and for all air-operated pumps.
2. Fuel and gasoline tanks were made by Industrial Steel Tank & Body Works of Berkeley and are equipped with safety valves and a three point suspension - mounted tank for additional safety.
3. A Leece Neville generator equipped with a rectifier and transformer replaces the regular truck generator and provides ample power to fully charge batteries, operate a 3/4 H.P. electric fuel pump, a 1/4 H.P. electric gasoline pump, a 1/4 H.P. electric water pump, flood lights and radio equipment. Motors and switches are explosion proof type and are much cheaper to install than air pumps.
4. Compartment doors open out to provide a suitable work bench for cleaning filters and cleaning fluid is piped directly to this area.
5. Separate tanks, instead of barrels, provide exceptional capacity and hold 100 gallons each of pump oil, chassis, track roller and a spe-

cial stainless steel water tank for drinking water and radiator service. These tanks are readily removed if necessary and are easily filled by volume pumps. The handling of barrels and injuries resulting therefrom in rainy weather and on slippery ground are eliminated. Ample motor oil and transmission oil for draining or changing oil is supplied by the two 160-gallon tanks.

6. Mounting of the air pumps is lowered over 18 inches by this tank method and prevents injury to pumps by low hanging branches. Pumps are easily removed for repair or service without climbing upon the truck.

7. Compartments for oil filters and spare parts are provided in area above rear wheels.

The service truck is a Dodge chassis and the unit was shop-built by Master Mechanic Brother Don Baldwin and Brothers David Yancey, Cliff Campbell, Joe Manning, Ernest Hutchinson, Robert Smith, O. L. Inman, "Red" Drennon and Clarence Scholes.



ARTUR T. EVANS

Oroville, Calif. Feb. 4, 1957.

C. C. SMALLEY

Solvang, Calif., March 6, 1957.

A. AUGER

San Francisco, March 13, 1957.

ALLEN J. KEEHN

Whittier, Calif., March 15, 1957.

LAWRENCE J. NELSON

Richmond, Calif., March 15, 1957.

FRED W. KESLER

Oroville, Calif. March, 29, 1957.

FRANK G. PRESCOTT

Sunnyvale, Calif., March 27, 1957.

RAY M. FINCH

Sacramento, Calif., March 28, 1957.

ALBERT LUTHER

Stockton, Calif., March 28, 1957.

RAY H. HAHN

El Cerrito, Calif., March 29, 1957.

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The City by the Golden Gate

S. F. IN HIGH GEAR ON FREEWAY PROJECTS

By PAT CLANCY and HARRY METZ, Business Representatives

After a quiet winter, work has begun to pick up in the San Francisco area. Most of the work in this area involves clearing of the rights of way and construction of various freeways across the city of San Francisco.

The San Francisco Housing Authority has ordered vacated 83 apartments in Guam Village to clear the way for construction of a new section of Bayside Freeway. The demolition of this housing project will begin immediately.

Plans are under way for a \$50 million super shipping terminal to be built on some 350 acres north of Hunters Point and would have facilities for handling 15 ocean-going ships. Some 200 acres of the 350 acre area between Islais Creek and Hunters Point would have to be filled.

The first unit of the Embarcadero Freeway has been completed and is opened to traffic. The double deck reinforced concrete structure has its terminus at Beale and Mission Streets.

Two additional projects are currently underway as parts of the Embarcadero Freeway.

The portion from Fremont to Mission Street is expected to be completed about July 1st at a cost of \$1,753,545 and the extension to Broadway Street at Vallejo Street by the fall of 1959 at a cost of \$7,800,000. Charles Harney Co. is the general contractor on this project. Macco Construction Co. has a contract for driving all steel piling.

Ben C. Gerwick has moved a 135 foot high skid rig pile driver onto the site of the 22 story office building for the Crown-Zellerbach Cor-

poration at junction of Market, Bush and Battery Streets.

Schaffer and Madsen have moved 5 rigs onto Twin Peaks to move 20,000 yards of material for a new radar installation to be built there.

O. C. Jones has a site development job as Westmore High School in Daly City.

Eaton & Smith has several track removal and pavement reconstruction jobs in the City.

A \$5,000,000 Yacht Harbor Expansion Project is contemplated by the San Francisco Park Commission.

Good news for the high speed sport car fans — L. C. Smith, the contractor on the new causeway between Candlestick Cove and Sierra Point has agreed to allow drag races on the 4-mile strip up until July 1, 1957. This project will be completed in August.

The demolition contractors, Harry Flora, Pete Passetti, Joe Ballinger and J. Henry Harris are all busy clearing the rights of way for the new freeway.

The old Embarcadero traffic-tunnel has been filled in and traffic rerouted to make room for the piledriving rigs.

Most all local contractors have jobs going on in this town.

Report of Last Meeting

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

A Synopsis of the Regular Meeting Minutes of March 2 was read and by motion approved as read.

A Synopsis of the Executive Board Minutes of March 30 and of April 3 read and the acts and recommendations of the Board were by motion approved as read.

Minutes of the Special Meeting held in Salt Lake City, Utah on March 31 read, and by motion approved as read.

Cards of thanks were received from Mrs. Audrey Y. Valenti; Mr. and Mrs. Les Collett and family; Fern Durfey and family; Mrs. B. E. Woodbury; Anna Moller and family; Mrs. A. F. Jones and family; The McDonald family; Grace Nelson and family; Geraldine Auger. Received and filed.

The Trustees Report was read. It was regularly moved and seconded the Trustees Report be accepted as read.

The following members were reported ill: A. T. Bradbury, William G. Bell, Harold Burrows, Alfred H. Billings, W. F. Barck, Ormond R. Buchanan, Stanley Coach, Phillip D. Cardona, Walter F. Crane, John L. Chiarle, Louis M. Climer, Jay W. Cornell, Jack Dundee, William Delucchi, G. C. Dalby, Vern Dickinson, Ray Edwards Jack Edwards, Paul W. Florey, L. M. Gordon, Geo. R. Hymer, Milford Harkrader, Harry Handley, G. A. Hardmeyer, Yates Hammett, Edward F. Ingram, Frank Jakowatz, J. J. Johnson, Cecil Johnson, Lloyd V. Kenobble, Ray M. London, Lee Lynn, Chris McCarthy, M. Murdock, Frank J. Martin, Lee Madison, James A. Monson, David Murphrey, Carlos J. Morales, James Nardinelli, A. H. Ogden, Nick Joseph Pisano, Walter M. Proebstol, Earl Roberts, Walter H. Rogge, Garnet D. Rogers, William Rule, Guy B. Slack, Fred Sell, Edwin K. Sharp, Frank J. Sperry, Dan Todd, Joseph L. Valek, Roy Vance, Bob Whitmore, Albert L. White, Wayne E. Wooley, Louis E. Watkins, E. L. Willis, Leon Yates.

The following Brothers were reported deceased: James Bloise, Felix Joe Valenti, John F. Haughton, A. F. Jones, Ralph Moller, E. Dominguez, B. E. Woodbury, A. Auger, Allen J. Keehn, Lawrence Joseph Nelson, C. C. Smalley, Fred W. Kesler, Arthur T. Evans, Ray H. Hahn. The membership stood one minute in silence in respect to our deceased Brothers.

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

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

Brother Ed Park, State Labor Commissioner, gave a talk on the composition of the state officers as compared to labor unions, and explained the procedure of bills offered to Legislative bodies. His remarks were well received.

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

Respectfully submitted
C. F. Mathews
Recording-Corresponding Secretary

The Islands

HAWAII UNIT ADDS MEMBERS

By OTTO E. NEVER, Regional Director and
J. K. WAIWAIOLE, Business Representative

The report from the islands of sunshine and prosperity this month, shows a marked increase in construction for the year 1957.

Notwithstanding a program of anti-labor being practiced by the local contractors, it is the feeling that this year will be a busy one. With the large amount of work programmed by the Federal Government and the Territory, we should be able to negotiate for wages more in line with the mainland. We hope to change the differential between all classifications to a point where it is not from \$.50 to \$1.00 an hour difference in our pay scale between the island pay and the mainland pay for Operating Engineers.

During the last 90 days, we have increased our membership in excess of 150 new members. We are now negotiating on 3 new contracts. We have filed complaints with the Army Engineers because of the cheating by different contractors on overtime, and where the contractors have worked members as much as 30 minutes a day without pay and where they have paid cat-skinners at laborers scales on government jobs. Organized labor in the islands is making a concerted effort to fight for the rights of the members of organized labor. This fight is a unified fight, one where the ILWU, AFL-CIO, and Independent Unions are joined together for a common cause. Even the Naval Shipyard at Pearl Harbor has a pay classification from \$.40 to \$.60 an hour below Mare Island and Hunters Point Shipyards. Local 3 has been instrumental in having a bill introduced in Congress to equalize this pay differential. We wish to give credit to our Craft Committee at Pearl Harbor for their untiring efforts in behalf of their organizing drive and their help in gathering data for our fight to put out Bill over Congress.

The members of the Craft Committee and alternates are: Tim Byrne, Chairman; Solomon Maunu, Fred Malabey. Alternates: Raymond Archuleta, Wilbur Colis, Harry Robins.

Our membership in Pearl Harbor Shipyard is an important one. The Shipyard members meet on the 4th Friday of each month at 7 p.m. at the St. Louis Alumni Clubhouse; the construction workers meet on the 3rd Friday of each month at the Y.W.C.A. at 7:30 p.m. We are interested in seeing all visiting members of the Operating Engineers at our meetings.

The following is a list of some of the proposed construction work for the islands during this year:

Territorial Department of Public Works: Oahu, \$2,109,500; Hawaii, \$2,000; Kauai, \$132,000.

Territorial Highway Department: Oahu, \$17,976,000; Hawaii, \$1,250,000; Maui, \$500,000; Molokai, \$200,000; Kauai, \$300,000.

Territorial Airport Construction: Oahu, \$4,500,000; Hawaii, \$46,000; Maui, \$225,000; Molokai-Kalaupapa airport resurfacing runway pavement, no cost figure given; Kauai, \$215,000.

Hawaii Irrigation Authority: Kalaupapa Irrigation Project, \$5,010,000.

Board of Harbor Commissioners: Oahu, \$260,000; Maui, \$50,000; Hawaii, \$15,000.

Hawaii Housing Authority: Kaa-humanu Homes, 152 units, \$1.5 million.

Department of Buildings, City and County (Oahu School construction), \$4,597,800.

Board of Public Parks and Recreation, \$1,920,000.

City-County Division of Sewers, \$2,970,000.

City-County Suburban Water Department, \$2,235,000.

City-County Public Works improvement districts, \$11,211,613.

City-County Public Works drainage projects, \$324,000.

City-County Public Works flood control projects, \$2,536,930.

City-County Public Works miscellaneous projects, \$2,094,879.

Board of Water Supply, \$285,000.

Honolulu Area Engineer, Corps of Engineers, U.S. Army—in the neighborhood of \$9,200,000 including the indefinite Capehart Housing, Fort Shafter and Tripler Hospital totaling \$27 million.

District Public Works Office, 14th Naval District—\$72,882,000 in authorized projects including \$45 million in Capehart Housing.

On the local scene and in construction, Hawaiian Dredging and Construction Co., Ltd., is starting a dredging job for the new Honolulu airport. We are now stepping up our organizing in Hawaiian Dredging as they have under contract quite a lot of work locally and the outlying islands in the Pacific.

A. L. Ho, on the new Keechi Lagoon Park, is sure getting the coral dust flying with Brothers Jim Apao and Oscar Smith on backhoes and Brothers Alvin Santos and Bill Kaai on the cans.

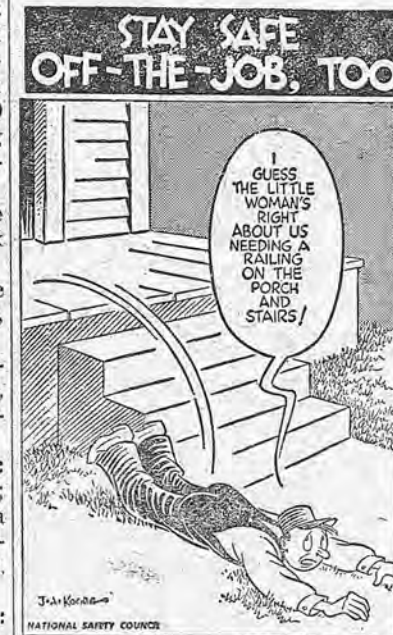
Foster Homes Development is gradually getting to be a union job. We are about 60 per cent organized there now. Rented equipment and the operator accompanying it poses a problem at this point, the following boys are with us: Victor Rapoza, Herman Pauahi, Danny Braz and Jim Duvachelle. On rented equipment, we have Chester Enoka, who is with Gilbert Kobatake, general contractor.

Honolulu Builders is using two of our boys on cranes and has called in for a front end loader operator.

The island of Kauai is due to be invaded by Local 3, if things work out as planned. We could use some good operators from the Garden Island.

Brother Soares writes from Sasebo, Japan, that the Gulfstream is still to be worked on and hopes the next budget in July keeps them working in that area.

At this writing, Captain Jim McCandless of the Gulfstream should be at home somewhere in the Bay Area.



Work is Picking Up in San Jose District

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

Now, that we are enjoying the beginning of the Spring season, work has picked up considerably in this area. Many of the Brothers have gone back to work after a long winter of unemployment. We still have a long list of men on our "out-of-work" list, but we hope that soon these men will be called as the work picture improves.

A. J. Peters Company are busy on their two telephone jobs, one located on Grant Road in Los Altos and the other on Curtner Road in San Jose. This firm still has some work left to complete on the I.B.M. plant. Ed Keeble has all of his import material completed on this project and has about a month left of cleaning up. Leo Piazza Co. are doing the paving on this same project. This same firm have begun work on their Highway No. 101 job under the supervision of Brother Moody, and expect completion in about two months. They are also working on their Highway No. 9 project, besides several subdivisions in this area.

Pisano Brothers have almost completed their storm sewer job on Hamilton Ave., and expect to start work on their sewer job in Santa Cruz very shortly.

Ed Keeble is still working on the underpass located on Minnesota Ave., and also busy on two subdivisions on Prospect Road, under the supervision of Brother Carl Crevola.

Sub-division work has begun to pick up with Perma-Bilt Homes Lacy & White, Brandon Construction and Fremont Acres all starting on a total of 2500 homes, besides many other tracts under construction.

We are still enjoying a lot of underground work and some more coming up all the time. Associated Engineers, P & E Construction Co., Pisano Brothers and Los Gatos Construction Company are especially busy. The Lockheed Plants at Stanford and Sunnyvale are still continuing construction with additional expansion coming up. There has been no contracts let as yet on the Testing area in the Santa Cruz Mountains, however we do have a crew of Technical Engineers working on the survey and field engineering.

Varian Associates are tripling the size of their plant facilities with Contractors Howard White and Lew Jones on the job.

Hewlett-Packard Company are continuing grading operations for expansion on their Stanford project. J. W. Woods have a small job on the campus.

Frederickson & Watson are temporarily held up on grading operations on the Moffett Field and Alviso jobs but expect to resume operations within a week.

SOUTHERN TERRITORY
Granite Construction Company is in high gear on their King City road job. They have 695,000 yards to move and at the present time are using 3 Cats, 6 D.W. 20's, 4 Dozers, 2 Blades, 1 Truck Crane. Brother Cecil Smith is ram-rod-ding the spreads. This firm is also employing 6 Engineers on the Claremont Manor job in Salinas; they have just completed an around the clock batching job for the McDonald Engineers on their Spreckels job. They were also the low bidder on a \$26,219 contract for a paving job on Lighthouse Ave. in Pacific Grove. Clarence

Waed has a job at Big Sur for the Navy; on this job Granite Construction Company is doing the pipe and road work.

Phil Calabrese is keeping six of the Brothers busy on the Porter-Marquard sub-division in Carmel Valley. This job went for \$96,916. Monterey Sand is working two

shifts, keeping six Engineers busy catching up on the back orders.

Lee Stephens is doing the dirt work on the Huntington Bros. Paicines road job. They are using 3 new 20's, 3 Dozers, 2 Blades, 1 Foreman and a Stake Puncher. They have 213,000 cu. yards to be moved on this job.

FRESNO GETTING A SLOW START

By G. LYNN MOORE, JAMES D. MONROE & B. F. (TINY) HELLMING Business Representatives

The Fresno area is getting off to a very slow start. The fine weather we enjoyed during the late fall and early winter enabled most jobs to be completed with very little carryover from last season's work. New jobs are slow coming in, however. Morrison Walsh & Perini got off to an early start at Wishon Dam early in March and now are going two shifts, five days a week. Operations at Courtwright Dam will start as soon as snow can be cleared from the camp site and equipment put in shape for the busy season ahead.

Excavation was completed last year on Courtwright Dam, therefore this year they will start the placing of rock in the structure. The tunnel work on Kings River continues on a three shift basis with very little turnover. Consolidated Western Steel Co. have been awarded a contract for placing penstocks on the Kings River project and will start operations in the near future. The Harms Bros. Co. continue their rock plant operations for PG&E near Balch Camp.

Another section of the 99 Freeway will get underway soon with the awarding of \$2,718,100 contract to Frederickson & Kasler Company for the freeway through the city of Madera. The Jackson Hopkins Co. and Kovick Bros. have completed relocations of water and sewer installations in Madera so this job should be ready to go soon. Stewart & Nuss were awarded a contract to grade and surface 8.0 miles near Hanford.

The Griffith Company were low bidders for building a four-lane divided highway from the Visalia Airport to Mooney Blvd. in Visalia. Westbrook-M&K have a small job extending taxiways at Castle Field Air Base. Concrete Supply Co. also have several small jobs at the Base. Pacific Pipe-Line Co. have finished their pipe wrapping job at Los Banos and have moved to Canada taking most of their crew with them. The Dallas Wilson Co. are busy on their outfall sewer job for the City of Los Banos.

Harms Bros. are winding up their repair job on Highway 140 near Yosemite. They have a few weeks of rip rap work remaining to complete the job. The John Delphia and Fred J. Early Co. are getting underway on their job on Highway 140 above Mariposa. They have 5 cats, one 95 NW and a 25 NW on this job. They will set up

a new hot plant at the Mariposa Sand & Gravel plant. Subdivision work in the area is very slow at this time with only a few small jobs going.

The rock plants in the area are running at a much slower pace than usual at this time of the year, due to most of the companies having quite a bit of processed material in their yards, however, Fresno has several large building projects which are just being let.

The Fresno Community Hospital contract was let, Harris Construction Co. of Fresno were low bidders of \$3,212,972. Volpa Bros. were low bidders on 2.7 miles, another section of Highway 41 (Blackstone Ave.) between Shaw and Herndon Avenues. The Corp. of Engineers are advertising for bids for the Success Dam on the Tule River about 6 or 7 miles east of Porterville. Bids to be opened May 15th. This job will have approximately 6 million yards of earth fill, which will be good for the rubber-tired men and cat skinned.

Bechtel Co. laid off half of their mechanical force after having worked over the equipment and up to the present time the latest on Mammoth Pool is "Postponed until further notice." Gordon H. Ball Company at Kingsburg will start crews on paving Monday and then will move to Atwater on their Freeway job there.

Just another reminder about our BLOOD BANK—Donors for the month of March are: Brothers Leonard P. Marlow, Jack Whitefield, B. H. Heuston. Thank you.

WOODLAND, contract awarded to Granite Const. Co., P.O. Box 900, Watsonville, \$122,630, for abt. 6.3 mi. widen & surf. w/pitmix. surf. on county roads No. 124 and 126, betw. intersec. of county rd. No. 124 & SH No. 50 & intersec. of county road No. 126 & SH No. 50, in YOLO COUNTY.

MERCED, contract awarded to Kovick Bros. Const. Co., P.O. Box 1323, Fresno, \$166,695, for const. outfall sewer line, Merced.

BIG TRINITY DAM AND POWER PROJECT GETTING UNDERWAY

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

The Cascade Wonderland has really started to boom. I would say it is going to be one of the busiest places in California, particularly in Trinity County.

The Trinity Dam Contractors with Guy F. Atkinson Company, the sponsor, have crushed the starting gate and are off with a bang. Gus Steiner is the commanding general, with Earl Walsh as general superintendent. They are moving in lots of heavy equipment, shovels, cats, and what all it takes to move about 40 million yards of rock and muck. At the present time they are busy building a camp, shop offices, etc. The Shea Company has started excavating for the portal and attic on their eleven mile tunnel.

In another two months things should really be humming on the \$225 million Trinity Hydro Electric Project.

There is a great deal of work

going on at the Gibbons and Reed highway project near Dunsuir. They expect to double shift in the very near future.

