



Labor Day Greetings



Salute to Fellow Unionists

Work Hits Record High At Redding

By J. B. JENNINGS and S. N. McBROOME

Work is at an all time high around the Redding District in Northern California.

The Trinity River Project is noisy with the sound of machines as hundreds of men work on the dams, tunnels and power plants. Concrete bottoms of the power plants have been built 80 feet below ground level to withstand the force of water falling through giant penstocks. Tunnels are being bored and concreted.

The three power plants under construction will be ready for completion in the early part of the winter. The Clear Creek power plant which will make electricity from the water rushing between the Trinity River and Whiskeytown Dam is about 40 per cent completed.

Some time next year all the pieces will fit together and the Trinity River project will be ready for the job planned for it when Trinity Dam was begun, five years ago.

SPRING CREEK

Gibbons & Reed Construction Company has been awarded the contract to build the Spring Creek Debris Dam. The earth dam will be 190 feet high and 1,200 feet long. The purpose of the dam is to keep salmon river water from being contaminated by mineral acids and also to keep the power house tailrace free of debris. The dam will provide storage for 2,000 acre feet
(Continued on Page 2)

AS LABOR DAY, 1961, approaches, the millions of organized working men and women of America are on the threshold of their greatest era.

It is appropriate that we, the members and officers of the Operating Engineers Union, Local No. 3, take this opportunity to salute trade unionists and their families, throughout the United States and the world and the many other friends and associates of Local 3.

To our fellow members in the AFL-CIO, to workers in other organized labor movements and especially to our brothers in the other building trade unions, we send sincere Labor Day greetings.

Together, on Labor Day, 1961, we look back at our accomplishments during the past year. We add up the gains we have made toward better unionism and a better life for our members. Each contribution we see, is a step toward the goal outlined for us by Samuel Gompers, the father of trade unionism in the United States.

It was Gompers, a London-born cigar-maker, who led the fight to establish Labor Day as the workingmen's holiday. But he did much more.

FROM THE MOMENT he joined the Cigar-Makers' International (at the age of 14) until his death in 1924, he worked toward one goal: a better life for the working men and women of our nation.

He helped organize the American Federation of Labor in 1881. Labor laws which he framed or supported included one establishing eight-hour day for government employees, various State laws fixing hours of labor, and laws limiting the use of injunctions in labor disputes.

He was largely responsible for legislation which created the Department of Labor with a cabinet member at its head.

During his more than 35 years as president of the AFL, Gompers led American labor through its darkest days and set it upon the road to success.

Because of Gompers and other dedicated labor leaders like him, we enjoy unprecedented prosperity today. We have not won total victory, but the era that to Gompers was only a dream is now within our grasp.

Together, the working men and women of America march forward, dedicated to the betterment of their nation and the growing strength of their unions.

'Make This Labor Day Safest Yet'

Business Manager Al Clem today called for Local 3 members and their families to pitch in and make this Labor Day the safest holiday of all.

"Let's remember the spirit and purpose of Labor's own holiday by putting an end to the slaughter on our highways. Remember safe driving practices and courtesy on the road as you celebrate this great holiday," Clem said.

Last year's Labor Day holiday saw 415 traffic deaths, 83 drownings and 28 boating fatalities, according to the National Safety Council.

"These holiday tragedies need not be repeated this year," Clem said. "Accidents can be prevented if all concerned do their part. Safety is everybody's job—on the highway, at work, in the home, and at play. Union people are urged to help in this all-out effort to save lives and maintain the dignity of Labor Day."

Beginning at 6 p.m. Friday, September 1, the country's 3.5 million miles of streets and highways will begin to swarm with probably the largest number of cars ever to take to the road.

The intelligent driver will
(Continued on Page 3)

Strike Activity Increases in May

All measures of strike activity increased in May over April levels, but total strike idleness was at the lowest May level in the postwar period, according to preliminary estimates of the U.S. Labor Department.

The number of workers involved in work stoppages and total strike idleness in the first 5 months of 1961 were also below the levels for any corresponding 5-month period since World War II.

Approximately 430 stoppages, directly involving 120,000 workers, began in May, as compared with 320 stoppages involving 94,000 workers beginning in the previous month.

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THE KENNECOTT Negotiating Committee has been spending many hours behind this long table, working on the contract for Brothers at the mine. From left are K. (Stew) Stewart, of the Crane Department; Local 3 Business Manager Al Clem; Everett Hibbard, steward of the Shovel Department; Reed Erickson of the Shovel Department; Joey Badouinatz of the Dozer Department; and District Representative T. J. (Tom) Stapleton.



SPECIAL PROBLEMS of their areas were discussed by union agents attending meeting at Local 3 headquarters prior to the general membership meeting last month. At one break in the formal discussions (above), H. L. Spence, Reno District Representative (left) and Dan Dees, Business Representative (right), met informally with Business Manager Al Clem.

Hawaii has its own advantages and some unique problems in the labor field. Harold Lewis (photo at left), the Hawaii District Representative, discussed them with Bro. Clem.



Fresno Report

Fires Take Big Toll; Homes Lost

By JOSEPH "JOE" MILLER and B. F. "TINY" HELLING

Forest fires have taken their toll in Fresno, Mariposa and Tulare Counties during the past month. Two major fires were brought under control finally, but extensive damage was done and personal losses were heavy before these fires were put out.

The Harlow fire, which started between Mariposa and Awahane, was the largest and worst fire thus far this year. It wiped out the towns of Awahane and Nippinawanasee, and threatened Oakhurst and other residential areas around Bass Lake.

It was reported a few members of Local No. 3 lost homes in the area of the fire.

The other fire was at Balch Camp above the Pine Flat Dam, the loss here was timber.

Many local contractors had equipment on the fire lines

and they were manned by members of Local 3.