The J. C. Compton Company of McMinnville, Oregon, are expected to move in very soon on the 27-mile highway project situated between Alturas and the Oregon border. This is a resurfacing and a blacktop job. The Baldwin Construction Company of Yuba City, California are moving in on their new highway job at Likely, California. These two jobs are located in Modoc County.

Lester Rice of Marysville is back at Adin to finish up the job they worked on all last year.

According to information obtained, Stole Incorporated are starting their job at Linal. Bro. McFarrell and Herb Whiting will be the commanders on this project.

Jess Harrison is going full speed ahead with a full crew on the Eegum Road near Cottonwood.

We have also been informed that Peter Kiewit and Son will resume work on their Mount Shasta and Fort Jones job soon. There are other projects in this vicinity coming up in the very near future. There should be plenty of work for the brothers who live in and around Yreka.

Brothers: In short the work situation looks good in this part of the state.

Kindly be advised that we have started a blood bank in Redding and it will be a good deed on your part when you are in Redding to stop in at the Mercy Hospital and give a pint of blood. You may do this on Mondays and Wednesdays from 7 to 9 p.m. and on Tuesdays and Thursdays from 3 to 6 p.m. Please do not forget to tell them that this is for the Operating Engineers, Local No. 3 blood bank. This is something new in Redding for the engineers. The following Brothers have given:

**A. R. CANNFIELD
JOHN LELL
SISTER GENEVA LELL
CLIFFORD R. ROBINSON SR.
CLIFFORD E. ROBINSON JR.**

A good deed is worth a star in your column and we have the stars.

Northbay District Comes Alive!

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

The farther we get in to the year of 1957, the better the work outlook is. We think our out-of-work list will be pretty small with this good weather clearing up.

Brothers, we notice that many of you have your names on the out-of-work list, but have been called back to your old jobs and fail to notify our office. When you get called back to your old job, please let us know you are working, as this will save us a lot of wasted time.

As an example, here's what happens: Contractors call the hall for an operator or oiler. We look on the out-of-work list and tell the contractor that we have several men available that can come out at once. Then when we start calling men for the job, we find out that most of them have gone back to work without letting the office know, thus wasting time calling several men for the job when one man could have been out on the job. So, Brothers, please cooperate with us on this. A 2 cent postal card will do the trick.

MORE BLOOD DONORS:

Brothers James C. Hilton, Joe Stock and Mrs. Grace J. Seaton, wife of Bro. Richard Seaton. To them many thanks. We are still hoping that with the brothers' help we can build our Blood Bank up. The response was very favorable last month, so let's all cooperate in this worthy cause. There must be more "red-blooded" members in the area who could donate one pint of blood to our Blood Bank.

Ghilotti Bros. recently purchased from the State a Pulverizer—in A-1 shape and one of the nicest Tilt Bed Transports. Although these boys are primarily in the cement business, they have at the present time more Operating Engineers (15) than cement finishers, according to Mario. Not "bitching" for a change about any of his operators. Ghilotti's fast boys got one block grade and paving done in one day—some record. Top Engineers—so Mario says.

On the E. T. Haas job located off Francisco Blvd. Brother D. "Doc" Rosecrans is Supt. in area. They intend to complete the job by the first of November, and they have approximately 116,000 yards of imported fill to go into the streets—going to build curbs and gutters approximately 27,000 yds. street excavation before fill goes in. There are about 15 members on the job at the present time. Brother Jim Weeks on Motor Patrol, Bro. L. J. McCulla, Oiling; Al Brossard, Motor Patrol; Lester Switzer, H. D. Mechanic; Tommy Carpenter, Dozer; Robert Walker, Oiler-DW Clements, NW 25 DL; Walter Lynch, Oiler; Leo Burkhardt, Crane Operator. The supt. on the earth work is Brother Sam Cain. Sub-contractors: Western Bldrs., storm sewer pump station; curbs and gutters to be installed by another sub-contractor, U. Pierra & Son. Bregato Paving will be sub-contractor for the sanitary and storm water systems, Brother Duane Damon is in charge of office — and Field Engineer, etc. "Doc" informs us that another job at Sleepy Hollow where we have about four members working at this time are installing curbs and gutters — streets to go in—same sub-contractors on this job.

E. T. Haas has about a five-month job at Marinwood—sanitary—storm sewers—water systems. Fifteen-inch vitrose clay pipe and also handle some 48-inch storm sewer pipe. Bro. Wm. Ruppender is Super.

HARNEY OVERPASS

The Charles Harney job on the Forbes Overpass—with Bro. Joe Stockton in charge informs us that the new overhead is already in use, just recently completed, instead of using the old one as we have for the past 15 years. They are down to only 3 Engineers at present, but Joe expects in 30 days or less, to take fire again with Jeeps, Cats, Blades, etc.

Shaffer & Madsen have been awarded a contract at Fort Seward. This will be through our Eureka Office. Construction of Roadway and approaches to Ford Seward Bridge—in Humboldt County, cost \$1,285,507.

Gmgros has recently purchased a shovel.

Parish Bro. is starting Hamilton Air Base job. That should hold 'em 'til Bro. Chilton gets new lead in his pencil. Bro. Madson in charge.

Brother Bob Briggs going to Mariposa—on job for John Delphia. Sorry to lose this type of skinners.

Brother Dan O'Conner has 2 D8 Hot Rods for sale or rent. Rigs—1st class shape. Telephone: Corte Madera 1173.

Brothers L. Thomsen and Hindeman, specialists on Levees and Reclamation work—also sewer work have the following pieces of equipment: 2 1/2 yd. DL, 1 1/2 yd. DL, BH for 3/4 yds. HD 7 Cat Dozer. These boys can be reached at Vallejo 8-0643 or 2-3053. At the present time they have Brothers Keith Nelson and Billy Kuykendall working for them.

Brother Carroll Barber, heavy-duty mechanic for Ben C. Gerwick at Mare Island was seriously injured when he was struck on the head by a grinder wheel which flew off a grinding machine he was using. He was admitted to Vallejo General hospital with a compound fracture of the skull. Apparently the grinding machine flew apart in Bro. Barber's hands, sending the whirling wheel crashing against the victim's head. The blow knocked Barbour unconscious and inflicted a severe laceration that required 17 stitches to close.

You can't miss seeing Bro. L. D. Muzzy these days—what with his brand new "Fire Engine" Red HC 88 Linkbelt Crane—25-ton rig—with Hutchinson Quarry.

Bro. George Chipman with Peterson Tractor was in the other day—says doing tremendous business with big contractors these days.

Bro. Luce Huntington, one of the Huntington Brothers dropping in to say hello. Says he's doing home building for himself in Woodacre—suffering few splinters, etc.

Bro. Bill Connors leaving for one month's vacation to Greeley, Colorado; Bro. Louie Paysee has left Ralsch—leaving for Vancouver, British Columbia and points north with his wife — for a vacation. Brother Paysee is a Master Mechanic.

6-BEDROOM DREDGE

One of the nicest Dredgers in the bay area is that owned by Brother Charles Hover. It contains 6 Bedrooms — has accommodation for 12 people. All electric kitchen—40,000 gallons of water—40,000 gallons of diesel—6-yd. bucket. The guest room is in Japanese Ash. Hover's private quarters is in Philippine mahogany. Lima rig on it—130-ft. boom, run by Brother Dick Ige, Brother Frank Brooks, Fireman; Bro. James McCaffrey, Oiler. This dredge was built to Bro. Hover's order at Yuba plant in Benicia.

Bro. Ed Dorsett and family was returning from Jacksonville, Illinois and had an accident—his new car washed out. Truck hit him on side. Snow and ice on roads. His wife and child were hospitalized.

Brother Virgil Thresher has taken a maintenance job with Mill Valley School Board.

Brother William Stevens, Crane Operator for Sherman Crane Service suffered compound fracture of leg on the E. T. Haas Pump Job, and is in San Rafael General Hospital. Best wishes to him.

Attention: Owner - Operators: Did you know that you can contribute to the Welfare Plan at \$15.00 per month. This is for Owner-Operators only. For more information on this, contact our office or the Welfare Office in San Francisco—phone: HEMlock 1-4417.

Brother Wesvern I. Neff does Jeep Trenching—6"—12"—18" wide—up to 4' deep. (Can backfill, too.) He may be reached at: DUNlap 8-1288.

Bro. Richard Padgett has own D6 Dozer, AC5 Loader, 1 Dump Truck—5-yard. Phone: GLENwood 3-7266.

Basalt Rock Co. at McNears

Point; under Johnnie Meloni as Plant Superintendent, Brother Eugene M. Conway has been appointed Assistant Super and will assume the responsibilities of the Superintendent in his absence. Brother Alonzo H. Crawford has been placed in charge as Foreman of the recently completed Asphalt Mix and Crushed Rock Plants.

ST. HELENA FREEWAY

Lee J. Immel started four-lane freeway March 25, two and one-third miles long starting at Napa Depot at Trancas on Hwy. to St. Helena. Amount of job \$416,000, 92,000 yards of roadway and canal excavating. At the present time we have Bros. Robert Enge, and Bill Clark (Dozer Operators) and Russell Bates (Motor Patrol Operator). By the middle of April we will have approximately 14 Engineers on this job.

Brother C. V. (Pete) Atkins has a new Cat Motor Patrol for hire. Brother Atkins may be contacted by Telephone: Baldwin 4-4574 (Napa) or at 298 South Montgomery Street, Napa. Brother Atkins is an old time member in Napa.

Paul Respini from Petaluma Way keeps Brother Chandler building dams, etc. Paul has a good Transport—haul your 8 Fast. He is a good employer—turnover is zero with his operators.

The following letter received from Match & Sundt saying, "You can catch more flies with sugar than with 'Shinola.'"

"Gentlemen: We wish to convey to you and your organization our sincere thanks and appreciation for the outstanding cooperation we received from all concerned on our recent runway project at Travis Air Force Base. We especially wish to thank Mr. Aaron Smith for his efforts in supplying us with competent operators and survey personnel, who did such a good job for us. We realize this was no easy task considering the short time limit job and the great deal of work that had to be accomplished in the time allotted. We hope we have the pleasure of doing more work in your area.

Very sincerely yours,
(Signed) J. N. MATICH
Match & Sundt"

OFFICE HOURS CHANGE

Attention: Effective May 2, the San Rafael Office will remain open on Thursday evenings from 5:00 p.m. to 7:00 p.m. The Napa Office will be open on Thursday evenings from 6:00 p.m. to 8:00 p.m.

Are you registered to vote? Do you vote? Are you exercising your full rights and responsibilities as an American citizen, or are you throwing them away by default?

Get ready for the 1958 elections—register now if you aren't registered. State law provides that you can register any time in the office of the county clerk or the registrar of voters for your county. You must register if: you did not vote at either the last direct primary or November general election; changed your name; or changed residence. Do your part now—register if you aren't registered. It's your duty as a good citizen and a good union member.

Match & Sundt have started their small job at Travis A.F.B. which will employ about 8 or 10 Engineers.

Los Gatos Construction, doing underground work in Vallejo and Mare Island for Bell Telephone.

Frederichsen, Watson and Ransome are at a standstill at this particular time, due to structural work. They have approximately 30 days of dirt work left.

Syar and Harms are still getting small jobs in Vallejo and Fairfield areas.

M. & K. Corp. and Stolte are spreading out a little on their sewer line at Mare Island, with 20 Engineers at present.

Darkenwald has resumed work on the Canal in Vacaville area—going full blast.

M.G.M. Construction has started the water line job for the City of Vallejo.

Duncanson and Harrelson have moved in on the M. & K. job—driving piling for the out-fall sewer line.

Keep Dues Paid Up!

HEALDSBURG STEAM WELLS TO PROVIDE POWER SOURCE

By GLENN L. DOBYNS, Business Representative

We have a new development in this area which is the Thermal Power Company of California which has been formed for the purpose of utilizing the geothermal steam now going to waste near Santa Rosa. The location of this new development is 17 miles from Healdsburg, Sonoma County. Two paved roads connect the property with Highway 101.

The land was acquired by the Geyser Development Company over an extended period of time for the definite purpose of consolidating all favorable or potential geothermal land in the area. On the leased property there are five active fumarole areas and many areas that have been active in the past. The property runs for about five miles in length on the north side of Sulphur Creek.

These extensive lands have been examined over a period of many years by highly qualified geologists, who are as a whole in the opinion that the present development and geological indications merit a drilling program for determining the extent and the potential volume of steam production. All of the geological opinions concur in the theory that the steam is produced from moisture both magmatic and meteoric as to its source, and that the steam and heat originate at great depth, thereby providing a source of unpredictable quantity of energy that should continue for a great period of time.

During the years 1922-25, 8 shallow wells were drilled, the deepest

being approximately 600 feet. These wells have continued to produce steam, and from all visible evidence are now producing steam, after more than 30 years, in undiminished volume. During 1955, Magna Power Company caused to be drilled an additional well to a depth of 603 feet, and this well is continuously producing steam without apparent diminution. The steam produced is dry and contains super heat. It is estimated that the steam now being blown into the air, if utilized, would produce about 6,000 K.W., or about 8,000 Horse Power. Production of this amount of energy in a moderate steam generating station would require the burning of approximately 1,444,000 cubic feet of gas or 240 barrels of fuel oil per day.

The conception of drilling wells to tap the incalculable magmatic heat within the earth is not new or original. At Lardello, Italy there are power stations developing in excess of 400,000 K.W. with a current program of drilling and construction of additional power generating units. In New Zealand, Mexico, Iceland, El Salvador, Fiji Islands, and on the British Island of St. Lucia, drilling programs for production of geothermal steam are now being conducted.

CONSTRUCTION AWARDS

SACRAMENTO, Contract awarded to A. Teichert & Son, 1931 Stockton Blvd., Sacto., \$203,440, for 36.1 mi. surf. w/pltmx. surf. at various location. EL DORADO, PLACER, SACRAMENTO & YOLO COUNTIES.

SACRAMENTO, Contract awarded to Lester L. Rice & Sons, 235 Summer St., Yuba City, \$133,637, for 10.7 mi. surf. w/pltmx. surf. on cem. tr. base, etc., betw. E. end of Sutter By-pass & Rt. No. 87, near Yuba City. SUTTER COUNTY.

MARCH 22, 1957

TULARE, Contract awarded to W. M. Lyles Co., Box 495, Avenal \$14,261, for const. of sewers in Kern St., Blackstone Ave. in city of Tulare.

WALNUT CREEK, Contract awarded to John H. McCosker, Inc. 1501 Eastshore Hwy., Berkeley, \$136,987, for const. of a sanitary sewer in Local Imp Dist. No. 34, Merinda Area, CONTRA COSTA COUNTY.

BELMONT, Contract awarded to E. T. Haas Co., P.O. Box 95, Belmont, \$17,268, for const. 10" water main from Bragato Rd. to Price Industries Co. in city Belmont, SAN MATEO COUNTY.

CARSON CITY, NEVADA, Contract awarded to Geo. E. Miller, P.O. Box 1728, Reno, Nev., \$13,530, for const. of sani. sewers in North End Dist. of Carson City, Nevada.

SALT LAKE CITY, UTAH, Contract awarded to Gibbons & Reed Co., P.O. Box 2429, Salt Lake City, Utah, \$71,608, for 1.592 mi. 3" pltmx. bit. surf., sec. of SR No. 71 betw. 21st S. and 32nd S., SALT LAKE COUNTY.

SALINAS, Contract awarded to Granite Const. Co., P.O. Box 900, Watsonville, \$106,229, for const. portion of Blanco Rd., betw. 0.6 mi. West of SR No. 117 & Abbott St., MONTEREY COUNTY.

REDDING, Contract awarded to Trisdale, Inc., P.O. Box 779, Redding, \$146,773, for grade & surf. w/asph. rd.mtx. on imp. borrow base on County Hwy. Rt. 17-C, betw. aprx. 1.0 mi. NW of Dana & abt. 4.2 mi. NW'y to SH No. 83, in SHASTA COUNTY.

SAN JOSE, Contract awarded to Bridges Const. Co., P.O. Box 966, San Jose, \$17,061; for RCP sewer on Capital Ave. at Milguelita Creek in Santa Clara County.

MARCH 26, 1957

BRENTWOOD, Contract awarded to F. Wills, R.F.D. Box 233, Antioch, \$2,36, for resurf. portion of Dainty Ave. in city of Brentwood, CONTRA COSTA COUNTY.

COYOTE DOUBLE SHIFT

The long awaited double shift is now in operation on the Coyote Dam and they are swinging into high gear, this is going to be high ball operation as the Guy F. Atkinson Co. has officially notified State and County officials that they are going to finish the dam a year in advance of schedule. From all indications in this area it would seem that you are either going to work for the Guy F. Atkinson Co. or not at all.

On the 10th of April bids will be opened for the Highway 101 job nine miles north of Willits. This will be a nice job, the Engineers estimate is \$2,000,000. No doubt Guy F. Atkinson will get it.

On the 23rd of April there will be a surfacing job opened. It is for 24.6 miles and takes in from Boonville to Fort Bragg, now that is what I call stretching things.

Brown and Ely have moved in on their Boonville Highway job. Brothers Bob Noble and Al Morgan are the Supts.

Macco Corp. has started driving piles on the Guy F. Atkinson Highway 20 job. Brothers Lawrence Franks and Elmer A. Blend are running the rig.

The Ralph M. Stone Co. from up Red Hester's way have moved their equipment onto the Guy F. Atkinson Highway 20 job.

McGuire & Hester were the low bidders on the Ukiah Sewer trunk lines, they beat out Hal Peletz by a measly sum of \$3000. Tough luck, Hal.

BLOOD DONATION

Brother Harold Dibbern donated to the blood bank this month. Thank you, you are a real brother. Brother Hershell Wright paid a year's dues, now we won't have to worry about him until next Christmas. Brother Delbert Coppock came in and paid a year's dues. He is still sailing the high seas, is the master of one of the United States Line's ships. Congratulations are in order for Brother M. K. Reynolds, he is the proud father of a baby boy born on Saint Patrick's day.

Brother Bill Hall and his wife Bonnie donated to the blood bank this month. You know I wish that some of our big brawny engineers could see and meet Bonnie. She is a little mite who I doubt weighs over a hundred pounds and she gladly gave her blood which will no doubt be used to save the life of some husky engineer who's hedged and crawled with lame excuses to avoid donating. It is a good thing that Justice is blind folded else she would be tempted to use the flat of her sword.

What's Doing in the Oakland Area

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

Work has picked up considerably in the Alameda-Contra Costa County area and we are rapidly hitting our stride again having cleared approximately 475 men in the month of March. We look forward to a large increase for the coming months. New work on freeways and roads is getting under way. We have quite a program in the area for the widening and resurfacing of streets in the Metropolitan areas. The scrap industry is holding steady and the Dredge industry is holding very good with some 250 members working on the clamshell and suction dredges. We can still use more blood, although the response to our recent appeal for blood donors has been answered by a good many of the members and their wives. We are still in dire need of blood for those members and their families who are unfortunate enough to be ill.

There has been a lot of contractors working at the Radiation Laboratory in Livermore since they started enlarging the building and ground site. Chicago Bridge & Iron Works have been working four months building the new Reactor Housing. Brother George Parker is operating the D-6 Boom cat using 50 ft. boom setting all the steel. The Halbach Pipe Line Co. have the contract to put 2300 ft. of 10 ft. and 8 ft. sewer line in for the Laboratory. Moore Dry Dock have moved their American 375 Truck crane out to the Radiation Laboratory and have sub-divided with Swinerton & Walberg Co. General contractor of the setting of the steel. Brother Cliff Hubbard is operating and Brother Charles Crabtree is doing the oiling. Bro. Chet Ratti is using his truck crane to pour the additional concrete used at the Laboratory.

Brother Ray Wilcox has moved his Fordson onto School Street in Livermore to start his contract on the grading there.

Rhodes & Jamieson have been constructing a new gravel plant which will be located on the Pleasanton-Livermore highway. Axel Klenz designed the plans for the new plant and Bodinson Manufacturing Co. built and furnished all the steel which will go into the plant. The new plant is setting on a 500-acre site and should be completed some time in June. It will run about 400 tons of material per hour and can be converted to handle about 800 tons of material per hour. It will have a modern Batching plant with a pre-mixer. There will also be high speed truck loading bunkers with conventional type washing and separating. The plant will be fed with two DW-20's which will be loaded by a D-9 push cat. The railroad tracks will go into the plant which will load out from under the bunkers.

Rivers Construction Corp. of Fort Worth, Texas, began construction in late February on 81 miles of 8-in. and 10-in. products line for Southern Pacific Pipeline Corp. They have Section No. 1 extending from the east side of San Francisco Bay near Richmond, to a point near Stockton. This project is at the extreme western end of Southern Pacific's 350-mile pipeline that, when completed, will extend as far east as Reno and Fallon, Nevada. Rivers Construction Corp. has a full crew of men working from the Richmond area. This pipeline includes three underwater crossings. They are now working on the city part of the pipeline and the main line has now started. F. O. Banty Traweck Sr. is Super. over both the main line work and the river crossings. Paul Whitehead is master mechanic on this job. They have four Ensley backhoes, two trenching machines, one Boring machine, eight side boom operators, one pumpman, eight Dozer operators, a mechanic and oilers. This pipeline will connect with Standard Oil, Union Oil, Shell Oil and Associated Oil Companies.

Brother Robert Conklin has contracted to do all the excavating and grading for Braderick Homes in Hayward. He is using his own Fordson on this job.

McGuire & Hester was awarded the contract from the Pacific Telephone Co. for approximately \$40,000. They will be putting three miles of underground telephone conduit. The time limit on this job

is about 60 working days, and is located on Clayton Road in Concord. Brother Guy Skuse is supt., Brother Carl Boeth is trencher operator and Brother Lambert Papacek as oiler.

Frank Beach is the sub-contractor from Henderson Construction Co. who are building a new gym for the San Ramon High School in Danville. The Henderson Construction Co. are the general contractors and Broadway Plumbing Co. have the pipe work.

Gallagher & Burk received the contract from the San Ramon Valley Union High School District for \$25,622. This project consists of building an athletic field, putting in a sprinkler system and parking area also a ball field. They have about two weeks to finish this job with Brother D. L. Flynt operating a D-8 Dozer.

Baldwin Construction Co. received the contract from 12th Naval District to rebuild wharves. They are taking out the old timber and replacing with new. Bro. Herbert Hill is operating a Fordson hoe.

225-MILE PIPE LINE

Roy Price, Inc., is laying 225 miles of 12" and 16" coated products pipe line for Union Oil Co. of California. They began at Blackwells Corner in San Joaquin Field to the company refinery at Oleum. This job is 80 per cent or better completed. The line is under the supervision of Jake Cheeves who is Project Manager and Harvey Montague as General Field office manager. Louie Robertson has just moved his entire spread into the Rodeo area. There were four spreads on this job operating out of Avenal, Los Banos, Concord and Rodeo. We have some 100 or more Operating Engineers working on this job running backhoes, trenching machines, boring machines, side boom cats, dozers, bending machines, boom trucks, grease trucks along with mechanics and oilers. These Brothers are on the three spreads from the Union Oil Co. refinery in Oleum, Contra Costa County to Mountain House in Alameda County. This pipeline is going through some rough country. The 12" and 16" lines are double jointed into 80 ft. sections and are yard coated and wrapped and then transported to the various job sites by Bigge Drayage Co., who has the contract to haul and string the 80 ft. sections of pipe along the right of way. Brother Bill Abernathy is Superintendent over the hauling and stringing. Pacific Pipeline Construction Co. has the contract for double jointing, coating and wrapping.

John H. McCosker was awarded a \$179,499 contract from 12th Naval District in Port Chicago, Calif. for work on the Ammunition depot. The work consists of taking out and replacing four railroad barricade structures, install new timber barricades and regrade with dirt embankments. On each Railroad barricade they will take out approximately 30,000 yards of dirt which will later be replaced making a total of 180,000 yards in all. There will be 4,000,000 board feet of creosote timber and piles to put into the four barricades. The time limit on this job is some time in August, 1957. Brother Wayne Morris is Superintendent, Paul Mooney is on a dozer, Jack Dills a DW-10, Alex C. Duncan on

a DW-10, Edwin Alexander on a dozer and Roy Epper, loader.

Johnson, Drake & Piper were low bidders on the Eastshore Freeway job, from the Cypress Street double deck structure to Fallon Street in Oakland.

PLEASANT HILL FREEWAY

Stolte, Gallagher & Burk have started on the Pleasant Hill Freeway job that was shut down last winter. They are now laying base rock and have approximately 30,000 tons to be laid. Around April 15th they will start the project of laying about 10,000 tons of plant mix. The traffic should be rolling over this new freeway around the first of June. Brother Carlyle Burk is superintendent on the job. Brothers George Dupree and Gunner Norberg are on the blades, Brothers Ken Corbett and Harold Corbett are the DW-10 operators, and Brother Milo Schaaf on the Kom-pactor. The length of the freeway is 2 1/2 miles.

Brother Leonard Chalk, a sewer contractor from Lafayette, was awarded the contract from Tal Runnels for 800 ft. of main sewer line and 500 ft. of laterals. The time limit on this job is approximately 21 days. Brother Chalk and Brother Floyd Wagner are operating a Fordson backhoe.

M.G.M. Construction Co. has the contract from Central Contra Costa Sanitary District for \$189,231.21. This job involves re-location of sewer which includes 18", 21" and 36" sewer pipe, inlets, manholes, backfill. This is for the new bypass that will be built around Walnut Creek. James J. Stevens is the Engineer for the Sanitary District and Brother Henry Moore is foreman of M.G.M. Construction Co. Bro. Gilbert Isabelle is running a Parson No. 155 trencher, Brother Frank Relyea is oiler, Brother Tom Foster is loader operator. This job is to be finished some time in 1959.

Bigge Rigging Co. is sub-contracting a job from Haas & Haynie for setting concrete panels for the new Zellerbach paper mill in Antioch now being built. Brother Al Lichthorn operating "Big Bertha" is raising pre-cast panels weighing 34 tons each. There are thirty panels in all, fifteen on each end of the building. The building is 1120 feet long.

Alex Robertson received the contract from California Water Service Co. for \$15,000. The work consists of laying approximately 4000 feet of 12" Transit water pipe. This job started on Reganti Drive to Peach Drive then to Oak Grove Road in Concord. The time limit is 30 days. Coy Wall is superintendent, Charles Colburn is trencher operator, Elmer Jewett is the oiler, Tom Peterman on Fordson, Roy Wall on A-Frame setting pipe and Milt Woodward is loader operator. Grove, Shepherd, Wilson & Kruge who have the contract on the Cypress Street double deck structure, will have their portion of the Freeway completed soon.

NEW ANTIOCH PLANT

Bethlehem Steel was awarded the contract from Crown Zellerbach Co. for setting structural steel in Antioch for the new paper tissue towel plant being built. There is about 1400 tons of steel to be set for this job. Brother Pete Lambert is operating on an American truck crane, Brother Melvin Behney is oiler. Brother Roland Rich is operating a P & H truck crane with Vern Fuller as oiler. Brother Lloyd Billingsley is on the compressors. There will be approximately six weeks to complete this job.

Stolte, Inc., is making headway at the Holy Names School job on Mountain Blvd.

Vincent Rodruquez's gang have a man-sized job on their hands, fighting traffic while trying to lay water pipe on MacArthur Blvd. from Estudillo Ave. to Durant Ave. in San Leandro.

Gallagher & Burk was awarded the contract from the Court House in Martinez for \$82,619. This job is for the construction of the streets, sewers, curbs, gutters for Creekside Acres Unit No. 1, a new subdivision being built on Pleasant Hill Road near Gregory Lane. Bro. John Wirtz operating a blade is doing all the grading for the job. The subdivision is in Pleasant Hills.

The Shipyards in the Oakland-Alameda area are stacking up in fair shape. Todd's-Alameda yard is fairly busy on repair work. Moore Dry Dock has been fairly busy on repair work and they are now working on the conversion of C 1 type ships. This work should keep the yard active for awhile. Moore Dry Dock is ready to start construction on their new drydock as soon as they receive the necessary steel. This new dry dock will be larger than anything we have in this area at the present time. Moore's Alameda yard started scrapping the first of three hospital ships this week. It is expected to take eight months per ship, so some of the brothers will be kept busy on the Whirleys for some time.

The East Bay Scrap yards are still going strong. In some of the yards we find they are working two shifts.

Disability Claims Endangered by Failure to Apply

Although new Social Security protection is available to people unable to work because of severe and long-lasting disabilities, "many are not applying for their rights," according to Nelson H. Cruikshank, director of the AFL-CIO Dept. of Social Security.

Cruikshank warned that, for many people, "failure to file an application with their Social Security district office before the end of June will mean the loss of all their . . . disability protection."

"For some," he continued, "it will also mean the loss of their rights to any old-age and survivors insurance benefits for themselves and their families in the future." The department director added that "should a disabled worker die without having filed an application to protect his social security disability rights, the survivors benefits payable to his family . . . may be greatly reduced."

When a disabled worker's record is frozen, Cruikshank explained, the years when his disability keeps him from working are not counted against him in figuring benefits due him in the future, or payable to his family in case of death.

Cruikshank put forth a simple, three-question test which disabled persons can ask themselves to determine eligibility for disability benefits:

1. Have you worked five years under the social security law?
2. Are you so disabled that you are and will be unable to do any work?

Have you been disabled for more than six months?

If the answer to all three questions is "yes," Cruikshank said, disabled workers should immediately contact their local social security office.

He reminded workers that, unless application is made before the June 30 deadline, "many disabled workers may no longer meet these work requirements."

MONTEREY, contract awarded to Shelmaker, Inc., 124 W. 4th St., L.A., \$23,070, for dredging in area adj. to Ely. side of Munic. Wharf No. 1, Monterey Harbor, MONTEREY COUNTY.

OAKLAND, contract awarded to Olympan Dredging Co., 525 Market St., S.F., \$23,619, for dredging a irregular shaped area to a depth of 18', mean lower low water, Oakland Tidal Canal, Oakland Harbor.

News About The Brothers

Brother George Buleson is in the Richmond Hospital and will be for approximately five weeks. We would like to wish George a quick recovery.

One of our Technical Engineers has gone to the Marshall Islands to work for Holmes & Narver. He is Brother Fredrick M. Schwartz and expects to be there about a year.

Brother Louie Deitz who works for Bechtel Corp. was in the Veterans' Hospital for about two weeks. Brother Louie is back to work now and we hope that he is feeling "in the pink" again.

In January Brother Roy Glenisky had his trailer burglarized. Money and personal effects were taken.

Baby Holly Beth Ingerson arrived via the stork on March 26th to Leonard Ingerson and his wife. Congratulations to both of you.

Brother Jim Keeton is in the Veterans Hospital for approximately 3 weeks for an operation. Good luck, Jim, we hope to see you home and back to work soon.

Brother Fred Ogden is now in business for himself. The business is called B. & O. Enterprises which manufactures custom built wrought iron railings, hand railings and boat and utility trailers. His business phone is BR. 6-2296. Any of the brothers that need any of the above call Brother Fred or just stop by and say "Hello." Good luck in your new business, Fred.

We are sorry to report that Bro. Mel Vargas who works at the E. J. Lavino plant in Newark, has reported to the hospital for a serious operation. We all wish him the best of luck and a speedy recovery.

We received a letter from Bro. Al Muns who has been in Sumatra, Indonesia, since last January. Brother Al says that he is fine but Sumatra is all swamp and jungle. He is working for Bechtel who is now shipping the equipment in so the work can get under way. Bro. Al would like to hear from some of the "Brothers." His address is: Al Muns, Pacific Bechtel Corp., c/o C.P.P.M., Pakanburo Sumatra, Indonesia.

Brother Edgar Wakefield wishes to say "Hello" to everyone. He was Safety Engineer for Utah Dredge and is now working in Ilo, Peru, for the same company. They are building everything from a copper mine to a seaport. We expect he will be there for quite a while yet and know that he is doing a good job.

Brother Marvin Collins and his wife have a dining room and cocktail lounge in Clayton near Concord. It is called the "Clayton Club" and they specialize in "tasty" food only. Any time the Brothers are out that way and hungry, stop in and see Brother Marvin.



"CAN'T YOU STAND STILL FOR A SECOND?"

TO SOLVE THE PROBLEM OF OBTAINING A STABLE PLATFORM FOR LAUNCHING BALLISTIC MISSILES, THE NAVY IS CONVERTING SHIPS AS TEST VESSELS. THE COURSE OF A LONG RANGE MISSILE IS DETERMINED AT THE TIME OF FIRING.

Questions Are Answered On Jobless Aid

Following is the third in a series of questions about California's employment security system and authentic answers supplied by the Department of Employment. In the last issue, discussion was continued about eligibility for and procedures relating to unemployment insurance. The following continues that discussion.

Q. Why am I told (every few weeks) to go to a window which is not my usual window?

A. From time to time the Department reviews all your claim records and the work application and discusses with you the kinds of work you are able to accept and are seeking. Your plan to find work and the efforts you have made to find work also are reviewed to be sure these are reasonable in view of the labor market situation at the time. This "Periodic Eligibility Review" takes longer than the interviews at your regular window.

Q. Why, at some times, do I have to wait for an appointment for a "determination interviewer" at a desk?

A. Whenever there is any question as to whether you meet all the eligibility requirements, it is necessary to write down the facts and circumstances and the decision in your case. There are two reasons for this:

(1) If you are found eligible and payment is to be made, the record of your statements and the other facts protect you and your right to have the payment.

(2) If you are found to be ineligible and payment cannot be made, the written notice protects your right to file an appeal.

Q. May I collect unemployment insurance if I voluntarily quit my last job?

A. Section 1256 of the California Unemployment Insurance Code reads: "An individual is disqualified for unemployment benefits if . . . he left his most recent work voluntarily without good cause. . ." The period of disqualification for voluntary quit is usually five weeks. (In rare cases it may be less, with a minimum of two weeks.) The first week of the disqualification is the week after quitting in which you first register for work with the Department.

As to what is "good cause" for quitting, the California Unemployment Insurance Appeals Board has stated: "In deciding the issue of good cause for voluntarily leaving work, the facts of each particular case must be weighed in the light of . . . principles of law. If the facts disclose a real, substantial, and compelling reason for leaving employment of such nature as would cause a reasonable person genuinely desirous of retaining employment to take similar action, then there is good cause for such leaving."

Q. If I quit my job because I know there will be a general lay-off within a week or two and I will be caught in it, will I be disqualified?

A. Probably. Anticipating layoff is not considered a compelling reason for leaving work. In such a case, however, the period of disqualification might be reduced from five weeks to the number of weeks that you could have remained employed.

Q. If I quit because of my health will I be disqualified?

A. Not if you can show that you were advised by a doctor to quit because the work was hurting you and that there was no other job for you with that employer which would not be harmful to you. If you became so ill that you were unable to work in your regular occupation you would not be paid unemployment insurance until you recovered. You should claim disability insurance. In the event your disability is industrial (that is, an occupational disability such as silicosis), it may be that you should claim Workmen's Compensation.

Q. If I quit to protect my record after being told to quit or be fired, is it a voluntary quit?

A. No. However, it is a discharge, and whether it was for



This view of the Cherry Valley Dam over the spillway was taken shortly after Lake Loyd formed by the dam began to fill. To the left of the picture is the north abutment of the dam while the spillway is to the right. The last visit to the dam showed the lake now about one-third full.

Many 10-Year-Olds Still Forced To Work Despite Progress

Child labor in America has mostly been stamped out in its oppressive forms but the National Child Labor Committee is still fighting in the dark corners of the economy where children still are cruelly exploited.

In a report, "The Changing Years," the labor-supported committee vividly portrays the conditions that existed 50 years ago, the great reforms that were accomplished and the work that still remains to be done. It is a story of employer hypocrisy and exploitation that had to be battled constantly and steadily by men and

women of good will in every area of life.

"misconduct" would depend on the reason or reasons you were told to quit.

Q. Suppose I am offered a transfer to other work and refuse to take it, and as a result I am laid off?

A. Your refusal to take another job with the same employer is a voluntary leaving of employment. Whether there is good cause for you to do this would depend upon whether the job you were offered was suitable for you and why you were to be transferred to it.

Q. Why would the Department hold that I had voluntarily quit my job if my boss fired me for not keeping up my union dues?

A. If it was necessary for you to keep up your dues to hold your job and you failed to do this, then the job did not leave you; you took the action which made it impossible for you to continue working. Similarly, if you lose a necessary license, or refuse to join a bona fide labor organization, or are imprisoned because of something you did, it would be held that you had set in motion the chain of events which led to your being unable to do your work and becoming unemployed.

Q. If I quit a job to go into business for myself, or work as an independent contractor, and later find that I will have to go back to working for someone else, will I be disqualified if I file a claim when I start to look for a job?

A. Probably. If you left your last job you have voluntarily quit, and quitting to go into business for yourself is not for compelling reasons.

Q. If a member of my family needs or wants my care do I have good cause for quitting?

A. It would depend on what other arrangements might be made and whether it was necessary for you to quit or a matter of preference. Also, you might be ineligible because of leaving for "domestic reasons"—if you are not the major support of the family.

Q. If my employer makes it possible for me to retire at age 60 (if I request) and I will not be allowed to work after age 65, and I decide to retire after I am 60 but before I am 65, wouldn't the fact that there was a retirement plan give me good cause for my decision?

women of good will in every area of life.

"RIGHT" TO WORK

"States Rights," the "right" of ten-year old children to work in factory and mine, the "need" of their toil to support their "widowed mothers" were all among the slogans of the day. Their hypocrisy had to be exposed before progress could be made.

"About 800,000 children between 10 and 13 years of age, and 1,000,000 who were 14 and 15 worked in mills, in mines, on farms, in tenements and on the city's streets to help their parents scratch out a living," says the Child Labor Committee report. "Many toiled in sweatshops for 10 and 12 hours a day—and night—giving up sun and air and play and schooling and sometimes life itself, to try to keep the family together and out of the poorhouse. And there were many more thousands even younger than 10 whom nobody bothered to count. These were more than figures. These were living children, robbed of childhood, growing old before their time."

What of today? Immense progress has been made but much still remains to be done. There are the children of migrant agricultural laborers still cruelly exploited on many corporate farms.

TODAYS PROBLEM

"Here was—and is—a social problem of staggering dimensions," said the Child Labor Committee report. "Conservative calculations indicate that there are half a million American migrant farm workers and their children who drift from one state to another to help harvest the crops which feed and clothe the Nation. The houses that shelter them are incredibly substandard; average yearly earnings amount to about \$520; they are excluded from the Federal minimum wage law and most state workmen's compensation acts. State child labor laws usually do not apply to the children and few communities make any real effort to encourage their school attendance."

The result is that there are still 10-year old children working in the fields. Then there are the children of low-income families. Says the Report, "All told about 9 1/2 million children come from families whose total monetary income is less than \$40 a week. No great insight is required to evaluate the effects of such poverty on these families and the children who belong to them. Irresistible pressures are brought into play for the children to leave school at the earliest possible legal age—and sometimes earlier—to help the family breadwinner eke out a sub-standard subsistence for the entire family."

MILL VALLEY, contract awarded to Plombo & Bresnan, 930-2nd St. San Rafael, \$2,548, for const. reinf. PCC drainage channel & culvs. together w/CB & MH, Miller Ave. betw. Sta. 13/30 & 27/10, Mill Valley, Calif.

Fatal Fallacies by Ted Key



Good Job Pick-up in the Marysville Area

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

We are happy spring is here and it looks as if in a few days everyone will be on a payroll which will surely make us happy.

We will start with the mountain jobs of O. K. Mittry & Sons above Spring Garden, Calif. This job is for over a million dollars and the nice new equipment is sitting on the job ready

to go and will be going as soon as the moisture content gets lower.

Walsh Const. Co. is doing very well on their tunnels at Butt Valley and Caribou with a little bad ground and sometimes water, but the boys are more cheerful now that the snow is off the roads and they can get to the jobs much easier. Last week we had three blades getting the access roads in shape.

A joint venture of M. K. Co. Inc. Harms Bros. and W. J. Darkenwald were the successful bidders on the dam at Caribou and are getting ready to start soon. We have quite a few men there now. M. K. Co. of S. F. is getting started on the Caribou power house No. 2. We only have a small crew there at this writing, but there will be more. Utah Const. Co. is finishing their tunnel lining job at Rich Bar for the W.P.R.R. Co. and will go to Nevada and line more tunnels for the same Company. This is a great crew who can really line the tunnels and are ahead of schedule on this job. Utah Bates & Rogers is going full speed ahead on lining the Poe Tunnel with a large crew of men on the payroll. Bechtel Corp is getting started up again since the washout—dispatched the men back to work yesterday.

Wisner & Becker is doing some work on the Poe power house and it will only use one or two of our men. Red McKinney is Supt. A joint venture of M. K. Co., Inc., H. Earl Parker Co., Inc. and R. A. Westbrook, Inc. got the runway job (over 8 million dollars) at Beale air force base and will use about 50 members of Local 3 for the next 14 months. Jack West, Project Engineer called out the first crews of surveyors today. The job will be getting underway about April 17. We anticipate a good job there plus good conditions. Baldwin Contracting Co. has some work around Oroville and here in the Twin Cities area.