Work in the district has picked up considerably during the past month, and the out of work list has continued to drop off a little as each day passes. We still have a number of men unemployed, but expect to have most of them working soon.

Industrial Asphalt Company of California is rapidly getting lined out on their rock plant and hot plant operations at Pinedale, Sanger and Hanford. It shouldn't be over two or three weeks before they are ready for regular production schedules. This seems to be a very efficient company. It has cooperated well with Local 3 and we expect to have good relations with them as they progress in this district.

Most of the rock plants and hot plants from Porterville to Coalinga are busy and working near full schedules. Some of the plants are down for general repair and maintenance.

FREEWAYS

The two freeway jobs on Highway 99 south of Fresno are going along very well—the valley heat is giving them some trouble. M. & K. Westbrook have cut back to a single shift operation but are working anywhere from eight to 12 hours as conditions may warrant. Griffin Co. on the Tipton section of the Freeway is going along very well and Hayden Church the sub-contractor on the dirt is under "full sail."

The mountain jobs were slowed up for a week or so due to the forest fires, but are underway again now.

Baldwin Erickson and Campbell are progressing very well on their job at Hanford erecting and building the Armstrong Tire Plant. They have six truck crane crews setting steel and precast concrete slabs. This job will continue until the expected completion date of February, 1962, and will have approximately 25 operators on the job.

Cherf Bros. & Sandkay Construction are keeping 18 of the Brothers busy at Johnsondale, on eight miles of road. This company has four miles on the south end near California Hot Springs and four miles north near Quaking Aspen. The south end has been cleared and they have started moving dirt. They have a clearing crew and pioneer crew working on the north end. This company has 430 days to complete their job.

Griffith Company has their crusher and hot plant at Porterville and have started to crush rock for their job on Highway 99 at Tipton. Hayden Church has the sub-contract on compaction and finish work. Nichols Construction has a sub-contract to load and haul the dirt. Nichols Construction has six loaders loading on this job.

Williams and Buroughs at Lemoore Air Base has a few brothers working on streets and fill, for 500 Capehart houses. Connors Construction has the sub-contract for the underground pipe.

There will be another contract let soon for 150 Capehart houses. This will make 1450 houses at Lemoore Air Base when completed.

Sandkay and Ranson was awarded a contract for \$1,889,000 to put in canals and structures at Madera. This company will start some time in August.

Construction Gains—More Than Usual

The construction outlook brightened further in June, with notable gains registered in contracts for both non-residential and residential buildings.

F. W. Dodge Corporation, construction reporting specialists, said contracts for future construction rose to more than \$3.6 billion in June. That was 4 per cent higher than in the same month last year.

The June increase was more than seasonal, the building experts said. The Dodge index rose to 281 from 257 in May (with 1947-49 equaling 100, seasonally adjusted).

Contracts for non-residential buildings in June totaled more than \$1.2 billion, up 10 per cent over a year ago. Gains were largest in contracts for industrial buildings, hospitals and public buildings.

Residential building contracts for June amounted to well over \$1.5 billion, up 5 per cent over June, 1960. Apartment building contracts showed the most impressive gains, up 28 per cent.

Redding: Work Hits Record Peak

(Continued from Page 1) will be one of the most scenic of sediment each year for 50 years.

Fred Drayer, of Paradise submitted the low bid to clear 3,200 acres of brush and trees in the Whiskeytown Reservoir. The of sediment each year for 50 years.

Fred Drayer, of Paradise sub-engineers estimate prepared by the U. S. Bureau of Reclamation was \$664,700. Drayers bid was for \$274,400.

FISH HATCHERY

The Barney Wilkerson Construction Company submitted the low bid in the amount of \$987,200, to build the Lewiston Fish Hatchery. Plans for the hatchery have been described by fish and game officials as the most modern in design. The hatchery will be located at the base of the Lewiston Dam.

The Lew Jones Construction Company is working on the Whiskey Creek Bridge. This bridge is being built to relocate Highway 299W around the Whiskeytown Reservoir. The construction workers on the Whiskey Creek bridge are pushing two 260 foot sections of steel weighing 129 tons, into place on concrete piers 150 feet above the creek bed. The spans for this bridge are of a special steel, called T-1 by U. S. Steel Company. The spans are two inches thick. This steel is about three times as strong as ordinary steel.

TRINITY HIGHWAY

A total of \$159,000 in funds has been budgeted by three government agencies for the bridge contract to be opened for bid soon in Trinity County. The bridges will be of steel and reinforced concrete structures located on Highway 1089. This road will one day provide a paved two-lane highway between Weaverville and Etna. State highway engineers say this road

will be one of the most scenic in California.

The Granite Construction Company of Watsonville was low bidder on the Highway 99N and McCloud road. The bid was \$1,540,209 for ten miles two-lane to grade and surface.

Over 50 Brothers are working on the Slate, Hall and Hamilton job on their \$7 million freeway at Castella. These brothers are working one shift and expect to remain that way for the remainder of the job.

Ray Kizer Construction is still clearing brush on the Ft. Jones to Yreka job. In a few weeks they will be moving dirt for their three mile two-lane highway.

PIPE LINE

H. C. Price started its second spread south of Red Bluff. Due to the increase in speed laying the 36 inch line, a new spread was started on July 10. Approximately 45 to 50 Engineers will be working on this spread six days, 12 hours, and will continue to do so until they reach Antioch. A spokesman for the company said that the two spreads will meet further down south. This job has been one of the biggest this year.

Harms Brothers have a nice cool job this year at Feather Lake. While we are very uncomfortable with temperatures of 113, they are keeping cool on this job with a high of 85.

Field Survey Notes

Apprentice Program OK'd

By AL BOARDMAN AND ART PENNEBAKER

The membership at a special meeting on July 14 voted 33 to 5 to approve a proposed apprenticeship program. The program was discussed item by item and the approval was made by secret ballot. Your union will now make every effort to get the program underway.