Bids were called March 29 on two Railroad tunnels for the W. P. railroad in Feather River Canyon; one 4,400 ft. and the other 8,800 ft. Bids will be called April 29 on \$13,000,000. worth of highway work in the same area. C. K. Moseman will start the Nicolaus Bridge this next week, with Raymond Concrete Pile Co. doing the driving. Souja & McCue of Yuba City is doing the dirt work on the approaches. A. Tiechert & Sons have the crusher just about ready to operate in Rodgers Flat. It has been a rough weather job, but they have a hardy crew up there. This same Company is putting up a new crusher (a large one) and a hot plant in their Chico yard. This looks like a good deal with plenty of work for our engineers. Butte Creek Rock Co. is on a slow pace at present, but plugging along steady. They got a small contract at the Chico airport.

Lester L. Rice & Sons has a job on Highway 20 just out of Yuba City and will start soon, plus other small jobs in the district. Frederickson & Watson is doing some oil well cleaning and road work sites in the Glenn County area. They will be on the Arbuckle freeway soon, to finish up the job they started last summer. W. H. O'Hair & Co. of Colusa is subbing work from M. J. Ruddy & Sons near Colusa but they have some work outside the area.

PERSONAL ITEMS

During the past month we have had letters from Roy Kingery in Tehran, Iran and Roy says he sure does like the Local 3 newspaper better than a letter from home. We also received a letter from Whit Whitaker in Cuba. He told of the men on the tunnels we know from stateside. We are always happy to hear from the Brothers and know they are doing well.

On March 14, 1957, Mrs. Collett and I suffered a great loss. Our youngest son, David, was washed overboard from the U.S.S. Brem-

erton, S.E. of Formosa. David was 20 years of age and had a service withdrawal card from Local 3. He was all that a son could be and we can tell you that his loss is almost more than we can bear. Friends have been so kind to us and for their good deeds and expressions of love and sympathy we say thanks from the bottom of our hearts and pray God's richest blessing on them all.

LES COLLETT & BILL WEEKS
* * *

INDUSTRIAL REPORT

Gold Dredger Companies:

Well to paraphrase an old saying "Came the Spring" and things began to pop in the gold dredging business, things nobody likes. Which just goes to prove that things ain't what they used to be especially in gold dredging.

First, suddenly out of a blue sky Yuba Consolidated Gold Fields announced the closing down of its shops at Hammonton and the abandonment of the town. While the Company had, in a number of occasions, discussed the question of the eventual abandonment of the town and the dredging of the site, the suddenness of the order caught us by surprise.

There isn't much use of going into details as the newspapers, especially the local ones, have been full of news articles, complete with pictures, historical data, etc., and to discuss it further would only be rehashing an old subject. However, we can venture the opinion that the closing of the shops may not work out to be as economical a matter as the Company anticipates.

Then a week after the above bombshell Dredge No. 5 at Natomas reached the end of its ground and closed down. This was not a surprise as the closing down of this dredge had been anticipated for some weeks and it had only been a question of when.

Today there only remains seven dredges working where many times that number worked in the past and unless there is some relief in the gold price situation it looks like it is only a matter of time until gold dredging may be a thing of the past and an interesting industry will be no more.

The employees living at Hammonton are being given the opportunity to move the houses they live in to other locations at no expense except the cost of moving, erecting, etc. Then the balance of the houses are to be sold. At Natomas there will be no lay-off, and also no hiring of new employees to replace those quitting, as the Company intends to dismantle the dredge using such of its present crew as are available.

Yuba Manufacturing Companies' dredge dismantling job at the old Capitol Dredging Company helped ease the blow of the lay-off for some of the boys. This dredge is being dismantled and shipped to Malaya. Another at Waterford is to be dismantled and shipped to Florida, so we are told.

Negotiations, or as we facetiously say the "annual wrangle," has started with the companies, but at this writing nothing but preliminary sparring has occurred, and it is as yet too early to report any progress. Complete and full reports will be made at the regular meetings (a schedule of which appears below) and if anything arises or any decisions are made special meetings will be called to report to the membership.

MEETING SCHEDULES:

Yuba Consolidated Gold Fields:
This unit meets Monday, March 22, 1957 in the Engineers' Hall, 1010 "Eye" Street, Marysville and at times shown below:

Natomas Company: Meets Monday, May 6, 1957 in the Veterans' Club, Folsom, at the following times:

10:00 a.m. for those members unable to attend at night.

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

Gladding, McBean and Company:

Right now as this is being written we are mostly concerned with the negotiations with the Company on the subject of pensions. This is a complicated question and one that has taken some months of preparations on the part of your representatives and we can't honestly say that we expect an immediate decision to be arrived at.

We have hopes, however, that the decisions arrived at the present time that the Unions' proposals have been submitted to the Company, discussed to some extent, and that the Company has asked for time to study the proposals, a not too reasonable request, considering the complexity of the entire subject.

Work continues at about the same rate at the Lincoln Plant and we have every hope that production will make its usual spring increase. Curtailment of home building is causing us some mis-giving and we can only hope that the reduction in home building is not reflected in the production at the plant. This, we admit, is just about what we had to say last month, except we used a few less words in this article.

In the meeting schedule below it will be noted that the meeting day of the Joint Board has been changed from the first Tuesday of the month to the first Monday. This has been done because it seems to fit better into the schedules of the Board Members and if a holiday falls on a Sunday or a Monday, the Board will meet the following Monday, and thus be able to meet before the General Membership meeting.

Announcements of Next Meetings:
Joint Board meets Monday, May 6, 1957 at 4:15 p.m. in the office of the Lincoln Industrial Council, Lincoln.

General Membership Meeting: Tuesday, May 14, 1957 at 4:15 p.m. in the auditorium of the City Hall, Lincoln.

Concrete Pipe Companies:

The nice spring weather has caused the pipe installation companies to start moving and they are scattered her and yon throughout the orchards happily laying pipe. Most of the jobs are small and it is a job trying to keep up with them.

The plants also are busy, working to capacity in some instances and in one plant the cage welders are working three shifts trying to keep up with the pipe machines. More work is anticipated as Camp Beale and the various road jobs are expected to use much more pipe before the season gets well along, which should mean a good year ahead.

This activity is a decided change for the better over the situation last year and we just hope that the good start continues throughout the year, especially during the time of negotiations, which to say the least would be a welcome change.

Meeting Notice:

The next regular meeting for all union members employed in the plants and on the installation jobs will be held Monday, May 13, 1957 at 7:30 p.m. in the Memorial Hall, Sycamore Street, Gridley. Please try and be present!

PERSONAL NOTES:

Brother Sam Isaminger of the Natomas Company who has been laid-up with a heart condition is reported to be much improved and about ready to return to work . . . Brother Clair Hansen, of the Yuba Consolidated Gold Fields, who was operated on recently at the Rideout Hospital is reported much improved and has been released from the hospital and is recuperating at home . . . Brother Al Goss, Sr., of the same company, underwent surgery about April 1 and the hospital reports he is doing fine . . . Brother Leonard Harringer, Lineman at Yuba Consolidated also was operated on recently, he too is reported doing fine . . . (NOTE) The above three reports could probably be described as a "Cutting Report."

—C. R. VAN WINKLE

REPORT immediately all safety HAZARDS!

STOCKTON WORK OUTLOOK FAIR

By ED DORAN, WALT TALBOT, ALBERT McNAMARA and C. L. CASEBOLT, Business Representatives

The work here in the Stockton area is slowly getting under way, however, the picture for this season is not too bright. The big jobs have shifted to other areas leaving us with but a few scattered road jobs and the usual miscellaneous work. The Tri Dam Project, which has been our largest source of

employment for the past two years, is now rapidly terminating our members as the job is nearing completion. Beardsley Dam has been completed, Donnell's Dam will be completed in June, and Tulloch Dam will be finished in August.

M. J. Ruddy & Son of Modesto was the low bidder on approximately three miles of highway above Sonora for \$164,619 and should be awarded the job before this reaches the press. Another small road job at the Indian Reservation near Tuolumne will also be let and awarded by the time this is published.

Munn & Perkins are about ready to make aggregate with their new plant and four of the brothers have been busy most of the winter setting up and making the necessary adjustments. This rock, sand and gravel plant, located on the Stanislaus River south of Escalon, is unique to the west coast in that a floating barge is used to pump the materials to the plant. Brothers C. Hector, Tom Croft, C. Johnson and Woodrow Robbins set the plant up under the supervision of Bob Perkins. Brother Gaylord Caldwell will be the skipper on the barge when they start production.

Also in the Escalon district, George Reed was the successful bidder in the amount of \$44,000 to resurface portions of highway 120 between Escalon and Manteca.

JOHNS MANVILLE PLANT

Out at the new Johns Manville Transit Pipe Plant, being erected by the H. K. Ferguson Company, we have a four-man technical engineer crew, several crane crews, two fork lifts and a boom truck. This modern plant, built entirely of Mansville asbestos products with the exception of the steel and concrete, covers several acres and it will be four to five months more before the machinery installation will be completed.

M. Malfitano & Son, Basalt Rock and Elmer Wendt have all but completed their levee repairs and

rip-rapping on the San Joaquin River at various locations between Mossdale and light 34. There are two more levee repair jobs on the Army Engineers planning board but they do not anticipate receiving the necessary funds before the July fiscal year allocation.

The Port of Stockton continue to expand. Inland Harbor Storage Company at the ore docks has Brothers Fred Williamson and Charlie Noel doing the mechanic work. Consolidated-Western keeps Brother Henry Swarthout busy on the wine tanks erection and Richmond Tank Car and Manufacturing Company have Brother Charlie Curtiss blowing air for them in their process of lining the tanks with a resinous substance to prevent the wine from tasting like iron—but more like turpentine.

In the Tracy area Stanfield & Moody, who have their office and shop there, are starting to make the necessary street repair jobs in addition to paving parking lots, alleys, etc. Brother Wes Hogel, who is working on the Lincoln Development Company's housing project with his Fordson Loader, also has a Trenching machine mounted on another one in case anyone would like to rent one. Also working on another housing project for Lincoln Development is Winton-Jones from Concord with one DW 10, a D7 and a No. 12 Blade.

George Roek has started his two high school jobs. One is located at Lincoln Village and the other is across the Calaveras River from College of the Pacific. Roek has purchased a D8 and Carry-all and is doing his own excavation work. Brother Carroll Aireola is the operator and has a lot of work lined out for him.

Claude C. Wood has started back to work at Mokelumne Hill after being shut down three weeks because of bad weather.

Hood Construction Company should start their pipeline along the Southern Pacific track around April 15. We should be able to put a few brothers to work on this job.

Work has been slow around this area. The local contractors have been keeping a few of the members busy on small jobs. The Highway 88 job from Ione to Jackson will probably not start until June. The delay is because of Railroad signals.

At this time, we would like to acknowledge the pint of blood donated to the blood bank by Brother Pearson of Modesto, which was inadvertently omitted from last month's report. Last but not least, we would like to bring to the attention of all the brothers the address of our new building, 2626 North California Street in Stockton, and take this opportunity of inviting your inspection of this modern labor center. We believe our labor center will have a definite influence on the community and employers of all crafts because it shows them that organized labor is here to stay.

AFL-CIO Says Pass Billboard Issue to States

The AFL-CIO favors regulation of billboards along national highways at the state and local levels rather than by the federal government. There has been some demand that the erection of billboard along the highways be restricted, but the AFL-CIO Executive Council expressed the view that travelers "who traverse the mass transportation arteries of the nation" are "entitled to full information disseminated in the American way." Job-hungry construction workers want the road program to get started, and signwriters have a special interest.

AFL-CIO Legislative Rep. George D. Riley, in testimony before the Senate Public Works subcommittee on roads, said long delays could result from enactment of proposed revisions calling for federal acquisition or control of land for 1500 feet on each side of the right of way.

SACRAMENTO, contract awarded to Dorman Const. Co., 6808 Hwy. 99, Vancouver, Wash., \$130,005, for 7.7 mi. excav., grade & shp. shldr. areas & pltmx, surf. etc., betw. Shasta River & Gazelle, SISKIYOU COUNTY.

SUNNYVALE, contract awarded to Associated Engrs., Inc., 3606 El Camino Real, Palo Alto, \$75,129, for const. of sewer along El Camino Real, city of Sunnyvale, SANTA CLARA COUNTY.

SAN JOSE, contract awarded to P & E Const. Co., 1620 S. 7th St., San Jose, \$40,072, for const. trunk sewer "B" (S. 10th St., Phelan Ave. Ext.) in SANTA CLARA COUNTY.



POLIO CAN BE CONTROLLED

The 1,300,000 members of the AFL in the State of California can play a tremendous role in the forthcoming polio campaign. By July 1st, it is hoped that 6,000,000 unvaccinated Californians under 40 can be protected against this dread disease.

A program of this nature can only succeed with the cooperation of such important organizations as the AFL.

GETTING VACCINATED

Paralytic polio among older people can not only be an extremely painful disease but can leave its victims with a long-term disability. As the breadwinner in your family, you can appreciate how such a disability would effect the economic stability of your family, not to mention the emotional crisis that might develop in such a situation. When you know, however, that this need not happen, it is your responsibility as head of your family, and as a key worker in your plant or industry to take the necessary precautions. This is especially true since all that this involves is receiving at least two doses of polio vaccine before July 1.

Many local health departments and medical societies have set up special immunization plans for industry using commercial vaccine supplies at nominal cost. But don't forget to protect your family too. Contact the local department or medical society in your community for details. Remember, there will be only enough state vaccine to protect one-third of all the 6,000,000 Californians who are still unvaccinated.

YOU CAN HELP

This is the challenge. Labor has always played a prominent role in promoting the health and welfare of the community. In cooperation with all other interested agencies, this is our opportunity to prevent at least 1,000 Californians from contracting paralytic polio this year.

As Governor Knight has said, "The ultimate responsibility for protecting our people against the ravages of this crippling disease now rests squarely with us. We cannot do less than meet this responsibility to ourselves and our families."

For Your Family's Sake—Vaccinate Against Polio—Today!

CONSTRUCTION AWARDS

OAKLAND, Contract awarded to Zaballos Bros., 850 Soto St., Hayward, \$53,445, for const. a 500,000 gal. cap. water storage tank loc. in ALAMEDA COUNTY.

SAN JOSE, Contract awarded to Vierra Const. Co., 1954 Cottle Ave., San Jose, \$7,879, for resurf. McClelland Ave., betw. W. Virginia Ave. & Edwards Ave., city of San Jose.

SALINAS, Contract awarded to Granite Const. Co., P.O. Box 900, Watsonville, 34,164, for const. Kipling St. Sanit. Sewer Unit No. 1, city of Salinas, MONTEREY COUNTY.

MARCH 27, 1957

SACRAMENTO, Contract awarded to Guy F. Atkinson Co., 10 W. Orange Ave., So. S.F., \$6,345,594, for 4.4 mi. const. Freeway w/conn. & ramps, etc. & const. 4 bridges, betw. 1 mi. S. of Dyerville & Englewood, HUMBOLDT COUNTY.

SACRAMENTO, Contract awarded to J. R. Reeves, P.O. Box 1072, Sacramento. \$19,596, for widen Arden Way from Evergreen St. to 14th St., aprx. 2,000 ft. SACRAMENTO COUNTY.

MARCH 28, 1957

SACRAMENTO, Contract awarded to Fredericksen & Kasler, 212-13th St., Sacto, \$2,718, 100, for 3.9 mi. grade & pave with PCC on cem. tr. subr. & const. 9 bridges & 3 pumping plants betw. 0.5 mi. S. & 1.5 mi. N. of Madera, MADER COUNTY.

SACRAMENTO, Contract awarded to Lee J. Immel, 13555 San Pablo Ave., San Pablo, \$245,770, for about 31 mi. place plantmix surf. on exist. pave at var. loc. in SAN FRANCISCO, SAN MATEO & SANTA CLARA COUNTIES.

SAN FRANCISCO, contract awarded to Chas. L. Harney, Inc., 575 Berry St., S.F., \$23,290, for reconst. Madsen St. & Valmar Terrace in City of San Francisco.

Utah News Roundup

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

SPRINGTIME in Utah has been pretty reluctant to make its appearance this year and March, true to form, went out like a lion. We have had a considerable amount of rain and snow which has kept the work we do here in the Salt Lake area from starting.

A number of brothers are finding their way back onto the jobs they were forced to leave when winter set in. A few new jobs are starting, with Gibbons & Reed being awarded contracts for two separate asphalt jobs, one on 9th East between 21st South and 30th South and the other one on Highland Drive between 27th South and 3500 South. This company expects to start on these jobs immediately and have set the old Standard Hotplant, (after considerable revamp and overhaul) up at 4300 South Main and have a nice arrangement for the asphalt work in the south end of the county. The old plant at 8th West and 9th North will supply all of the northern end of town.

Several other asphalt jobs ready to go as soon as the weather will permit are W. W. Gardner Co., waiting to finish State Street between 350 South and 9th South and also 39th South still to be completed.

The State Road Commission has given the Salt Lake newspapers information on a number of big jobs to be bid in and around Salt Lake, but after investigation, we find them all to be in the future; nothing at all before July 1, 1957. Highway 91 from Salt Lake County line to North Bountiful, 5.7 miles, will be advertised about Sept. 15, 1957. The 10 mile section of Highway 40 between Heber and Keetley, that has for so long been talked about, will be advertised for bids about Aug. 1, 1957. Both of these jobs will be the rebuilding of 33rd South from State Street to 2300 East. This will be advertised about April 15, 1957.

Several good jobs in the higher country, such as Vernal to Manila Highway will be let sometime near June 15, but as yet the exact time and amount has not been disclosed.

Work was started last month on the Pacific northwest pipeline office building on 3rd East and 2nd South with Del E. Webb Construction Company of Phoenix, Arizona as the general contractor on the job and sub-contractor on the excavation is E. K. Fuller and P. L. Henderson, Raymond Concrete Pile Co. will be driving the piling, using Shurtleff and Andrews' 3000 Main-Towor crane.

W. W. Clyde is busy again on the aqueduct in Bountiful laying the "Shotcoat" in the laterals, etc., where they were forced to stop in January due to lack of pipe; also this company is getting started on the Beck Street overpass.

The F. & S. Construction Company of Phoenix, Ariz., and "other places", the builders of Hoffman Homes Inc., in Kearns, Utah, after almost 4 years and some 3,500 new homes are ceasing operations and moving out. This job has made almost year around employment for quite a number of Local 3 men for the past 3½ years and also created a new trend in the home building industry in Utah. They have made homes available to Veterans and employees of Kennecott and the Mills for very low down payments and lower than rent monthly payments. We hate to see these people leave. It has been the best company, union-wise, of all the builders in this area.

Peter Kiewitt Company was busy again this month in Parley's Canyon, cleaning up a rock slide that completely filled the creek channel next to the old cement plant. J. B. Parsons Company have about 1200 tons of asphalt to lay and Kiewitt a little cleaning up to do before this job will be completed.

The South Cottonwood Sewer job will be bid April 9, 1957.

Bingham Canyon Area

At Utah's tunnel job, Paul Gwynn came in during early March to take over the job which was started by Duke Miller. He immediately went to work to get started concreting and discontinued drilling until such time as the

concrete was pretty well caught up with. Some changes were made in supervision and Paddy O'Dowd is Superintendent now; however, very little change was made in the crews.

On the Stripping job quite a number of shifts have been lost on account of storms during the past month or so. We understand the quota of dirt is being made with three shovels so there seems to be no inclination on the part of the Salt Lake office supervision to put the fourth shovel to work.

We are questioned about travel time and show up time constantly. Up to now the only answer we have been able to pry out of Pollin is "no soap" and we have been getting that answer frequently. We'll be at him again very shortly. We know that if we could get these two matters squared away the job would sweeten up considerably.

At Kennecott's Copper Mine we have received favorable answers to a number of problems which were presented to the management during the past month. One in particular, was in the angledozer department, which had been a source of irritation to a lot of the brothers there and also a number of minor matters which are of concern to all our brothers in the mine.

We are informed of the Company's proposal to have suggestion boxes placed on the mine with the idea of paying for usable suggestions. We know from long experience that the great percentage of money saving suggestions, which have been used on many jobs are the result of the ideas advanced by the men who actually perform the work so we are happy to know that Kennecott is from now on willing to pay for ideas which they have been accustomed to secure in the past, "free gratis". When you have a good idea on a proposition, put it on a suggestion form and yours may be the one to be used.

We received word of a serious injury to the eye of Brother Ray Argyle and sincerely hope that the damage is not serious enough to be permanent.

Cedar City Iron Mines

We have submitted our request to the Utah Construction Company to open and negotiate a new agreement for the mines and hope by the time this article reaches you, arrangements will have been made for meetings with the company officials on the contract. We hope these officials come in with the intent to be realistic about bringing the wages and conditions up to area standard at least, and also to straighten out some of the tricky clauses of the previous agreement.

We are firmly of the opinion that a man's work is worth as much regardless of which company he works for and that the only yard stick which can be used.

Sand, Gravel Products

When the storms are over the sand and gravel industry should be in full swing in the area. In the very near future we expect to enter negotiations with the association for a new agreement.

Lang Company has been advised that the time has arrived to negotiate a new agreement.

At Vitro Uranium and Western Phosphate the operations are proceeding along with a minimum amount of grievances and problems at the present time.

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

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

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

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

Kennecott Copper Mine, Midvale Library Auditorium, 7:30 p.m., Tuesday, April 30, 1957.

Cedar Iron Mines Membership Meeting to be called.

Vitro Uranium, Lang Company, State Road and Western Phosphate Meetings to be called.

State Road

The Legislature has tucked away their playthings and gone home and as usual the majority of its work amounted to introducing the high school students and the mayor's wife and kids, etc., but with no consideration for your problems. They managed to put some good increases in the pockets of the higher ups but entirely side-stepped anything which would benefit you. The Governor indicates a desire to have wages more nearly standardized with those paid in the area by Industry so we shall have to find out what he and the rest of the Board of Examiners will do along those lines.

Southern Section

The weather continues to hold up what work there is in our area. The week or two of good weather we enjoyed in early March made everyone impatient to get started. After the past two weeks of rain, snow, and freezing temperatures, the unemployed brothers are content to wait out the bad weather.

Work on the uranium up-grading mill at Green River, Utah continues to be slow. Some plans are lacking and the contracts which are let continue to be small. This job has been disappointing, although it has furnished some work.

W. W. Clyde Company's three bridges with approaches, are getting underway. (Award was mentioned in the last issue.) The piling on the eastern most bridge has been driven by Raymond Concrete Pile Company. The skid rig is being operated by Bro. Bill Match. Brother Shorty Levenson is doing the firing chores. Hay Clyde will superintend the project for W. W. Clyde Company. Brother Ray Corless will act as foreman, Brother Lefty Rigtrip as handyman, Bros. Tom Manchester and Devon Stephenson on the crusher. There will be additions to this crew as the job progresses.

The James Reed Company job at Moab Canyon is progressing well in spite of the rough terrain. Superintendent Art Cramer boasts as good a crew as was ever assembled on one job. This job retains, we might say, the elite of the muck moving realm. Such dignitaries of the profession as Brother Al Norton, who gave up the big red pull for a push cat, Brother Clarence Hansen, who accepted the big red pull, Brothers Steve and Kent Hancock, who would do justice to any spread and Brothers Pat Caldwell and Orin Daley on the D.W. 21's with Brother Bill Nelson doing the stacking and stomping. Brother Lee Steffins has been on the blade, but has purchased a cat patrol from Bill Ross and is going out on his own. Our best wishes to him in his new endeavor. Brother Blaine Henrie is greasing the equipment and we are lining up a mechanic and blade operator for this job.

Isbell Company is still pounding away on the Cliff which at present is separating the two sections of road, to the mill at Mexican Hat, Utah. When this is completed a very fine grade will have been run through the cedars in record time. It is not known whether or not they will surface this road. I cannot imagine but what they will at least gravel it.

This same company is erecting a

120B electric shovel at the Happy Jack Mine. It will be used to strip overburden and open pit this mine. We understand the present contract is for 18 months with more later if feasible.

Northern Area

There have been a number of men cleared this past month, mostly to jobs that were under way last winter and had to curtail operations due to adverse weather. Also, a few men have been temporarily laid off on the Lucin Cutoff project, so our out of work list has stayed about the same.

Wheelwright Construction Company has a full crew busy on the Promontory Road job and Ogden sewer work and expect to have some men and equipment on the Ogden City street work by the middle of April.

Waterfall Const. Co. has called a few men back to work on the local street jobs along with the sewer and gas service lines.

Gibbons and Reed Company has kept about the same crew busy all winter on crushing work, repairing and erecting of the Madsen Hot Plant and expect to be under way within the next few days with their surfacing work.

The Floyd S. Whiting Const. Company is working every day possible on the 6-mile section of road between Henefer and Devil's Slide with 9 cats, 2 patrols, 2 rigs and 2 D.W. 20's running now and several other machines idle until the detour is completed. It is expected they will double shift some of the equipment as soon as the job permits.

The Utah Construction Company has called for a few men on the Pine View Dam. The majority of the work left on this project will be of short duration, but should keep a crew busy until the middle of June.

Fife Construction Company has a few engineers busy on the road work at the Thiokol Chemical Company Plant west of Corrine and on the canal repair job for the Bureau of Reclamation in Weber Canyon.

The Mountain States Const. Co. has started work again on the Slaterville Diversion Dam and Layton Intake Channel with nearly all the old crew back on the job.

A number of other jobs that are under way and keeping several engineers busy are Klopfer Const. Co. on Ogden Water Line, Smedley Const. Co. on Roy sewer work, Chytraus Brothers on Layton school, Enoch Smith and Sons Co. on Morgan gas service work and Mt. States Telephone Company jobs, L. T. Johnson Co. on crushing job, Olsen Const. & Engineering Co. on structural work at Pine View Dam, M. Morrin & Sons Co. on Water Purification Plant, Washington Terrace Housing project and new Lewis Elementary school, Larsen Const. Engineering Co. on Weber college and other local work, Theo Woods Company on North Ogden sewer, Olson Const. Co. on Thiokol Chemical Co. plant, Davis and Butler on Water Purification Plant and getting ready to start the power house. All in all the work situation appears good even though some of the jobs have been slow in getting started.

THE NEVADA ROUND-UP . . .

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

Gibbons and Reed have begun to move in on their big job on Highway 40 West. The job starts at the California-Nevada State Line and extends into California to a point near Floriston, California, a distance of approximately 5.4 miles. It seems as though lots of the Dear Brothers around the Reno area want to get on the job for it's only 14 miles from Reno, Nevada, and it's a subsistence job, and it looks to be a good long one near the excitement and the bright lights of Famous Reno.

Bro. A. E. "Boots" Potash, Bro. Don Gordon, and Bro. "Big John" Chastain are on the Dozers. Bro. Don Fox and Bro. Evan E. Street are on the job as foremen. Bro. Lon Larson is the Head Greaser and believe me, that Larson is a real greaser. He even went to greasing school. This job is a rocky, tough one, but I'm sure the Dear Brothers will get the job done. Bro. James N. Hall is the outstanding Blade man on the job right now.

Morrison-Knudsen's slide job on Highway No. 40 West, near the Nevada-California State Line, in fact, it's right next door to Gibbons and Reed's job, but it is in Nevada (no subsistence), is quite a job. Brother "Tuffy" Jones has his troubles especially with two shifts, but he has lots of good help. Bro. Robert Boyer, the HDRM foreman, is up and down that hill all day long to keep everything going, but with the help of Bro. Ted Haberman and Bro. Jack Roberts, Morrison-Knudsen has no worries about the equipment staying in good running order. Brother Fred Huff, the Grade Foreman, never had it so good; no grade to keep, just the slopes; nothing to worry about but quitting time and pay day. Now, Bro. John Kudron, on the morning shift, and Brother George Miller, on the afternoon shift, have the most important job on the whole M-K job. These two Brothers protect the Tourist and the General Public by keeping the rocks and boulders off the highway. And Dear Brother Dennis "the Menace" Miller is the helper for Brother John on the morning shift. Most of the fellows think Dennis is the Boss, HA! Now Bro. Arlie Pratt, the Northwest Shovel Operator, is really busy. He has to do all the work digging the rock on the slide and not letting any rock roll off the high slides on to the highway. He's a busy man.

BRO. BURGE AND LEG

Brother P. W. Burge's outfit is doing better all the time! Even with Brother Burge's broken leg sticking out of the front door of his Oldsmobile on a special attachment that his leg lays on and a red flag on the side to warn all people, he's coming down the road. Only one thing wrong, it's a bit cold in the morning without a door and the gentle (?) breeze blowing by. However, nothing stops that Burge Boy and his outfit and there's a reason for that, for with a crew like Bro. V. McCold, Bro. Ray Wil-

liams, Bro. Ed Gnadig, and Bro. Fred Polish doing their best, and that's good, just plain good, you couldn't go wrong. There is real teamwork with these four Brothers, plus Brother Burge. All I've got to say now, Brother Burge, is stay off those skis for you're like me, not so young any more, and "you better believe that."

Lagrange Construction Company, better known as Brother Johnny "the little man" DeLagrange, is about 90 per cent along with his big Sewer job, but he should be with a real good Engineer on the job like Brother Jay O. Baker, the bossman, and Bro. Earl Andreason, the Michigan Loader boy. Now that Earl is an artist with a Michigan Loader. He can do lots of work in short order. Of course, Brother Pete Ferretto is right back home with Lagrange. Pete couldn't have made it if the "Little Man" hadn't taken him back. Brother John is very happy to have Bro. Reggie Fields with him as HDRM Foreman, for Reggie really gets the job done, and with the help of Brother Walter Crabtree, everything really rolls along for they are a couple of real HDRM. Mr. Harold Imelli, the Personnel Man and Office Manager, has some additional duties now that Mabel DeLagrange has been promoted. He is the Yardman too, but Harold is just the boy that can handle all the jobs. If you don't think so, just ask Mr. Imelli. He'll tell you!! Now there is Bro. Earl Oltman, a real Oiler. He is the most patient man around the Lagrange Construction Company. I guess the reason is that's part of his name (man). And believe me, he's a handy man to have around a construction job.

Now, remember Brother Olend Crabtree, the outstanding Backhoe man for Lagrange Construction; well, "Little Oley" was appointed by the Governor, no less, from the great State of Nevada, as a State Safety Inspector (a real good job) and believe me, that Oley will make a good one, safe as he is a good Backhoe operator. So Oley is sitting on Russell's lap. Good luck, Bro. Olend Crabtree, in your new appointment. I hope you can get a transfer from Las Vegas, Nevada, back to good old Reno, Nevada, one of these days.

RENO TO CAMBODIA

Bro. Cecil Jeakins is busy working in Cambodia for A. L. Dougherty, Overseas Inc., his son, Bro. Don Jeakins reports. Says Brother Cecil is about ready to head home, it's 109 in the shade and no shade;

sounds like Nevada in some of its wilder moments. They have 134 miles of road to build and expect the job to last about four years. We hope you don't stay away that long, Brother Jeakins.

Isbell Construction Company had a little excitement on their Clear Creek job on Highway No. 50 near Spooner Summit. Seems the D-8 Cat that Bro. James Mott had his name on was swiped one weekend. Took it right down the hill with a sheepfoot on it. Left the sheepfoot beside the road, built a ramp with the Dozer, loaded it on a transport and took off. The Cat was later found near Carson City, but everyone had a lot of fun accusing poor Brother Mott of having a Cat to rent, or starting his own construction company, and didn't he need a good operator for the rig.

Well, news in the Great Silver State is a little slow this month, but we should be seeing you next issue with more news, jobs, and gossip.

EAST NEVADA THAWS OUT

Eastern Nevada has finally crawled out of its winter coat and the spring work is beginning to get under way, and it looks like it's going to be one of the busiest seasons that this section has had in several years.

Hoops Construction Company has started their job at Beowave, that runs 28 miles to Gold Acres, Nevada. Bro. Hank Keitchler is on one of the pulls for Hoops, so I am sure that the job is going to turn out fine. Bro. Warren Briggs is pushing the job for Hoops and is doing a good job and is well liked by the brothers on the job. The job should be going full blast by the 10th of April and there will be quite a crew of men on the job by that time.

M & K Corporation is in the process of setting up their crusher on their job at Pequop Summit, and will be ready to start the oil, in about three weeks.

Jack Parsons Construction will be moving onto their job at Tuscarora, Nevada, and will probably have a crew of the Brothers working by the time that this paper comes off the presses.

Stewart and Wells Construction will be back in Ruby Valley about the 15th of the month or shortly after, to put the oil on that job.

Silver State Construction Company will be on their job at Wells, Nevada, shortly. This is the overpass on the railroad west of Wells.

On April 11, 1957, bids will be opened for construction of about 11 miles of road in Lander County, on Highway 50. This job will run from Hickinson Summit west to a point a couple of miles west of the Austin Tavern.

We have received word that Utah Construction Company will be moving into Carlin, Nevada, about May 1st. They have two tunnels on the W.P. railroad that they are going to reline with concrete. I understand that Bob Harles is going to run the job for Utah.

MINING NOTES

Consolidated Coppermines Corporation is very busy at their pit in Kimberly, Nevada. Their operations have not changed too much since the last writing. They have put their crews back on an alternating six-day week. This means that they work six days one week and five days the next and so on. This gives the Brothers an overtime shift every other week and gives them a chance to make a few dollars. One of our old hands has returned to the dirt work and is working for Consolidated Coppermines. Brother Gene Harris has gone to work at the mine after being away from the game for quite some time. It is good to have him back, as Gene is an all around operator. With all of the work breaking out in all parts of the Local Union No. 3 area, it has caused some excitement among the Brothers working at the mines, but I expect them to settle down again in a few weeks.

In southern Utah, Whiting and Haymond have about two weeks left on their gravel, on the job between Garrison and Milford, Utah, and they will start oiling very soon. There is supposed to be two more sections of that road let out for bid this month, which will mean about 30 more miles of

SPRING SPRUNG IN REDWOODS

By K. A. "Ken" BROOKS & DANNY "O" DEES
Business Representatives

Brothers, we at least hope spring is sprung and you will all be back on the pay-roll very soon. It sure has been a long old winter but they seem to come around every year for some reason, over which we have no control, good thing we haven't, I guess.

There sure is plenty to be done, so there is no problem there, many old jobs to finish and many new ones out or on the way.

CRESCENT CITY, NORTH

Peter Kiewit Sons' have their casting yard on the move again making terepods for the jetty. Bro. Harry Bosler, the "Super" this year, raised from foreman. Good luck, Harry. They will probably have the quarry in operation by the time this goes to press, sorting rock to be placed on the jetty as soon as the mighty Pacific stops breaking over the wall.

B & R Construction Company about to get started on the new school in Crescent City.

Brothers Art Burman & Gordon Lowry only have a little grading left when it dries up so they can go again. Brother Charlie Page seems to keep his truck-crane on the go around town. Osborne-Bowie haven't much left on their Trailer Court job. Marlin Tryon looking for a new job after finishing up at Patrick's Creek on Highway 199. Brother Morris Berry keeping his Cat 12 Blade pretty busy. Pelican Bay getting their Hot Plant and Crusher to roll for the summer, sure been quiet this winter. Nice sewer and water line job to come out soon in town that will help the local fellows.

The Simpson Housing Project at Klamath sure is quiet, can't say what their plans are at this time.

Norman I. Fadel, Inc., ready to stick those 21's in the dirt at Big Lagoon on Highway 101 as soon as the weather man says go. They just added 2 new D9's to the spread for pushers.

WILLOW CREEK, EAST

Wallace Bros. Logging Co. trying their best to get something done on the clearing job they sublet from Pug Hastings on the highway near Orleans, James Clack hoping to start any day on his 9-mile timber access road.

Yes, Brothers, Wallace Bros. Logging is straight with us. Agreement signed and in force. They are a good bunch of fellows, we welcome them in our Union and wish them the best of luck.

Kuckenberg Const. Co. has their repair work about done and ready to roll on Highway 209 west of Willow Creek. Phillips & Wiesburg well along with the bridge at Willow Creek, also John Peterson on the approaches. More work to come out in that area this year.

IN AND AROUND EUREKA

McDonald-Young & Nelson trying their best to get under way on the big Safeway Store on Broadway. Mercer-Fraser doing the excavating along with many other small jobs around town. Arthur B. Siri starting to roll on the grading and paving on the Freshwater Road. Bechtel Corp. has moved in on the second unit of the Steam Plant for P.G.&E. at Buhne Point.

Price McNemar is sure having a rough time getting the underground work done on their Navy job at Centerville.

SOUTH OF EUREKA

Mercer-Fraser working in about forty places along Highway 101 on flood control and repair, also setting up one of their Hot Plants at Phillipsville. Norman I. Fadel, Inc. nearly finished on their flood damage repair. Lowrie Paying of San Francisco doing underground telephone in various places south of Pepperwood.

Bids should be out by the time this goes to press on the \$750,000 surfacing job at Loleta.

The state has called for bids on bridges throughout the area. We'll pass the winners on to you as soon as we get them.

EARLY START ON REDWOOD BYPASS SEEN

An early start on the construction of the first unit of the Redwood Highway Bypass of state redwood parks is imperative, the State Department of Public Works has stated in outlining the construction difficulties to be anticipated.

The department awarded the construction contract to the Guy F. Atkinson Company of South San Francisco for \$6,345,594.90.

A cut at the beginning of the project involves 1,400,000 cubic yards of difficult excavation. No haul roads can be developed on state park property outside the highway right of way. This cut requires construction of a detour in the stream bed for traffic on the Redwood Highway, and as traffic must be taken off the detour before high water, the contract requires completion of this large cut by October 15, 1957. If the cut is not completed by October 15, any remaining excavation must be deferred until the second construction season and the contractor will be required to restore the detour in the river at his own expense. The grading operations involved are complicated and expensive, are subject to a very tight schedule requiring exact planning, and are subject to a wide variance of opinion in estimating.

Failure to complete the large cut at the beginning of the project would require abandonment of the detour in the river and restoration of the detour in the second construction season. This would delay all succeeding operations and prevent completion into the third construction season. An early start on construction is therefore imperative.

CALL FOR BIDS ON JETTY WORK

Bids for repair to the north and south jetties of Humboldt Bay will be opened by the U.S. Army Corps of Engineers on April 25.

Specifications call for 20,500 tons of Class A stone on the north jetty, and 11,500 tons on the south. Class B stone requirements were listed as 3800 tons on the north, 600 on the south.

Mass concrete will be 600 cubic yards on the north and 550 yards on the south. Cement requirements will be 750 barrels on the north and 700 barrels on the south.

The bids will be opened at 2 p.m. April 25 in the district office of the Corps at 180 New Montgomery St., San Francisco.

MERCER-FRASER LOW BID ON 101 BRIDGES

Low bid on construction of three bridges and two approaches on Highway 101 between Fortuna and Fernbridge were submitted by Mercer-Fraser Co., Inc., and Mercer-Fraser Gas Co., Inc. The bid was for \$469,862.

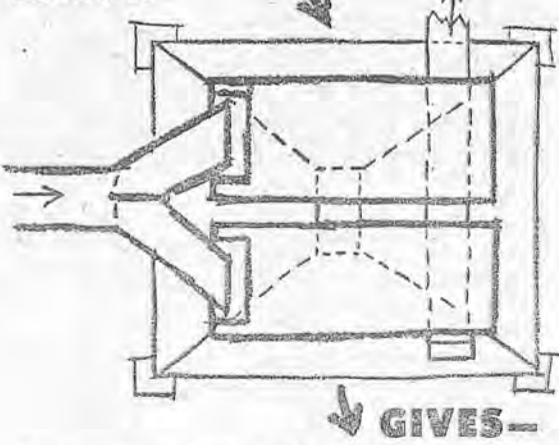
The Building and Construction Trades Council of Humboldt and Del Norte Counties went through what might be called a reorganization at their meeting on April 2nd at the Labor Temple in Eureka. Al Gruhn who has for many years been the Secretary of the Central Labor Council was elected to serve in the same capacity for the Building Trades. Ken Brooks of the Engineers, Vice President was elected to the President's chair, Sal Burke of the Teamsters was elected Vice President to fill the chair vacated by Ken Brooks. Fred Garrison of the Plasterers and Cement Finishers was elected Sergeant-at-Arms.

SANTA CLARA, contract awarded to Oakland Sewer Const. Co., 9915 Walnut, Oakland, \$16,217, for const. Homestead Ave. sani. trunk extns., betw. Lawrence Sta. Rd. & Pomeroy Ave., Santa Clara.

SALINAS, contract awarded to Granite Const. Co., P.O. Box 900, Watsonville, \$29,047, for const. curbs, gtrs., walks, pav. & storm sewer in Hartnell Park, Salinas, Calif.