A raise in pay is due all whose work under the Bay Counties Civil Engineers and Land Surveyors' Agreement. Starting August 1, 1961, the senior chief of party hourly rate goes to \$4.34; chief of party, \$4.01; inspector, \$4.34; chief of party, \$4.01; inspector, \$4.01; instrumentman \$3.89; field assistant (class 1), \$3.54; field assistant (class 2), \$3.28.

An employee with one or more years of employment with his current individual employer

is entitled to three weeks of vacation time.

We were sorry to hear of the passing of our good friend Buck Swallow. Buck was a long time member dating back to the days of old Local 89. We worked with him at the San Francisco Airport in '46 and '47. Later he worked for Standard Building with Herman Case. He was a good Union member and a booster of the Operating Engineers.

Payola to inspectors and engineers in the construction industry in New Mexico has forced a stop order on practically all Federal Aid work by the Bureau of Public Roads. A Congressional Committee has found that (1) critically important testing an inspection work was delegated to unqualified and incompetent employees (2) there was either failure or unwillingness of project supervisors to

enforce specifications because they feared transfers or loss of their jobs; (3) there was interference from higher echelons in the administration setup at the behest of contractors, rather than sole support of dedicated project supervisors who were ready and willing to compel adherence to contract requirements; and (4) there were project engineers and assistant district engineers who were, to use a most charitable characterization, willing to be subsidized by the contractors for a variety of reasons, none of them valid.

So there you have the most high and mighty professional engineer selling his profession and his trust like a grafting politician. Let us not be too harsh on these pros for they make less than the laborer on the job. It is not considered professional to organize and bargain for a living wage.

San Mateo-Hayward Bridge Job Awarded

By BILL RANEY and DON MATTESON

A \$13.3 million contract to begin work on a modern, four-lane San Mateo-Hayward Bridge has been awarded to Peter Kiewit Construction Co. of San Francisco. It will be 4.5 miles of new structure and Norman Raab, project engineer of the San Francisco Bay Toll Crossings, reports it will take two and one-half years to complete.

This will be done with the cast concrete piles, curbs and sidewalks. It seems nowadays that there is more steel than cement in concrete. Specs call for 18,000 pounds of reinforcing

bar. It has not been determined at this writing whether the work will start on the San Mateo or the Hayward side of the bay.

Willie Frank has quite a few Engineers working in a sweat box canyon in Farm Hills back of Redwood City. This job will last about a month.

Readymix Trucking (Charles Harney) was not able to convince the San Mateo City and County officials that he should be allowed to operate his quarry and trucks at two shifts per day. He is appealing their decision to the courts, but at this time he has had to reduce to one shift. This has put about ten engi-

neers on our out of work list again.

HOSPITAL

We have a 76-bed hospital coming up in Belmont, that will be quite a project. This one has Federal money in it so may not start immediately.

Granite Construction Company was low with a bid of approximately \$500,000 on some road work between Santa Cruz and Pescadero.

Don Caputo out of San Jose got the \$500,000 bridge and road job at Tunitas Creek.

Surfacing of the 18 miles from Davenport to Princeton is scheduled to start soon.

Ben C. Gerwick was low on the half million dollar wharf job in Princeton. Should start soon, we hope.

Lowrie Paving Company have picked up a couple of surfacing jobs in San Bruno-Millbrae area, to the tune of over \$500,000.

Charles Harney was awarded the contract for the Person & Wik Industrial Tract in Millbrae. Contract price \$200,000. This work will involve streets, bridges and utilities.

C. J. Wood was low on the proposed San Juan Blvd. job in Belmont.

BREWER ISLAND

Granite Construction Com-

pany has served up the lagoon excavation for the Brewer Island job. There is about one-half million yards of top soil to stockpile that will be done probably with twin tournapulls.

Associated Dredging Company in joint venture with Morrison & Knudson have been negotiating for the dredging. It is anticipated they will have the contract and start work about January 1, 1962. We understand the joint venture will move many of the bottom dump barges from the Salt Lake causeway job. It is expected that the sand will be pumped into bottom dump barges hauled to a semi-drydock on the island and then pumped to the fill.

Safe Driving Urged on Labor Day

(Continued from Page 1)

Keep this in mind and remember that the increased traffic likewise increases the possibilities of accidents, the business manager said. He will drive defensively.

He will be especially alert, observing all the rules of good driving, and he will not depend on the other driver. When he sees another car approaching an intersecting crossroad at a high rate of speed he will slow down.

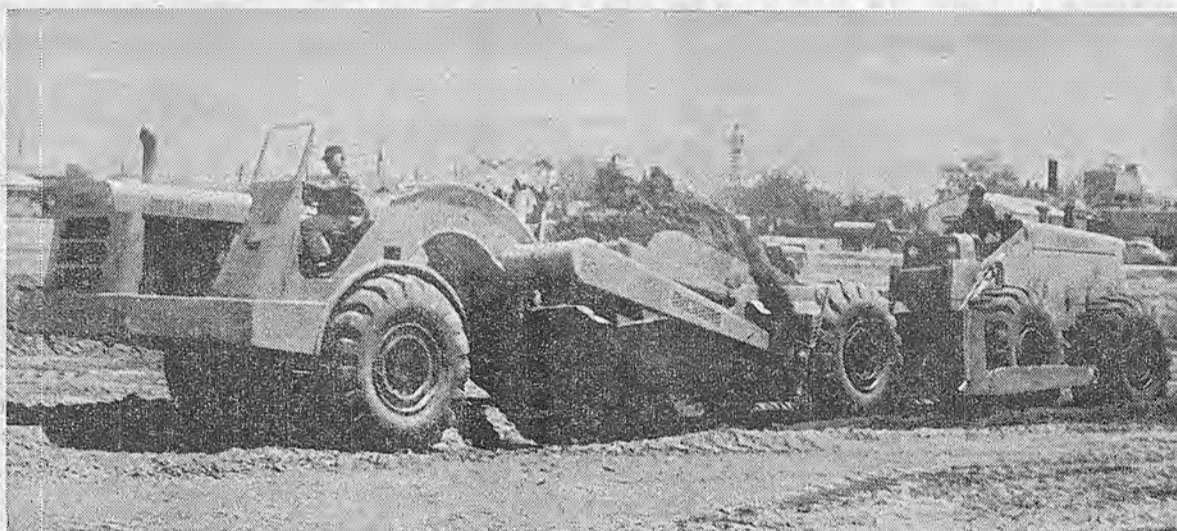
He does not depend on the other driver to obey the stop sign or yield the right of way. When slowing down, he increases his control of the situation by being able to stop or take other measures to avoid a possible collision.