OAKLAND, contract awarded to Ora Elliott, 8931 Elrod Dr., Castro Valley, \$23,983, for reconstr. Rolando Ave. from Williams St. to 174th Ave., in ALAMEDA COUNTY.

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Daily report of awards for construction

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

MARCH 4, 1957

EUREKA, Contract awarded to Shaffer & Madsen, P.O. Box 397, Sausalito, \$128,507, for const. of roadway & approaches to Fort Seward Bridge in HUMBOLDT COUNTY.

EUREKA, Contract awarded to Tom Hull, 930 Carson St., Eureka, \$41,978, for const. steel & conc. bridge over North Dobbyn Creek near Fort Seward, HUMBOLDT COUNTY.

EUREKA, Contract awarded to John Burman & Sons, 3022 "G" St., Eureka, \$12,157, for const. culvert & fill, County Rd. P555-013, McConah's Hill Creek near Trinidad, HUMBOLDT COUNTY.

MARCH 5, 1957

SOUTH SAN FRANCISCO, Contract awarded to C. J. Wood, Inc., P.O. Box 203, Redwood City, \$64,536, for widen Railroad Ave. betw. Linden & Orange Aves., So. San Francisco.

RICHMOND, Contract awarded to Lee J. Immel, 13555 San Pablo Ave., \$26,799, for grade surf., const. curbs, gutters, sidewalks & drainage on Solano Ave. betw. San Pablo Ave. & Humboldt St., in City of Richmond.

RICHMOND, Contract awarded to Olympian Dredging Co., 525 Market St., S.F., \$10,745, for dredging Barge Docking Area & Ship Terminal Berthing Area, Munic. Wharf No. 1, near Point Richmond, city of Richmond.

SALT LAKE CITY, UTAH, Contracts awarded to (1) L. A. Young Const. Co. & Vernal Sand & Gravel Co., Richfield, Utah, \$312,965, for const. 2" rdmix bit. surf. road & concrete bridge over 20' span, sec. of SR No. 18 situated at Veyo, length of 0.786 miles. — (2) W. W. Clyde & Co., Springville, Utah, \$348,465, for const. 2,914 mi. of 3" rdmix bit surf. road & 1 conc. bridge over 20' span, termed. secs. of US No. 67 US No. 50 betw. Thompson & Utah-Colorado State Line.

SALT LAKE CITY, UTAH, Contract awarded to W. W. Clyde & Co., Springville, \$612,336, for const. conc. & steel overpass loc. over RR at Meck's Hot Springs, 0.154 mi. length, in SALT LAKE COUNTY, UTAH.

SAN BRUNO, Contract awarded to Arthur Bros., 29 Vista Ave., San Mateo, \$30,925, for const. 1-story conc. & stucco util. bldg., remove trees & a bldg., etc., Golden Gate National Cemetery, San Bruno, SAN MATEO COUNTY.

DANVILLE, Contract awarded to Gallagher & Burk, Inc., 344 High St., Oakland, \$25,622, for site work at the High School, Danville.

OAKLAND, Contract awarded to L. C. Jensen, 20330 Forst Ave., Castro Valley, \$156,297, for constr. of impvts. of Lines D1-G11, G10, G10A, Fr. G1r, in Zone F2-19, Castro Valley.

MARCH 6, 1957

SAN FRANCISCO, Contract

awarded to E. T. Haas Co., Box 95, Belmont, \$39,350, for reloc. 72" Bay Div. Pipeline No. 3, at Calabazas Creek, near Sunnyvale, SANTA CLARA COUNTY.

SAN FRANCISCO, Contract awarded to Charles L. Harney, 575 Berry St., S.F., \$14,282, for reconstr. Holladay St. betw. Faith & Mayflower Sts., San Francisco.

CASTLE AFB, Contract awarded to River Rock, Inc., P.O. Box 1462, Merced, \$13,990, for etxens of perimeter rd. to UHF site, Castle AFB.

SACRAMENTO, Contract awarded to Morgan Const. Co., P.O. Box 904, Redding, \$14,778, for 0.4 mi. exist. roadbed widened to prov. speed chge. & Stge. lanes at intersec. at Tyler Rd. connec. abt. 3 mi S. of Red Bluff, TEHAMAC COUNTY.

EUREKA, Contract awarded to Peletz Co., 1236 Central Ave., Eureka, \$40,700, for const. of force mains, surge tanks & sanit. sewers in city of Eureka, HUMBOLDT COUNTY.

MARCH 7, 1957

SAN LEANDRO, Contract awarded to Redgwick & Banke, Inc., 20541 Webbe Ave., Hayward, \$10,978, for grade, pave, storm drain facils. etc., for new San Leandro Sr. Hi School.

STOCKTON, Contract awarded to Stanfield & Moody, 405 E. Rose St., Stockton, \$24,981, for reconstr. var. roads in vic. N. & S. of city of Lodi, SAN JOAQUIN COUNTY.

CARSON CITY, NEVADA, Contract awarded to Hoops Const. Co., P.O. Box 431, Twin Falls, Idaho, \$581,125, for 27.299 mi. grade, drain, rdmix, surf. on SR No. 21 betw. Gold Acres & Beowawe, LANDER & EUREKA COUNTIES, NEVADA.

CARSON CITY, NEVADA, Contract awarded to Silver State Const., P.O. Box 191, Fallon, \$354,352, for 15.51 mi. grade, drain, rdmix surf. on SR 1A, betw. 2 mi. N. of Fallon & 17 1/2 mi. N. of Fallon, CHURCHILL COUNTY, NEVADA.

STOCKTON, Contract awarded to C. C. Woods Co., P.O. Box 599, Lodi, \$33,563 for reconstr. Blossom Rd., from Walnut Grove Rd. S'ly to Beaver Slough & Peltier Rd. from Thornton Rd. E'ly to a point 1500 degrees W. of Ray Rd., in Sec. r, 5, 8, 9 & 13, 14, 23 & 24, Township 4N, SAN JOAQUIN COUNTY.

STOCKTON, Contract awarded to C. C. Wood, P.O. Box 599, Lodi, \$26,980, for reconstr. of 8 mi. road from West Lane (N.) westerly to W. Lane (S.) in SAN JOAQUIN COUNTY.

MARCH 8, 1957

FRESNO, Contract awarded to Haskell Development Co., 5612 E. Inyo St., Fresno, for const. of distribution sys. in County Waterworks Dist. No. 1, FRESNO COUNTY.

WALNUT CREEK, Contract awarded to M.G.M. Const., Co., P.O. Box 1057, Concord, \$189,231, for const. of State Hwy Sewer Relocation V in the District.

SACRAMENTO, Contract awarded to Gibbons & Reed Co., 825 W. 9th N., Salt Lake City, Utah, \$4,976,184, for 5.4 mi. grade & CC pave, etc. & const. RC slab brdg. between 0.5 mi. E. of Floriston & Nev. State Line, NEVADA & SIERRA COUNTIES.

SAN ANSELMO, contract awarded to E. T. Haas Co., P.O. Box 95, Belmont, \$22,963, for const. of sanit. sewers in Lansdale & Sequoia Park Proj. in Dist. No. 1, MARIN CO.

SACRAMENTO, Contract awarded to Brown-Ely Co., P.O. Box 474, Corte Madera, \$221,705, for abt. 4.5 mi. por. of 2-lane hwy. surf. w/pltmix surf. on cem. tr. base & inst. drainage facil., near Boonville, betw. Robinson Creek & Maple Creek, MENDOCINO COUNTY.

SAN JOSE, Contract awarded to Leo F. Piazza Paving Co., Rt. No. 1, Box 800, San Jose, \$62,310, for const. pltmix pave, conc. curbs, sidewalks & Driveways, storm drain facils. & misc. work on 1st 4th St. E. of & parallel to Bayshore Hwy., So. side of San Antonio St., SANTA CLARA COUNTY.

CARSON CITY, NEVADA, Contract awarded to Silver State Const., P.O. Box 191, Fallon, Nev., \$354,352, for 15.51 mi. grade, drain, rdmix surf. on SR 1A, betw. 2 mi No. of Fallon & 17 1/2 mi. No. of Fallon, CHURCHILL COUNTY.

CARSON CITY, NEVADA, Contract awarded to Hoops Const. Co., P.O. Box 431, Twin Falls, Idaho, \$581,125, for 27.299 mi. grade, drain, rdmix, surf. on SR No. 21, betw. Gold Acres & Beowawe, LANDER & EUREKA COUNTIES, NEVADA.

MARCH 12, 1957

SACRAMENTO, Contract awarded to Fredrickson & Watson Const., 973 - 81st Ave., Oakland, \$76,560, for 16 mi. pltmix surf. betw. Lake Co. line & 6 mi. W. of Williams, COLUSA COUNTY. j8W,ILLI

SACRAMENTO, Contract awarded to J. C. Compton Co., Box 86, McMinnville, Ore., \$520,886, for 28.4 mi. surf. w/pltmix. surf. on exist. pave & const. shldrs. of untr. base between Alturas & Oregon State Line, MODOC COUNTY.

DEL REY OAKS, Contract awarded to Granite Const. Co., P.O. Box 900, Watsonville, \$7,822 for reconstr. of various streets in city of Del Rey Oaks, MONTEREY COUNTY.

SACRAMENTO, Contract awarded to A. Teichert & Son, Inc., 1931 Stockton Blvd., Sacto., \$25,338, for approaches to intersec. widened w/pltmix surf. on cem. tr. base & const. chann. facil., County Rd. No. 20, 2 mi. No. of jct. of SR No. 7 & tp in woodland.

SACRAMENTO, Contract awarded to Baldwin Const. Co., P.O. Box 269, Marysville, \$64,558, for abt. 5.8 mi. surf. w/pltmix, surf. & const. shldrs. of imp. borrow & untr. base on El Centro Blvd. betw. Cross Canal & 1 mi. So. of Striplin Rd. & betw. 0.7 mi. So. of Rio Oso Bridge & Rio Oso Brdg. & on Garden Hwy. betw. Berg Lane & 2nd St. in Yuba City.

SACRAMENTO, Contract awarded to Keith Bros., 1025 Barnett Rd., Medford, Oregon, \$26,756, for exist. roadway widened & surf. w/pltmix. surf. at jct. Rt. 3 & 46, 8.2 mi. N. of Yreka.

MARCH 13, 1957

HILLSBOROUGH, Contract awarded to Kunz Paving Co., 2725 Flores St., San Mateo, \$12,611, for reconstr. of Mosley St., city of Hillsborough, SAN MATEO

HAYWARD, Contracts awarded to Independent Const. Co., 741 - 50th Ave., Oakland, \$50,937.50, & to J. R. Armstrong, 5741 Central, El Cerrito, \$34,560, for city street maintenance.

MARCH 14, 1957

MODESTO, Contract awarded to Osterberg & Carroll, Rt. 7, Box 1520, Modesto, for drill, case, test & dev. two deep wells in Industrial Area outside of city Limits of Modesto along Tideline Railroads.

SACRAMENTO, Contract awarded to Pete Barretta, 14950 Chalk Hill Rd., Healdsburg, \$21,564, for 0.1 mi. grade & surf. w/pltmix. surf. over cem. tr. base, near Duncans Mills.

SACRAMENTO, Contract awarded to Lester L. Rice & Sons, 235 Summer St., Yuba City, \$108,575, for 17.6 mi. surf. w/pltmix. surf. at var. locs.

MARYSVILLE, Contract award-

ed to Baldwin Const. Co., P.O. Box 269, Marysville, \$40,668, for 8,250' const. w/imp. borrow & untr. base added, ports to have shldrs, built w/untr. base, etc. on Simpson Lane, betw. Engrs. Sta. 2/50 to Hammon-ton Rd., Marysville.

MARCH 15, 1957

CASTLE AFB, contract awarded to R. A. Westbrook & Morrison-Knudsen Co., Inc., 6431 Elvas Ave., Sacto., \$146,853, for const. conc. taxi-way, w/bif. shldrs., ext. taxi-way lftg. sys., earthwork, etc., to Castle AFB, in MERCED CO.

MARCH 18, 1957

MILLBRAE, Contract awarded to Freeman Paving Co., 220 Lambert St., Palo Alto, \$14,769, for street paving in Millbrae Meadows Subdiv. Millbrae.

REDDING, Contract awarded to M. W. Brown, Box 827, Redding, \$132,851, for reconstr. of County Hwy. Rt. 8E, abt. 2.792 mi. to be graded & surf., approx. 3 mi N. of Anderson, betw. County Hwy. 9E & 11E.

MARCH 19, 1957

LIVERMORE, Contract awarded to Halbach Pipeline Const. Co., 8552 Audrey Ave., Castro Valley, \$35,678, for const. sani. sewer & sewer lift station at Livermore site, Atomic Energy Comm. 3aC,o9

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

MERCED, Contract awarded to Concrete Supply Co., P.O. Box 773, \$26,801, for reconstr. portions of "R" St., betw. W. 23rd & W. 25th St.; Glen Ave. across Santa Fe RR R/W & Santa Fe Ave. from 300' W. of Glen Ave. to a point 260' E'ly, in Merced.

SACRAMENTO, contract awarded to Los Gatos Const. Co., P.O. Box 111, Los Gatos, \$34,759, for 0.4 mi. graded, untr. base & apply dbl. seal coat betw. 0.9 mi. & 1.3 mi. S. of Hoopa, HUMBOLDT CO..

MARCH 20, 1957

BERKELEY, Contract awarded to O. C. Jones & Sons, 1520 6th St., Berkeley, \$16,608, for resurf. portions of Cedar St. in City of Berkeley.

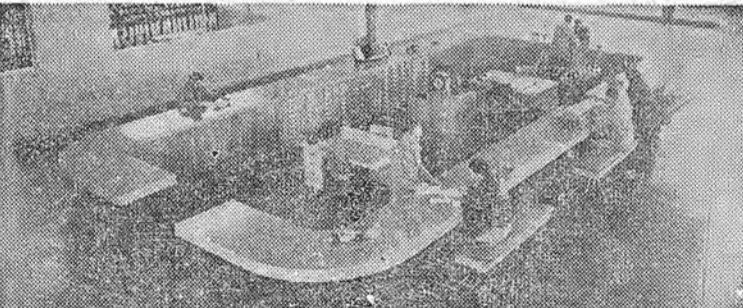
SALT LAKE CITY, UTAH, Contract awarded to Fisher Const. Co., P.O. Box 6306, Phoenix, Ariz., \$783,796, for const. 2" rdmix bit surf. road, sec of SR No. 7 betw. Utah-Arizona State Line & Mexican Hat, in SAN JUAN COUNTY, UTAH.

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SALES RENTALS

SACTO TACKLES HWYS. 40, 50, 99

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

Evidence of an early spring has relieved the unemployment status a bit here in Sacramento. Many of the Contractors are getting started on work that was unfinished last winter and some new jobs are getting under way. From all indications this should be a good construction year for the Engineers. The demand has increased steadily the last couple of weeks with several good contracts being awarded and more to come up soon.

Highway construction and Air Base runway extensions at McClellan and Mather Fields are the main projects that will be in full operation soon. A few days of high winds and sunshine will put these jobs in high gear.

McCammon & Wunderlich have a full crew rolling on Highway 40 at Colfax. This firm was able to get in most of their culverts and start their fills before winter set in. They won't be bothered to any extent by the weather from here on unless our predictions are reversed. It is quite a sight to watch the spread in action, good equipment, good engineers and cooperative supervision.

On the east end of this job, Fredrickson & Watson & Ransome Company are in the process of getting in shape to start moving dirt in the valleys soon.

H. Earl Parker is working two shifts on his section between Newcastle and Auburn. They were using Euclid Scrapers until they got the top skimmed off and got into some tough rock. Now cats and scrapers have taken over and they are getting the job done.

HIGHWAY 50

On Highway 50, Clyde Woods has gone on a two shift basis trying to solve a suitable schedule which is hampered terribly by the traffic problem. Any of you brothers planning on a trip up U.S. 50 better read the road closing schedule in this edition or you might run into a five-hour delay.

John Delphia & Fred Early Jr. have just opened their job at Camino and have a few pieces of equipment stirring around.

South of town on Highway 99, A. Teichert & Son is itching to get started on their long section of low level highway.

Other contractors, Granite, McGillivray, J. R. Reeves and Brighton Sand & Gravel are beginning to call back a few of their old hands and are working on various contracts around the city.

At Aerojet & Douglas Air Craft things have leveled off now that all the sub-contractors have their jobs under way and the equipment all manned. These projects keep a number of Engineers busy on boom trucks, compressors and welding machines.

Activity in the rock, sand and gravel pits has been a little slow

of late but that's not unusual this early in the season.

Building construction and steel erection has slowed considerably but several new buildings are in the making and will put this phase on the uphill soon.

READ THE PAPER

Springtime always creates a situation when our brother Engineers begin stopping at all the branch offices seeking information about various jobs. We are happy to report our best advice as to location, facilities, and hours. But we suggest the "traveling" brother read the reports of the business agents in the Engineers News which gives a pretty clear picture of the construction going on in Local No. 3 jurisdiction.

Safety precaution to all trencher operators: Be sure all open gears and chains have suitable guards mounted for your protection. This is a state Safety regulation. Don't take any unnecessary chances!

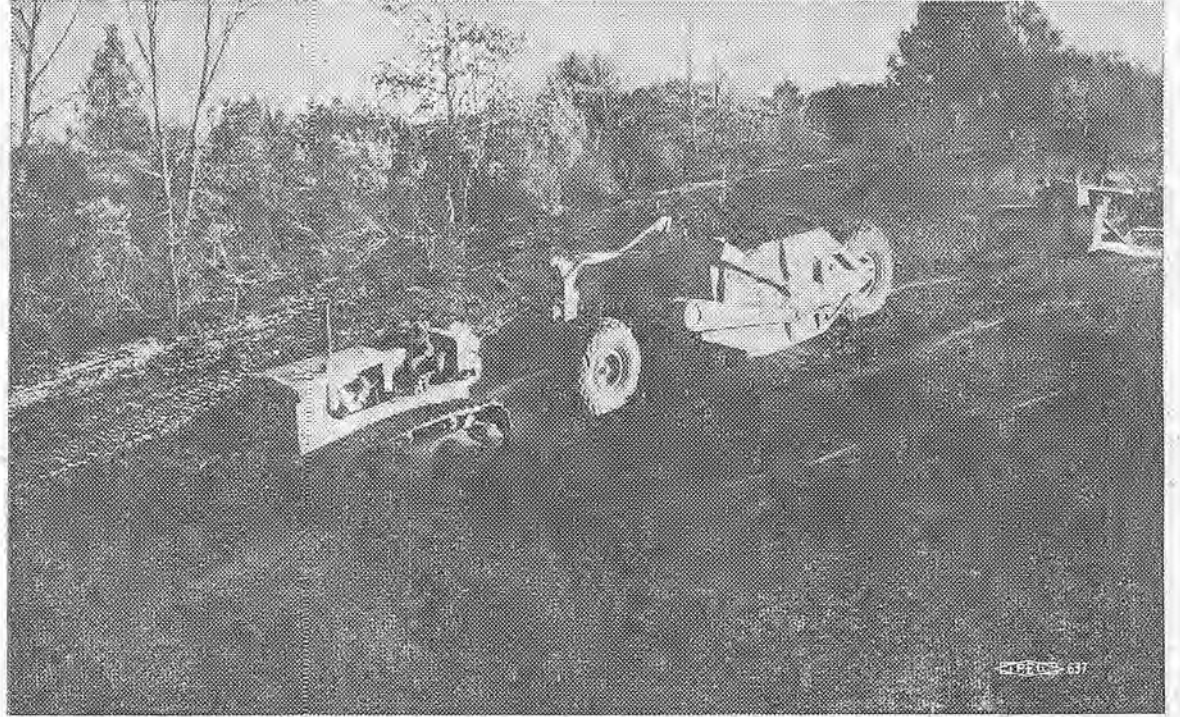
To the brothers who mail in their dues: Please send your card along so we can stamp it up to date.

Thanks again to the blood donors who so faithfully donate to our blood bank. The month of March was a dandy. Keep up the good work.

Service Withdrawals

- GARY V. ANDRUS
- SAMUEL C. BAEZA
- JOHN P. BRAMLAGE
- WM. C. HENLEY
- DONALD JENSEN
- DARRELL KNIGHT
- WAYNE MOYER
- ROYCE PIPKIN
- ARTURO V. OLAIZ
- JAMES E. SHAW
- ROBERT STEVENSON

WEAVERVILLE, Contract awarded to Guy F. Atkinson Co., 10 W. Orange Ave., So. S.F., Chas. L. Harney, Inc., 575 Berry St., S.F., M. J. Bevanda, Box 438, No. Hollywood, Ostrander Const. Co., 909 Terminal Sales Bldg., Portland, A. Teichert & Son, Inc., 1931 Stockton Blvd., Sacto., & Trepte Const. Co., P.O. Box 1231, San Diego, \$48,928-100, for const. earthfill Trinity Dam, 8 mi. N. of Lewiston, TRINITY COUNTY.



This view shows D-9's pulling 90 scrapers on the McCammon & Wunderlich Highway 40 freeway job at Colfax. The road to Reno will be faster and easier for California gamblers when these new stretches are completed. The best in modern equip-

ment is speeding up this big job and providing planners with a gradual-rise on the long western slopes that will be in sharp contrast to the old winding highway.

Hours of Closing Highway 50 Listed

PLACERVILLE—The El Dorado County Chamber of Commerce has recently issued a letter, being sent to most business establishments on Highway 50, designating the schedule of road closure during the construction work now being carried out at Riverton. The schedule indicates that with some planning on the part of those who expect to travel through the construction area it will be possible to avoid major delay.

Between the hours of 9 p.m. and 6 a.m. the road will be closed except for one hour—1 a.m. to 2 a.m. Night time travel is therefore inadvisable.

During the daylight hours the road is subject to half hour delay and from 4:30 p.m. to 9 p.m. there are no restrictions at all.

WEEK DAYS

- 9 p.m. to 1 a.m. Closed.
- 1 a.m. to 2 a.m. Open to two way traffic.
- 2 a.m. to 6 a.m. Closed.
- 6 a.m. to 8 a.m. Open to two way traffic.
- 8 a.m. to 12 noon, subject to one half hour closure.
- 12 noon to 12:30 p.m. Open to two way traffic.
- 12:30 p.m. to 4:30 p.m., subject to one half hour closure.
- 4:30 p.m. to 9 p.m., Open to two way traffic.

SATURDAYS AND SUNDAYS

Road open to all traffic 6 a.m. Saturday morning until 8 a.m. Monday morning.

NATIONAL HOLIDAYS

Open from 4:30 p.m. the day preceding a holiday until 8 a.m. the day following said Nationally Observed Holiday.

CONSTRUCTION AWARDS

SACRAMENTO, contract awarded to Stewart & Nuss, Inc., P.O. Box 886, Fresno, \$538,356, for 3.0 mi. grade & surf. w/pltmx. surf., etc., abt. 1 mi. E. of Hanford, betw. Rt. 10 & Kansas Ave., KINGS CO.

SACRAMENTO, contract awarded to Granite Const. Co., P.O. Box 900, Watsonville, \$1,039,030, for 5.6 mi. freeway, front. rds. & conn. grade & surf. w/Cl. B conc. pave, etc. & RC bridge betw. 1 mi. N. of Greenfield & the Salinas River, MONTEREY COUNTY.

BEALE, AFB, contract awarded to R. A. Westbrook, Inc., Morrison-Knudsen Co., Inc., & H. Earl Parker, 6431 Elvas Ave., Sacto., \$10,261,686, for const. runway, taxiway, airfield lgtg., fueling sys. water dist. & warm-up aprons, etc., at Beale AFB, E. of Marysville.

SACRAMENTO, contract awarded to L. C. Smith Co., 225-19th Ave., San Mateo, \$947,105, for 7.1 mi. freeway together w/pltmx. surf. etc. betw. Stevens Crk & Ellis St., SANTA CLARA COUNTY.

OAKLAND, contract awarded to Ransome Co., 4030 Hollis St., Emeryville, \$308,086, for reconstr. Adeline St. betw. 8th St. & S. line of city of Emeryville, ALAMEDA COUNTY.

Field Survey Notes

GOV'T. LID ON SURVEY PAY

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

We see by the papers that the Defense Department is trying to stop pirating of engineering talent from non-defense contractors by firms holding government contracts.

It is reported that President Eisenhower, with true employer logic, has instructed agency heads to so word government cost-plus contracts as to limit contractors from paying salaries in excess of those paid by the government. This is a new switch by our great leader inasmuch as the law states that the wages paid shall be equal to those paid by industry. Well, anything to keep from paying the engineer a living wage.

We call your attention to the annual \$6 Assessment. To clear up any confusion—it is due on Oct. 1 of each year, payable at the same time you pay 4th quarter dues. One dollar is for your Good Standing Fund. This must be paid or you are not in good standing with your union. The one dollar entitles you to as much as six months paid up dues if you are instructed not to work on written orders from your doctor. Five dollars of the assessment is for your Burial Fund. On your death your beneficiary will receive \$750. Your participation in the burial fund is optional. We might point out that this is mighty inexpensive insurance.

We now have a contract with George D. Pearson, 541 Byron, Palo Alto. Geo. C. Bestor, Carmel, has two parties at Fort Ord on the of the Bureau of Reclamation. Fortunately for our Technical Engineers, the Bureau has recently changed their policy of doing all Field Survey work with their own

first unit of government, housing with more to come. Creagan & D'Angelo, Saratoga, have a party on the new Lockheed installation at Eagle Rock in the Santa Cruz Mountains. Sub-division work is slowly coming alive. Credit restrictions have been lifted a little but not enough to cause a boom. The San Jose area will be short of parties very soon. Still, many men on the San Francisco out-of-work list.

The much publicized Trinity Dam project has finally become an actuality. Shea Company and Morrison-Knudsen were low bidders on the tunnel job. The bid was \$36,600,000 for 56,000 feet of tunnel with an approximate diameter of 17½ feet, and will require over four years to complete.

Guy F. Atkinson Co. and Associates were awarded the contract to construct the Dam. The dam is all earthfill of approximately 40,000,000 cubic yards. The dam and the tunnel are under the supervision forces and now require the contractors to perform all survey work.

C. F. Braun Company recently started construction of a large plant for the Ethyl Corporation near Antioch. They are currently using two survey parties.

McIntire & Quiros have nearly completed the survey work on the Union Oil Co.'s pipeline from Oleum to the Kettleman Hills oil fields.

The Bechtel Corp. has started operations on a project for the Standard Oil Company at Richmond.

SAN JOSE, Contract awarded to O. E. Anderson, 1075 N. 10th St., San Jose, for General Work, in the amount of \$1,024,490, for const. of 120-bed, 4-story RC & steel hospital addn. in San Jose.



OLD AND THE NEW in mountain highway construction is plainly noticeable these days in the Sierra foothills. Heavy equipment is slashing through timber and mother earth to create long, gentle-curving, Gradually-climbing freeway out of historic Highway 40, in contrast to the tortuous winding of the present route. This McCammon & Wunderlich job at Colfax is under the able supervision of John Able, project manager and Superintendent Bro. Pat Stewart. In the picture is Foreman Bro. Harold Woolford.



SLICING THRU SIERRAS—Up where the timber line starts, around Colfax, the construction industry is taking first big steps toward lightening the impossible traffic burden on mainline Highway 40, the road to Reno. The goal is doubletrack all the way over, and the Federal Highway Program will no doubt speed up this goal, especially prior to the 1960 Winter Olympics at Squaw Valley. McCammon & Wunderlich have a 6-mile, \$3,601,981 contract at Colfax.



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

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SAN FRANCISCO, CALIFORNIA

APRIL 29, 1957

Local No. 3 Agreement Is Headed For 1st Major Overhaul Since 1947

1941 to 1957 -- This is What We Have Won in Wages

The figures below provide a capsule history of what Operating Engineers Local No. 3 has accomplished at the bargaining table for its members in past years in the way of wage gains.

For purposes of comparison two of our major classifications are used:

SHOVELS		Year	TRACTORS
Up to 1 yard	1 yard & over		
\$1.75	\$2.00	1941-1942	\$1.50
(1942-1946—World War II with wage stabilization)			
\$2.25	\$2.35	1946-1947	\$1.95
\$2.40	\$2.50	1947-1948	\$2.10
\$2.52	\$2.625	1948-1949	\$2.225
\$2.59	\$2.69	1949-1951	\$2.29
\$2.85	\$2.96	1951-1952	\$2.52
\$3.00	\$3.11	1952-1953	\$2.67
\$3.10	\$3.21	1953-1954	\$2.77
\$3.15	\$3.26	1954-1955	\$2.825
\$3.30	\$3.41	1955-1956	\$2.97
\$3.425	\$3.535	1956-1957	\$3.095

Unemployment May Become a Major Problem

As noted elsewhere in this Special Issue, one of the Local No. 3 demands this year is a 10 cents per hour contribution for Supplementary Unemployed Benefits or Paid Vacations, whichever our membership shall choose.

Figures released by the State Department of Employment just last week shed light on the importance of this demand.

The State reported that the number of persons drawing unemployment insurance in March 1957 was 32 per cent greater than in March last year and 7 per cent higher than the preceding month this year, February 1957.

Undoubtedly a large proportion of those drawing unemployment insurance benefits were construction industry workers.

Unemployment insurance is something which we haven't been

This is Our Negotiating Committee

The following comprise the Negotiating Committee of Operating Engineers Local No. 3:

- Pat Clancy, President
- H. O. Foss, Vice President
- C. W. Mathews, Rec. Secty.
- P. E. Vandewark, Treas.
- Russell Swanson, Fin. Sec.
- Victor S. Swanson, Local Union Manager
- Al Boardman, Exec. Board
- C. L. Casebolt, Exec. Board
- Harry Metz, Exec. Board
- Chet Elliott, Exec. Board
- Al Clem, Exec. Board
- Ed Doran, Exec. Board
- K. A. Brooks, Bus. Rep.
- G. L. Moore, Bus. Rep.
- Les Collett, Bus. Rep.
- E. A. Hester, Bus. Rep.
- Paul Edgecomb, Bus. Rep.
- A. J. Hope, Bus. Rep.
- Glen Dobyns, Bus. Rep.

This is 1957—the year of swept-wing streamlining and the 300-horsepower motor, in automobiles—and so far as Operating Engineers Local No. 3 is concerned, it is going to be the year of the streamlined 300-horsepower agreement.

As this is written, we have submitted our proposals to the Associated General Contractors, Northern and Central California chapters, and are waiting our first negotiating meeting, scheduled for April 29.

These proposals are bold and challenging, they constitute a far stride forward in the direction of greater strength and effectiveness for our union and greater rewards and security for our membership. And it is necessary at this time to make a report on them to our membership—in as much detail as the strategy of negotiation and “horse-trading” permits—so that they may be widely understood and discussed, and so that they will have the support by the rank and file which is needed to accomplish our objectives.

First of all, let it be noted that there has been no major revision of our Agreement since 1947.

In the 10 years past Local No. 3 has done all right for its membership at the bargaining table. We have not had to take a back seat to any organization in the construction crafts in the matter of wage gains, or in our advances in the new fringe benefit areas such as Health & Welfare.

But for several years, now, your Local Union Manager and your Negotiating Committee have felt that our Agreement was due for a major overhaul. And this year your Manager and Negotiating Committee have worked day and night to accomplish this overhaul. The result is a set of proposals which brings our Agreement up to date . . . legally and economically.

What do we mean by bringing the Agreement “up to date . . . legally?”

We mean that a lot of things have happened since our present Agreement was written in 1947. We mean that there has been a field-day for writing federal and state anti-labor legislation. The law-books now are cluttered with statutes aimed at hamstringing union operations; the courts have produced a stream of dangerous precedents and damaging rulings; the new Eisenhower-style National Labor Relations Board has gone completely haywire.

And what do we mean by bringing the Agreement “up to date . . . economically?”

This means something more than just wages. The Eisenhower economy shows signs of going haywire, as well as its Labor Board. There are indications of a Depression inside of a Boom. The “tight money” policy of the Administration has affected the con-

struction picture, and this has been a hard winter for many of our Brothers. It may get even worse.

In 1957, then, we need a tighter, stronger, tougher Agreement . . . an Agreement designed to give our members:

- Maximum employment
- Maximum job opportunities in their home areas
- Greatest degree of union security possible under our current anti-labor legislation

Elsewhere in this special edition of *Engineers News* you will find reproduced in full text Section No. 3 of our new proposals. This is given in full detail because it is the heart of the 1957 New Look which we seek to achieve.

It is the main key to the three essential guarantees mentioned above. At the time the Taft-Hartley Act was enacted into law, Local

3 had the only closed shop in the basic construction trades in this area. Even as modified—figuratively at gun-point—Local No. 3 has retained the only unqualified union shop among the basic crafts.

We now intend with this new Section No. 3 of our proposed Agreement to further enhance your security and to make our Union and you safe against the stronger storms which we all know are brewing.

In this special edition, too, are summarized other main features of this year's proposals. All of our members should read and consider them carefully so that all are informed and all are in support of the Committee as it undertakes its task.

We have had occasion before to point to Local No. 3's proud record of growth, from bankruptcy to solvency, from small numbers to major size and influence, from economic backwardness to some of the best wages and conditions in the construction trades.

This has not been the achievement of one man or even of dozens or scores of men. It was the product of the loyalty, the efforts, the militancy of all of our members, standing together. We need that unity and common endeavor this year more than ever before, because we are aiming higher than ever before. Let us all work and stand together, lest we starve together at some perilous future date.



V. S. SWANSON

Money Items: We Ask 7 Per Cent Boosts, Group Wage Classifications

The Operating Engineers Local No. 3 proposal to the Associated General Contractors calls for a two-year agreement, from expiration of our present agreement on April 31, 1957 to April 31, 1959.

It calls for a general wage increase, across-the-board in all classifications, of 7 per cent on May 1, 1957, and another wage increase of the same amount—7 per cent—on May 1, 1958.

Proposed now for the first time is an entirely new system of Group Wage Classifications. In our old contract we have had 74 separate classification listings and at least 15 different wage rates.

Section No. 12 of this year's proposed Agreement drastically changes that. It clusters the various jobs in 11 Group Wage Classifications, each classification combining jobs with related skills and degree of responsibility and difficulty of work, with the same rate of pay for all work in this Group Wage Classification.

Effect of this wage grouping will be to eliminate wage inequities; to simplify the determination of what wage to pay when moving employees during a shift from one to another type of job or equipment within the same group; and to make it easier for our members to read and understand the wage section of the contract and thus be sure they are getting the proper wage for the work they are doing.

This wage grouping will, by eliminating inequities, upgrade men handling rubber-tired equipment and track-laying heavy earth-moving equipment. It will eliminate the 7-Bay-Counties preferred rates for shovels, cranes, drag lines and clam shells, except overtime, and provide for uniform rates on a yardage basis.

Some classifications will thus secure wage advances over the across-the-board 7 per cent boosts, BUT NO ONE WILL TAKE A REDUCTION IN WAGES BY REASON OF THIS GROUPING INTO WAGE CLASSIFICATIONS OR FAIL TO GET A PERCENTAGE INCREASE.

There are two other cost items which we are asking for this year:

1. An employer contribution of 10 cents for each man-hour worked, for pensions. Local No. 3 already has the pension for its membership employed by Pacific States Steel Corp. and in the scrap metal industry, and the time has come to secure this benefit for the rest of our membership.

2. An additional 10 cents an hour for Supplementary Unemployment Benefits or for Paid Vacations, with the money to go into an Escrow Fund and the membership of Operating Engineers Local No. 3 to decide by a vote later which of these ways they want to apply the 10 cents.

(The Supplementary Unemployment Benefit is a new condition already won by many unions which provides for payment to the employee of specified sums each week that he is unemployed, in addition to what he receives from the State Unemploy-



UNIFORM STRAIGHT-TIME rates would be in effect throughout the area, on a yardage basis, for shovels, cranes, drag lines and clam shells under the Local No. 3 proposals. Lower rates for counties outside the Bay Area would be upgraded.

Agreement Would Be Made Stronger in Other Particulars

Space does not permit spelling out in detail all of the changes in language and modifications in this year's proposed major overhaul of the Local No. 3 agreement.

The following, however, are some of the more significant changes in addition to those mentioned elsewhere in this Special Edition:

●**ARBITRATION CLAUSE**—Possibility of stalling the union indefinitely on an issue subject to arbitration by failure to appoint a panel for the Board of Adjustment or through failure of the panel to assemble would be eliminated by reserving the right to take strike action in that event.

●**EMPLOYMENT, SECURITY AND DISCHARGE**—In any matter affecting Section No. 3 of the proposals the union reserves the right to take job action in event it cannot get a satisfactory adjustment of the disputed matter.

ment Insurance Fund. Its purpose is to give the unemployed worker a combined sum closer to his actual take-home pay when working, so that he doesn't have to starve on the skimpy unemployment insurance benefits. It has however, many legal complications).

The AGC estimates that our 7 per cent wage increase request would amount this year to an average of about 20 cents an hour for every employee, and that seems about right. Thus the money-package in this first year under our proposals would be about 40 cents an hour, including the 10 cents for Pension and 10 cents for Supplementary Unemployment Insurance or Paid Vacations.

●**WAGE CLAIMS**—These would be excluded from provisions of the arbitration section.

Reason for this is that the higher courts have held that the employee himself must bring suit for wages due him and that the union can't sue on his behalf. But under California arbitration must take place first before the employee can sue. By excluding wage claims from arbitration under our agreement the way will be clear for the member to take prompt legal action for collection of wages due him.

●**SUB-CONTRACTORS**—We have had provisions in our agreement to insure that our work is done by employees hired through this union whether it is done directly by an employer signed to our Agreement or by a sub-contractor. Unfair labor practice charges were filed under the old Agreement in a case of this kind. The trial examiner made his preliminary recommendations, and we filed objections with the National Labor Relations Board. The case has been pending since May 1956, and we are still waiting for a decision.

We have therefore re-drafted this year's proposals to protect the right of this union to furnish men doing our work regardless of who carries out the job.

●**NEW EQUIPMENT**—We propose improvement of the

(Continued on Page 4)

TEXT OF KEY SECTIONS

The following is text of the key sections of Local No. 3's proposal for this year's Agreement:

Section No. 3

(a) Seniority Employment and Discharge

(1) Seniority. For the purpose of seniority only, there are the following classifications.

1. Journeymen
2. Apprentices, (i.e. firemen, oilers, signalmen, brakemen, and helpers).

(2) For the purpose of seniority only, there shall be two classes of Employees:

permanent employes and temporary employes

(3) A permanent employe is an Employee who has completed four (4) full years, or more, of employment or availability for employment in one or more of the classifications listed in paragraph (1) hereof under a contract between the Union and any employer.

(4) A temporary employe is any other Employee who has been employed under a contract between the Union and any employer, provided, however, that any person who is employed in violation of Section 3 hereof does not acquire the status of a temporary employe or Employee by such employment.

(5) A permanent employe who is not employed or available for employment is one of the classifications listed in Paragraph (1) hereof under contract between the Union and any employer for any consecutive period of two (2) years shall lose his status as a permanent employe hereunder, provided, however, that the period of two (2) years will be extended for any period of incapacity or military service. Such person who desires to return to employment or availability for employment under this Agreement shall do so as a temporary employe.

A temporary employe who is not employed or available for employment in one of the classifications listed in Paragraph (1) hereof under a contract between the Union and any employer for a period of one (1) year shall thereupon lose his status as a temporary employe hereof, provided, however, that the period of one (1) year will be extended for any period of incapacity or military service. Employment prior to the loss of status under this Section shall not be counted thereafter in determining the status of a person who thereafter returns to employment or availability for employment under this agreement.

(7) No temporary employe may be a foreman except upon approval of the Union.

(8) The Apprentices' Seniority is limited to Apprentices and the Journeymen to Journeymen, provided that an Apprentice with seniority shall, upon becoming a Journeyman, carry his seniority with him.

(9) All Union officers and employes of the Union who are members of the Union, shall, for the purpose of seniority be deemed to be employed at the trade in the area covered by this Agreement, it being the intent of this section to provide that upon returning to the employment of any Individual Employer he does so with the same rights as if he had continually worked for Individual Employers.

(b) Employees Right to Employment

1. It shall be a material violation of this agreement for any Individual Employer to perform or cause to be performed any work covered by this agreement other than maintenance and repair shop work, field repairs and equipment service and maintenance, or to operate or cause to be operated any equipment used to perform any work covered by this agreement unless such work is performed and such equipment operated by an Employee hired in accordance with the provisions of Section 3 (c) of this agreement and in the classification provided for in Section 12 of this agreement, and subject to any limitations in Section 12 of this agreement.

2. Provided however, that an Employee may be changed from one classification or piece of equipment to another classification or piece of equipment and returned to his original classification or piece of equipment only once on any shift. If an employe is changed from one piece of equipment to another piece of equipment, the piece of equipment which the Employee leaves may not operate unless the Employee is replaced by another Employee hired in accordance with Section 3 (c) of this agreement. Subject to such exceptions as hereafter be set forth in Section 12.