OTHER RULES

The defensive driver will not pass when he is overtired, he will not try to pass on curves and hills, and he will not drive if he has been drinking.

He will always keep in mind that there will be others on the road who will not obey these basic safety rules and will be a threat for them so that he and his family do not become innocent victims of the reckless and fast drivers.

Picnics, fishing trips, boating and swimming are high on the list of recreational activities for Labor Day. Unfortunately, these activities also have fatal consequences each year, with drownings leading the list.



PELLEGRINI Paving Company recently purchased a Michigan Dozer and a Michigan Scraper from Buran Equipment Company. Brother Fred Wright, Jr., is the Op-

erator on the Michigan Dozer and Brother Al Cook on the Scraper. This picture was taken at the job site on Berryessa Road in San Jose.

Factory Sales Rise 1 Per Cent

Factory sales rose nearly 1 per cent in June and new orders held steady, the Commerce department reported.

The stability in new orders appeared favorable in light of a preliminary forecast of a 1 per cent drop in new orders to makers of durable goods.

Economists pay close attention to new orders because they are an advance indicator of future production and employment.

The \$32.2 billion in new orders for factory goods in June was 3 per cent higher than in June, 1960, and nearly 10 per cent above the recession low of last January.

Many Small Jobs Around San Jose

By A. J. HOPE, LYNN MOORE and HARLEY DAVIDSON

Work in the San Jose area has been about the same as reported last month—most jobs are short, but they are many in number.

The Granite Construction Co. is busy on the highway job on

Backs Recognition

The Oregon Legislature has asked Congress to pass a union recognition bill for federal employees.

The joint memorial pointed out that federal workers lack the protection of labor laws and union contracts, including procedures for adjustment of grievances.

the Pacheco Pass. This consists of widening the road and some shoulder work. Brother Jim Gaither is the superintendent on this job, which employs about 25 Engineers.

Bateson Construction Company of Texas was the low bidder on the \$8 million housing project at Fort Ord. This job is expected to start some time this month.

Granite Construction has started work on the Navy housing job in Monterey. Brother Jim Benson is running the spread. Brother Ronald Wright is on the clearing dozer. Brother Earl Winterhalder is also on a dozer. More operators will be added to this job soon.

Big 3 Balk At Plan to Share Profits

The auto industry's Big Three showed no sign last month of following the lead of American Motors Corp. in offering the United Auto Workers Union a profit-sharing plan.

The reaction of General Motors, Ford and Chrysler to the American Motors proposal was a terse, "No comment."

Three years ago industry bargainers called union president Walter P. Reuther's plan a "radical scheme" which was "foreign to the concept of the American free enterprise system." It was rejected.

But American Motors, which long has proclaimed its intention to chart a course separate from the Big Three, said it saw nothing wrong in sharing profits with its 23,000 factory workers in Michigan and Wisconsin.

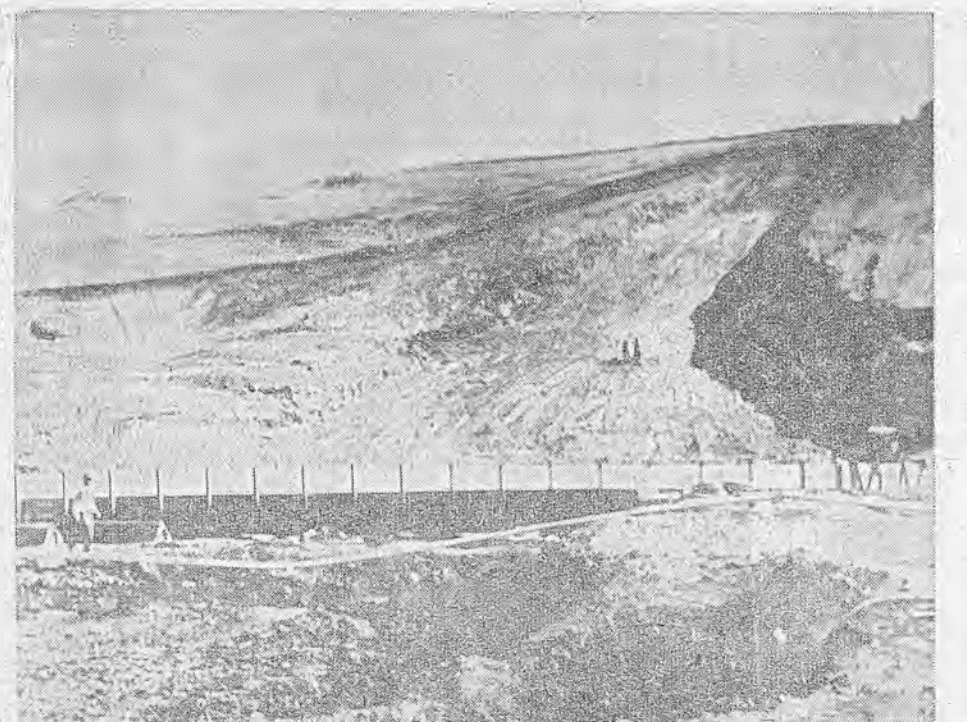
The big three, in rejecting the idea three years ago, said it would mean putting Reuther in the driver's seat because he might want a voice in how the companies made their profits—what amount would be spent on expansion, what prices would be charged and so forth.

Job Security

The Communications Workers have won a solid guarantee against loss of jobs or wages through automation or mergers for 1,500 employes of the American Cable & Radio Corp.



ADONNA Construction Company at the Hernandez Dam is getting well under way with approximately 30 Engineers on the job. Brother Harold



Hunt, the superintendent, reports they have a million yards of material to move and hope to complete this by October.

Big S.F. Freeway Plan Stalled

By Paul Edgecombe, Jerry Dowd and George Baker

San Francisco's \$170 million Western Freeway plan is stalemated again. Organized groups have brought political pressure upon supervisors who are faced with a coming election. This has created adverse publicity, which reflects upon the position San Francisco supervisors took when they voted to turn down the latest proposed traffic way system. With this action, additional obstacles will have to be overcome before any future suitable proposed plan can be presented.

Naturally, all the political stalling tactics are interfering with the State of California's Freeway program allocation of funds designated for this district. All this adds up to a lot of construction work being delayed that would furnish employment for many Operating Engineers, along with other building trades craftsmen.

PRODUCE AREA

All indications are that the plan for moving the wholesale produce industry out of the Golden Gateway redevelopment area will become a reality. Preliminary steps are under way to construct a \$6 million market in the Islais Creek area.

The San Francisco Recreation and Park Commission is awaiting approval of a state loan of \$1½ million to develop additional berths and protective breakwaters at the Marina Yacht Harbor. From all reports, a berth to park a boat is as scarce as a parking space downtown.

Test boring is going on at Aquatic Park for prepared expansion of this facility. Several of the old waterfront piers are being remodeled. This entails replacement of the old pilings, decking and fenders, with Ben C. Gerwich as the contractor. Additional repairs and rearrangements are being done on the old Ferry Building.

The I.L.W.U. Redevelopment Corporation's \$4½ million cooperative apartment project, located in the Western Addition area, has been put up for bids, but no information is available at this time as to who is the low bidder.

WAGE INCREASE

The San Francisco Shop Agreement has been negotiated and the new wage increases are now effective—18 cents per hour for all classifications. This brings the mechanics' scale to \$3.85 per hour, plus eight paid holidays, vacation, health and welfare, pension and guaranteed 40 hours work week of employment. This phase of our industry maintains an even schedule of work and there is not too much of a turn-over of personnel.

In the course of our negotiations we got a look at the new G-1000 Gradall—mounted on a four axle carrier, with 1½ cubic yard capacity. Western Traction is the distributor and employs Local 3's top-notch mechanics to do all their service work.

Work opportunities have increased, but not to the extent of depleting our out-of-work list. We could stand considerably more projects to take up the slack.

Big Contracts Awarded in Utah—12 Million-Yard Job at Bingham

\$3.5 Million Bid on State's Top Road Job

By T. J. STAPLETON, M. F. Bowman, John Thornton, Jay Neeley and Fran Walker

Since the last issue, the work has picked up considerably in the Salt Lake Valley. A few big jobs have been awarded and the situation looks a little better until fall.

The award of the 12,000,000 yards contract at Bingham has been made to Western Contracting Corporation.

This company has put their two 50 R drills on a three shift basis to keep ahead of the shovels on the remaining portion of their present contract.

Gibbons & Reed Company was low bidder on the biggest single road contract to be let in Utah to date. The section of the new freeway from 8th to 18th South will take considerable time to clear of existing buildings, before the start of importing road materials can begin. Gibbons & Reed's bid for this work was \$3,589,718.

BACCHUS

The C. H. Leavell Company and Morrison Knudsen Company were low among numerous bidders on the Stage III Minuteman facilities at Bacchus, Utah. We are at present trying to arrange a pre-job meeting with these companies. The total of this bid was \$8,885,000. This job is supposed to be rushed and should enhance the condition considerably in this area.

Jacobsen Construction Company is low on a heating plant at University of Utah; their bid for this job was \$1,484,600.

An \$18,000,000 bond issue to be voted on in Salt Lake City will determine the fate of a proposed sewage treatment plant in North Salt Lake. This area has great need for such a project.

NORTHERN SECTION

A pre-job conference was held with the Gibbons & Reed Company on the Willard Canal job, and they expect to get to work right away. We have Ike Beaudoin as General Foreman, Steve Norris and F. L. McNally as the day and night foreman. This job was bid at \$3,147,000 and they have 600 working days in which to complete it. They will employ approximately 30 engineers.

DMM Machinery Company from Dearborn, Michigan is moving into the Thiokol plant

and will employ about 10 Brothers. This will be placing machinery in the shops and should last about one year.

W. W. Clyde is cleaning up his job at Corinne and the job at Morgan is going right along on day and night shifts.

The Brewster job is still moving good, but we are having quite a turn-over of men on this job. Kent Lee, mechanic on the Brewster job, was badly injured on the way home from work a few weeks ago but is getting along very nicely now.

Wheelwright is just about through on the Brigham City airport and will soon be moving on to Vernal.

Graver Tank is working just south of Ogden building a water tank. This is just a small job and will only use a few of the Brothers.

The Waterfall job on Monte Cristo is moving right along and they expect that it will be completed by Fall.

Jack Parson is nearing completion of the Logan Canyon job.