3. It shall be a material violation of this agreement for any Individual Employer to perform or cause to be performed any work in the Individual Employers Maintenance and Repair Shops and to perform or cause to be performed Field Repairs and to perform or cause to be performed equipment service and maintenance or any of them unless such work is performed by an Employee hired in accordance with the provisions of Section 3 (c) of this agreement and in the classification provided in Section 12 of this agreement and subject

OF OUR PROPOSALS

any limitations in Section 12 of this agreement, provided, however, that if the Individual Employer is covered by a bona fide existing written agreement with any other local union, such existing shop-work in this section shall have no application to such work.

In the Hiring of Employees

(1) The Individual Employer shall secure all persons required by this agreement to be employed by the Individual Employer to perform work covered by this agreement through the Employment Offices of the Union.

(1a) Satisfactory and competent men will be furnished in accordance with the Seniority provisions of this agreement within forty-eight (48) hours and in the event they cannot be or are not furnished, the Individual Employer may employ any person but shall see that he is dispatched through an Employment Office of the Union within twenty-four (24) hours of the commencement of such employment.

(2) In dispatching the Union shall first dispatch permanent employees who may be unemployed and registered for work in the office dispatching and thereafter temporary employees who may be unemployed and registered for work in the office dispatching and thereafter applicants who have not been registered for employment in the office dispatching under Sub-Section (3) hereof.

Provided, however, that in dispatching such applicants those with the most experience in the trade shall be dispatched first and those with the least experience in the trade last.

(3) The Union will maintain appropriate registration facilities for applicants for employment to make themselves available for the job opportunities. Periods during which applications will be accepted and the duration of the validity of applications may be fixed for each dispatching office from time to time and appropriate notice given to persons seeking employment.

(4) The Union will conduct such registration facilities without discrimination either in favor of or against such applicants by reason of membership in or non-membership in any union.

In addition, the Union in carrying out the provisions of this agreement with respect to seniority and hiring will not discriminate by reason of membership in or non-membership in any union except to the extent that membership in any union shall be a condition of employment as provided in Section 3 (d).

(5) Upon being dispatched, the Employee shall proceed to the job at once. When call is made to the dispatch office for men to report to work on day of request a reasonable amount of time shall be allowed for men traveling from dispatcher's office for men to report to work on day of request a reasonable amount of time shall be allowed for men traveling from dispatcher's office for men to report to work on the day dispatched shall be paid from the start of the shift to which they are dispatched. An Employee who fails to report for work when dispatched on the shift to which dispatched or within the time agreed to be dispatched to work on the day of request without good cause therefore shall not be eligible for dispatch for seven (7) days thereafter.

(d) 1. All Employees covered by this Agreement shall be required, as a condition of employment, to apply for and become members of, and to maintain membership in, the Union within thirty-one (31) days following the beginning of their employment or the effective date of this clause, whichever is later. This clause shall be effective on _____, _____, and shall be enforceable to the extent permitted by law.

2. The Union recognizes its obligation and therefore assumes full responsibility to every Employee discharged under the provisions of the paragraph last above set out as a result of a written request from the Union to the Individual Employer of the Employee.

3. A person whose employment is terminated for failure to comply with Section 3 (d) 1 of this Agreement shall lose all seniority but shall be eligible to register as an applicant for employment available for job opportunities any time such registrations are being accepted. Employment prior to such loss of status under this sub-section shall not be counted thereafter in determining the seniority or status of a person who thereafter re-enters the industry.

Discharge of Employee

No Employee shall be discharged or discriminated against for activity in or representation of the Union. The Union shall be the sole judge of the qualifications of its members.

The Individual Employer shall be the sole judge of the qualifications of all of his Employees, and may discharge any of them for just cause.

No Employee shall be discharged without just cause. In the event of discharge without just cause, the Employee may be reinstated with payment for time lost. In the event of a discharge, the existence of "just cause" shall be determined under the grievance procedure provided for in Section 21 hereof. Employees discharged for "just cause" shall be paid only for actual time worked.

Pooled System of Seniority is the Central Feature of Section No. 3

In the adjoining column will be found the full text of Section No. 3 of our contract proposals which deals with Employment, Seniority and Discharge and which is the principal guarantee of your security and continuity of employment opportunity.

This is an explanation of some of the highlights of that section.

The main feature of this section is a Pooled System of Seniority. It classifies employees as Journeymen or Apprentices, according to their work and experience, and as Permanent Employees, Temporary Employees or Applicants, according to their seniority.

And it specifies the manner and the order in which they shall be employed in such a way as to assure Job Security, Maximum Job Opportunities and Maximum Union Security.

A Permanent Employee is one who has completed four or more full years of employment or availability for employment in one or more of our classifications for an employer under contract with this union.

A Temporary Employee is any other employee who has worked under a contract between this union and an employer in compliance with this Section No. 3.

An Applicant is a person who has registered for work in the office dispatching in accordance with provisions

which will be made for such registration in each dispatching office.

The employer must hire all persons needed for work covered by this agreement through the Employment Offices of Local No. 3.

Men will be furnished in accordance with seniority provisions of the Agreement. First to be dispatched will be the Permanent Employees. When all of the Permanent Employees in the given district who are registered are working, Temporary Employees who are unemployed and registered for work in the office dispatching will be sent out, and finally, Applicants who are in compliance with this section.

Applicants with most experience in the trade will be sent out first, and those with least experience, last.

Other provisions of this section are:

Temporary Employees have

to be hired through the union's Employment Offices in order to enjoy any rights under this contract.

Permanent Employees lose their status as such if not employed or available for employment for any consecutive period of two years unless disabled or in military service. A Temporary Employee loses his status, as above, after one year.

A foreman must be in the Permanent Employee classification, except by special permission of the union.

An employer cannot operate equipment without employing a man under provisions of this section.

All employees covered by this agreement shall be required, as a condition of employment, to apply for and become members of and maintain their membership in the union within 31 days following start of their employment.

The Heat is On: Tehama Co. Adopts Union-Busting Law

There's no guesswork about the drive to hogtie labor with anti-labor laws, and it's not something that's far away in either time or distance.

For several years now the thing has been building up and coming closer—first the federal Taft-Hartley Law, then the big push for state "Right to Wreck" laws that has seen such infernal legislation passed in 19 states . . . including the one our Local No. 3 membership suffers under in Nevada.

Now it's here in California with obviously planned and well-financed efforts to put over anti-union ordinances at the city and county level.

The city of Palm Springs passed such an ordinance, and the State AFL had to go to court to get it thrown out as unconstitutional. Now the latest is county action, in Tehama county, where they apparently hope they have an "improved" union-wrecking law that will stick.

Tehama county supervisors, in a "sneak" session at 10 a.m. April 22, voted 3 to 2 to adopt a so-called "right to work" straitjacket law, making it the first county in California—but possibly not the last—to embark on a course of union-busting. The board acted despite strong protest from responsible civic and union leaders.

A well-financed drive by outside promoters under the guise of a "Citizens Committee" preceded the board's action on the vicious ordinance.

Apparently fearful of a showing by citizens at its regular Monday night meeting, the board held a "star-chamber" session in the morning, knowing well that working people cannot attend at that time, especially if the meeting time is not advertised in advance.

State AFL-CIO leaders immediately prepared steps to fight the measure in the courts, as they have done with the local city ordinance passed at Palm Springs.

Meanwhile, however, it was a temporary victory for the well-financed union-busting promoters ranging the state looking for "soft spots" to put over these measures as a build-up to possible enact-

ment of a state "wreck law," all of this tying in with the current national drive to beat down unions and prevent further gains in wages and working conditions and thus greater profits to employers.

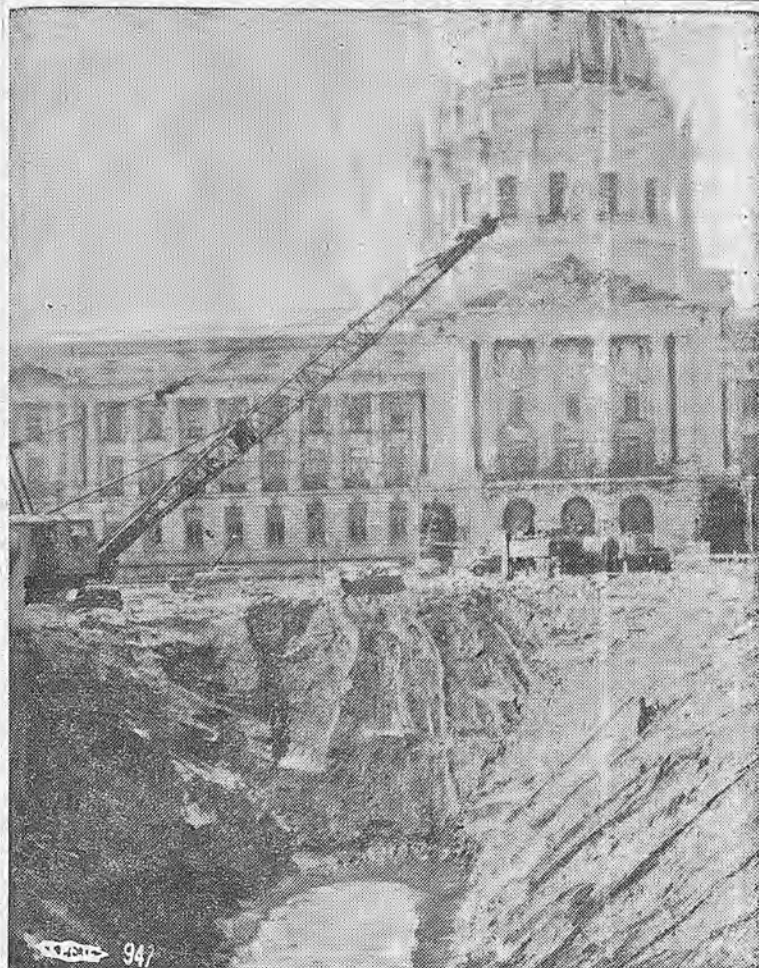
"It's really vicious," commented Bill Davis, Teamster leader at Chico, speaking of the phoney "citizens' drive." "They are repeating all of the old anti-union lies. We have reason to believe that they have plenty of outside money to back them up."

L. W. Baxter, representing the "Calif. Employers Assn." which has sponsored local anti-union moves in Santa Rosa and elsewhere, has an office in the Oaks Hotel in Chico.

The ordinance becomes effective in 30 days unless blocked by court action.

State Federation of Labor Vice Pres. Bob Giesick in Redding said some local employers joined up with the outside promoters, hoping to forestall the day when they must cease exploiting men and women now working for as little as 75 and 50 cents per hour.

The ordinance declares in part that it shall be unlawful to compel anyone to join a union or to strike "against his will," thus implying that such matters are wholly the work of union officers instead of the product of democratic vote by organized workers relying on their only form of strength against unfair employers.



SHOVELS AND CRANES: Under new proposals there would be only two wage levels instead of four wage brackets which presently apply.

Local 3 is in Tune with Advice 'To Strive for Voluntary Solutions'

This month's issue of our magazine, *The International Operating Engineer*, features an interesting column by our General President, William E. Maloney, regarding the Taft-Hartley Act as it applies to the building trades unions.

In the main it deals with special amendments to Taft-Hartley originally sponsored by the AFL-CIO Building Trades Department and now, apparently, getting backing of the Administration.

Of special interest to us are the paragraphs which read:

"These amendments do not, of course, represent a one-dose 'cure-all' for problems our union are encountering. But they do form the basis for providing relief from some of our most pressing problems.

"For relief in other areas, our unions must continue to strive for voluntary solutions that will be equitable for all concerned and, most important, that will benefit workers on the jobs."

It is exactly in this spirit that Local No. 3 is submitting this year's proposals for a major overhaul of our Agreement designed to bring about the recommended "voluntary solutions . . . equitable for all concerned" to the problems posed for us by Taft-Hartley and other present or threatened anti-labor laws.

The text of Brother Maloney's column, from which the paragraphs quoted above were taken, follows herewith:

Recommendations have been sent to the Congress by the Administration urging three important changes in the Taft-Hartley Act as it applies to the building trades unions.

The request, which represent improvements in the law for the unions, were submitted by Secretary of Labor Mitchell. In brief, they would provide the following changes:

(1) The law would permit "pre-hire" agreements in the construction industry by setting up procedures under which building trades unions could be certified as bargaining agents for workers of their crafts without the necessity of going through an NLRB election.

(2) The proposals would legalize trust funds jointly administered by employer and union for the purpose of carrying out apprenticeship and training programs.

(3) Unions would be permitted to bargain with groups of employers, such as building associations.

The suggested amendments were framed at conferences

Landmarks In Conditions

Following are some of the contract landmarks of past years in which important conditions and coverage have been won in the Operating Engineers Local No. 3 Agreement:

- 1946-47—Closed Shop
- 1952-53—Inclusion of Technical Engineers (Local No. 3 now has about 1,100 Technical Engineers working under its Agreement).
- 1953-54—Health and Welfare
- 1955-56 Subsistence in Remote Areas
- 1956-57—Union Shop (We had operated without any union security guarantee in the contract since enactment of the Taft-Hartley Law in 1947.)

attended by the Secretary of Labor and a committee made up of both employer and employe representatives from the building trades.

In praising the work of this advisory committee Secretary of Labor Mitchell said its members "have set new precedents."

"Here, for the first time in ten years," he declared, "industry, labor and management have been able to sit around the table and come out with unanimous proposals for the amendment of the Taft-Hartley Act."

These amendments, if adopted, obviously will contribute vastly to the stability of labor-management relations in our industry. They will remove troublesome, legal blockades which had jeopardized time-honored practice in the building trades crafts.

In the past, construction unions have suffered unduly from the Taft-Hartley Act. They have been required to endure all the restrictive phases of the law, while, at the same time, being unable to enjoy any of the advantages the act provides for a labor union.

That feature of the act which entitles a union to petition for a NLRB election in order to win recognition as bargaining representative has been virtually worthless to the construction unions. By the time a union could complete the lengthy procedural requirements for such an elec-

tion, the job in question generally would have been completed.

Employers in the industry, too, have suffered from the legal harrassments imposed by the law, and it is significant that the proposed amendments go to the Congress with strong management support.

These amendments do not, of course, represent a one-dose "cure-all" for problems our unions are encountering. But they do form the basis for providing relief from some of our most pressing problems.

For relief in other areas, our unions must continue to strive for voluntary solutions that will be equitable for all concerned and, most important, that will benefit workers on the jobs.

Besides being what President Eisenhower has called "the balance wheel of American industry," construction activity is a complex field with many special and unique problems. Worker and employer alike are confronted by situations that do not exist in other industries.

To ease the hardship on both, those of us dedicated to building America must constantly devote our full energy to the task of meeting each new problem thoughtfully and wisely, while at the same time continuing to grapple with the ones that have been with us all along.

And the aim all the while must be to build a stronger industry and one in which the men of our crafts are rewarded with dignity and earnings commensurate with their vast responsibilities in building for a better America.

W. E. MALONEY
General President

Agreement

(Continued from Page 2)

section covering new types of equipment for which present classifications are not fairly applicable and all work under air pressure. A standing committee of the employers and union is provided to meet and decide the classifications and rates.

The change is that in case of inability to agree the matter would go to an Impartial Arbitrator instead of to the regular Board of Adjustment, which should bring quicker resolution of such disputes

Living Costs at All-Time High

Our members and their wives know what has been happening to their money—as fast as we get a wage raise, it is taken away from us by inflationary increases in the price of everything we buy.

The fight ever since the end of World War II has been to keep our real wages—the buying power of our wages—abreast of the needs of our families and in proper relationship to our productivity in the construction processes.

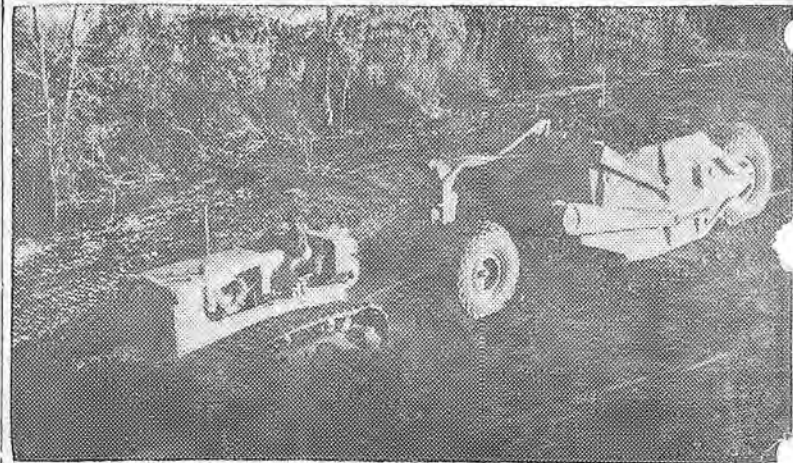
Last week the U.S. Department of Labor came out with its monthly price index and made official what we all know—that as of the end of March 1957 the cost of living in the San Francisco area had

reached the highest level in all time.

The price level for all items bought by consumers was 22.3 per cent above the average during the 1947-49 period. It was 4.7 per cent higher than in March last year and six-tenths of 1 per cent higher than the previous all-time high in December 1956.

The California cost-of-living increase was higher than the national average, which was only 3.7 per cent higher in March this year than the same month last year.

And to make things worse, the government predicted a further increase in living costs in April. So the top has not been reached, and there is no telling where the price climb will stop.



UPGRADED under proposed new Group Wage Classifications would be track-laying, heavy earth-moving equipment and rubber-tired equipment, such as rigs shown above.

New Figures on Home Building; Nine Counties Drop 45% in One Year

A new government report on the nine-county Bay Area shows that home building, considered to be the backbone of the construction industry, dropped 45 per cent in March this year compared with March 1956.

There were 2261 permits issued this year totaling \$25,500,000 as against 4035 last March costing \$41,778,000.

This is the lowest March total in ten years, according to figures released by the Bureau of Labor Statistics, and if this trend continues the construction industry in the Bay Area is facing a serious situation.

Total construction, which includes such things as road building, was 25 per cent below March last year in the area as a whole. In only two of the nine counties San Francisco and Napa, did it show an increase, and even in those counties, home building activity dropped way down.

Santa Clara County led in the total value of all construction, with permits for \$13.5 million worth of building. Alameda County was second at \$12.4 million, and San Mateo third at \$7.5 million.

Here are comparative figures or house permits for March of this year and last:

- San Francisco, 91 compared with 231 last year.
- San Mateo County, 374 and 628.
- Marin, 160 and 170.
- Alameda County, 420 and 1033.
- Solano County, 91 and 35.
- Santa Clara County, 898 and 999.
- Napa County, 21 and 99.

Building Wages Not So High As Other Groups

You hear a lot of talk about construction industry wages being so high.

According to figures recently put out by the U.S. Department of Labor on increases in straight-time earnings since 1946, the end of World War II—

Bituminous coal miners' wages were up 150 per cent.

Steelworkers wages were up 115 per cent.

Brewery workers' wages were up 109 per cent.

Oil workers' wages were up 86 per cent.

Building trades workers' wages were up 84 per cent.

So that's where we really are on the wage totem pole.

DOWN PAYMENT CUT HASN'T HELPED BUILDING

The Eisenhower Administration's big gesture of easing FHA down payments on homes, which was widely publicized by the newspapers to take the heat off Ike for the decline in building, is just a gesture, the Natl. Assn. of Home Builders said last week.

FHA down payments were reduced to 5 per cent of the first \$9,000 and 25 per cent of the remainder, instead of 7 and 27 per cent.

The national home builders organization said that won't hurt, but it will in no wise increase the amount of mortgage money available, and "tight money" is the No. 1 problem of builders today.

and which would make the award retroactive, which is not the case with general arbitration.

Unemployment

(Continued from Page 1)

thinking about very much. Throughout the war years and pretty much up to this time there hasn't been any substantial amount of unemployment. That means for about 15 years labor hasn't worried enough about the program, and it has run down.

When the Unemployment Insurance principle was first established it was accepted that unemployed workers should get about 60 per cent of their normal pay, and the benefit amounts were set about that level. Wages and cost of living have more than doubled in the 20-odd years since then, but unemployment benefits have lagged behind so that today they represent less than one-third of a craftsman's normal take-home pay.

The Supplementary Unemployed Benefit is a demand now being made generally by labor to close this gap with additional payments to workers when they are unemployed.

CONTRACTS DOWN 39 PER CENT

Building tradesmen out of work know this, but now there is statistical proof of the decline in residential construction.

A leading financial service reported last week that contracts for future residential construction in the metropolitan San Francisco Oakland area in February this year were down 39 per cent from February last year.

Observe Safety Rules.

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