PROVO AREA

In a joint venture, the Oakland Const. Co. and Garff, Ryberg and Garff are getting underway on their four million dollar building on the BYU Campus. As of now, we haven't been able to put any of our people to work on this project.

We understand Tolboe and Harlin were low bidders on another job, amounting to about the same figure on another building project on the campus; however, it hasn't been awarded as yet.

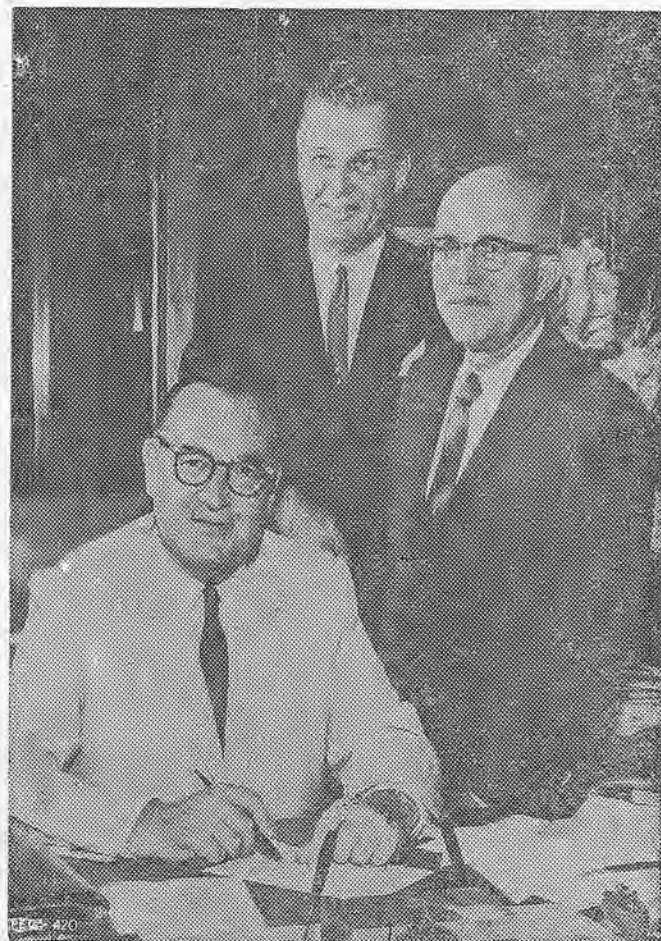
W. F. Penrod and Company is doing the grading on the Riverside Country Club at Provo. Father and son are both old members and we would like to help them in any way possible on this project. They have two Adams patrols and a D-8 cat working.

At Flaming Gorge, they are still in need of experienced cableway operators, as they are in the middle of the pouring. The dam is in excess of 105 feet in height. Every time we look at the dam, it has taken on new proportions.

Wheelwright Const. Co. has two shifts going at Green Lakes. They are building a road for the Forest Service.

On the pipeline job, they are

Another First



GOVERNOR Edmund G. Brown signs into law an Administration-backed bill, introduced by Assemblyman Gus Hawkins of Los Angeles, making California the first state in the Nation to provide journeyman on-the-job training to meet the mounting problems of automation. Looking on while the Governor signs the bill is Assemblyman Hawkins (right) and John F. Henning, director of the State Department of Industrial Relations (center). The new law provides that

the Division of Apprenticeship Standards (a Division of the Department of Industrial Relations) may establish on-the-job training programs for journeymen facing new skill job requirements because of technological changes in their industries. The new law also permits the Division of Apprenticeship Standards to establish training programs in non-apprenticeable occupations for workers displaced by automation and for young workers entering the labor market for the first time.

making good progress, spreading out over an area of 30 miles between their right-of-way crews, pipe layers and lower crews. Jake Cheaves is the spread boss on this job. They are working six days, 10 hours per day and more. They will move their warehouse to Myton within the next two weeks. They have about 40 operators at this time.

V. C. Mendenhall Construction Company is moving rapidly ahead of schedule on the construction of 5.4 miles of four-lane divided Interstate 15 highway near St. George in southern Utah.

The \$1,184,419 contract calls for grading, drainage structures, base and three-inch plant mix

surfacing plus three concrete structures.

With 38 per cent of the time allowed for the job elapsed, Mendenhall is 55 per cent complete. Work began Jan. 27, 1961, but the contractor didn't get rolling at full speed until Spring. Progress has been good and there should be no trouble to meet the completion date of December 1. This job has kept a number of the Brothers busy.

Moab is surrounded by unexcelled scenic beauty and many of the wonders are undeveloped as tourist attractions. Evidence of what a good approach road will do to increase visitors is seen in statistics from Arches National Monument since approximately \$800,000 was spent for an entrance road in 1958.

Approximately \$1 million has been spent in the past three years on improvements there. Completion of Utah State Highway 47 through Monument Valley on the Utah-Arizona border south of Mexican Hat is expected to have a great effect on the number of travelers coming through Moab, Monticello and Blanding.

When finished, the route will provide a year-around, top grade highway for north-south travel. The Mission 66 program calls for a total of one and a quarter million dollars to be spent in improving Arches before the plan's conclusion in 1966.

Some Jobless More Than 6 Months

The problem of continuous joblessness for one million American workers "is one of the most serious aspects of our current economic situation," Secretary of Labor Arthur J. Goldberg said recently.

These workers, who have not had jobs in more than six months "are concentrated among certain groups in our population," the Secretary said.

He pointed to three groups in particular:

1. Semiskilled workers, who account for about 18 per cent of the labor force but almost 30 per cent of the very long-term unemployed, and unskilled laborers, whose proportionate

share of the unemployed 27 weeks or more is more than triple their proportion in the labor force.

2. Certain industries, particularly the building trades and manufacturing. Workers in steel, for example, make up about 1½ per cent of the American labor force but close to 9 per cent of the very long-term unemployed.

3. Workers under 21 or over 45 years of age. This May there were 550,000 unemployed, out-of-school youths between the ages of 16 and 21. Workers over 45 comprise 37.7 per cent of the civilian labor force, but account for 42 per cent of the long-term

unemployed. Many of these are men and women whose skills have become obsolete with changing technology and consumption patterns.

"I am sure you will agree," the Secretary commented, "that these figures underscore the critical importance of increasing the on-the-job vocational training and retraining facilities which are available to young persons and mature workers in the United States."

"Nothing could be more clear than the importance of providing young persons with sufficient education and training to enable them to carry out the skilled tasks which our economy increasingly requires."

ENGINEERS NEWS

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Bankruptcy Rises With Less Down

At the very time wage-earner bankruptcies are steadily increasing, with overloaded installment debts found to be the chief cause, the nation's largest retailers have announced a new policy of selling with no down payment at all.

The number of bankruptcies increased 400 per cent from 1950 to 1960, and this year is expected to total 125,000 compared to 1960's 100,000. The proportion of bankruptcies by wage-earners is increasing too. Now 90 per cent of bankruptcies are by people who work for wages, and 10 per cent are business failures.

The shocker is the especially high rate of bankruptcies among young families. One nationwide finance company attributes 28 per cent of its losses to customers under 32.

The recent recession aggravated the debt problems. But actually, the number of consumer bankruptcies has been increasing in boom years as well as bust. Too many installment debts, resulting in deficiency judgments and threats of garnishment, are the leading cause of bankruptcies.

UNEMPLOYMENT

The other important causes are seasonal unemployment; unusual medical bills; the growing rebellion against excessive interest rates on small loans, and, the increasing number of divorces among unstable young people.

In some states, all or most wages are exempt from garnishment, particularly Pennsylvania, Florida, Texas, New York, Indiana and Hawaii. But in others where there is no automatic exemption, especially California, Illinois and Oregon, bankruptcies are running especially high.

Young debtors also sometimes seek bankruptcy after they have paid a long time on a so-called "small loan" only to find that most of their payments have been consumed in interest at such rates as 3 per cent a month (a true 36 per cent a year).

'NO DOWN'

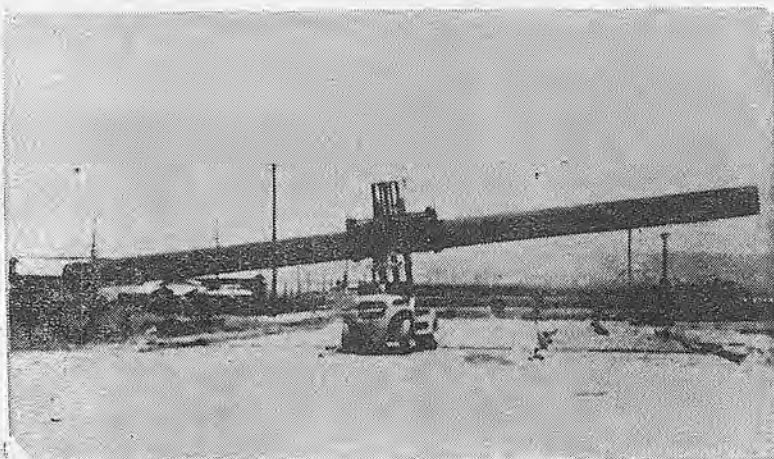
The new "no-down-payment" plans announced in recent weeks by Sears Roebuck, Montgomery Ward, Aldens, Western Auto Stores and other large retailers, are another inducement to young families to overload themselves with debt and also pay steep finance charges.

Sears and Aldens now do over 50 per cent of their business on credit. Spiegels, another big catalog seller, still requires small down payments but does 80 per cent of its business on credit, while Wards does about 38 per cent.

Credit selling has become profitable for retailers, not only because they have an opportunity to sell you more goods that way, but because they make a profit on the finance charge itself. The Sears Roebuck Acceptance Corp., which finances Sears' installment contracts, reported a 38 per cent increase in its net profit (after taxes) for 1960. It earned \$4,607,000 after taxes on a gross income of \$24,803,000. That's a net-profit rate of 18½ per cent.

Transfer Fees

Files of the U.S. Labor Department's Bureau of Labor-Management Reports show that 86 per cent of local labor unions in the United States charge no transfer fee.



THAT'S AN 80-foot section of pipe being carried with a Clark fork lift at the H. C. Price Semastics Plant. Long rows of the pipe were being stored in the area at right.

Work Keeps Up In Vallejo Area

By AARON SMITH

Work in the Vallejo area is moving just about the same as last month with most of the Brothers working.

Great Western Construction has started working on the storm drain job for the city of Vacaville. Altermatt and Fedrick has equipment strung out from Green Valley to Vacaville putting in irrigation pipe for the Solano Irrigation District. A pre-job conference was recently held with Pala Construction Corporation which is moving in on its job at the Vacaville Reservoir.

T. K. McCayrey is working on a Purity Store site across the street from the office, and appears to be having a rough time getting compaction.

ARSENAL AREA

The Frederickson and Watson job inside the Arsenal, for relocation of various facilities to clear the right of way for the four-lane freeway, is about 50 per cent completed. So is the toll plaza for the new Benicia-Martinez Bridge on the Arsenal side of Carquinez Straits.

Fredrickson Brothers has started up the hot plant in Winters and is paving on the job at Mankas Corner. The firm recently was awarded a \$176,226 contract to resurface 30.8 miles of highway in Solano and Sacramento counties including work on State Routes 21, 101, 24 and 12.

Work on Highway 40 in Solano County is progressing according to schedule. Wunderlich still have quite a lot of dirt to move, and Basalt has just finished the paving on the traffic change on Rindler Hill. Marin Rock is putting up a crusher on the job site to produce rock for this job, and it should start operation next week.

OVERPASS

Anderson Drilling is putting the pipe under the highway just below the Redwood Street overpass. Gordon H. Ball is paving on their job at Cordelia, and Charles Harney is still working on the overpass at Fairfield. To date we have not heard when the Highway 40 job at Vacaville is to be let, but we understand it is to be some time this summer.

McGuire and Hester was recently awarded a sewer line job in Benicia. Two sewer jobs were awarded at Travis Air Force Base, one to Gil Construction and the other to C. Norman Peterson. Vallejo Engineers was recently awarded a contract for another section of irrigation pipe by the Solano Irrigation District. Bids are to be opened July 26 for the installation and testing of a pre-stressed concrete pile cylinder in connection with the construction of the Napa River Bridge. Sand piling were sunk along the approach last summer in an attempt to strengthen the sub-base.

Firm Wants U.S. to Pay For Scabs

A congressman has publicly accused the United Aircraft Corp. of trying to "stick" the public with \$7.5 million of the cost of breaking a strike and has called for an investigation.

Rep. Frank Kowalski (D-Conn.) made public a report by U.S. Comptroller General Joseph Campbell that the company is seeking reimbursement for "excess" costs incurred on a Navy contract during a strike of 30,000 members of the Machinists and Auto Workers between June 8 and Aug. 9, 1960, at its Pratt & Whitney aircraft engine plants in Connecticut.

"It seems to be patently unfair," Kowalski said, "that the taxpayers of the United States should be asked to bear such costs." He asked Chairman Carl Vinson (D-Ga.) of the Armed Services Committee to conduct an investigation to determine:

- Whether payment of such strike costs can be prevented by department regulations.

- Whether additional legislation is needed to "curb the outflow of tax money" for such purposes.

Kowalski asked the comptroller general to find if the best interests of the government, and its taxpayers, had been protected during the strikes and afterward.

Campbell reported that UAC had asked to be reimbursed for excess overtime costs, for training new employes, for spoiled work, and for "help wanted" advertising during the nine-week walkout.

Youth Unemployment 'Great Danger'

The problem of youth unemployment in the Nation's urban slums is "potentially the most dangerous social condition in America today." Secretary of Labor Arthur Goldberg said recently.

"The great population of unemployed and out-of-schools young people in our city slums is social dynamite," Goldberg said. "It is potentially the most dangerous social condition in

America today. "If we consider that by 1965 we will have 40 per cent more persons under 20 years of age in our labor force than we do today, it is evident that it is not a condition that is scheduled to go away."

MANY JOBLESS

The Secretary pointed out that in May of this year there were more than half a million youths unemployed and out of school. In June the unemployment rate

for youths 16 and 17 years of age was 24 per cent for boys and about 31 per cent for girls.

"I think it is clear that we have to do better, not only in seeing that jobs are available to young people, in urban environments," Goldberg continued, "but also in seeing to it that they know about their employment opportunities. We have to do a much better counseling and guidance job than we have done."

Al Clem Reports—

A meeting was held last month with the Business Representatives from all the areas of Local 3. Among those attending was District Representative Harold Lewis from the State of Hawaii, who was here to attend the General Membership meeting also. Brother Lewis, in addition, worked out some negotiation problems we have with some firms on the main land that also do business in Hawaii.

—ac—

These meetings with the Business Representatives are interesting and informative. They serve a dual purpose: the Business Reps pass on to the main office the views and suggestions of the members in the field, and we are able to tell them of methods and procedures they can use to give the best possible service to the members. In addition, we work together to clarify various parts of the agreements.

—ac—

I spent some time in the State of Utah last month, working with the committee that is negotiating the agreement with the Kennecott Copper people. There still are a few items and clarifications to work out before the agreement is submitted to the membership for ratification.

—ac—

In order to render the most efficient service possible to the membership, we have moved the Ogden office to 2538 Washington Boulevard . . . Danny Dees has been appointed Local 3's delegate to the Northern Nevada Building Trades Council, replacing Tom Eck, who has been transferred to another area . . . Last month there were 65 one-page construction agreements and 21 regular agreements signed . . . The total number of men dispatched from various offices in Local 3's area last month was 2551 . . .

—ac—

We currently are negotiating with the Rock, Sand and Gravel Industry. There are five crafts involved at the bargaining table in these negotiations, and we see no settlement in sight at the present time. This often is the case when a number of crafts and employers are involved. It's inevitable that negotiation progress will be slow under these circumstances . . . Many of the Scrap Yard Agreements have been opened during July, and negotiations will begin soon.

—ac—

We still find that several other crafts are attempting to encroach on our jurisdiction. We urge all members to report to the B.A. immediately if you see anyone other than an Engineer operating equipment that comes under our jurisdiction.

—ac—

We have been commended by many of the brothers about the speedier return of their dues cards, especially in the recent quarter. This is made possible when the dues are mailed direct to the San Francisco office because of the simpler operation in processing the mail. Dues received through the branch offices require more detailed and longer processing, resulting in a slower return of dues cards to the members.

—ac—

We want to bring to the attention of all members in Utah, Nevada and California that there is a wage increase in the Technical Engineers and Steel Erectors Agreements. For the Tech Engineers, the increase that was effective August 1 ranges from 16 to 22 cents an hour. The Steel Erectors increase, effective August 16, ranges from 19 cents for a roddman to 24 cents in other classifications.



ON THE CKFM engraver job, part of the Mokelumne Water Project, Cleve Witch-

man is operator of the 51-B Bucyrus. His oiler is Jake Bermanian.

In California

—More Jobless More Working

California employment was up by 82,000 in June to the second highest total on record, but the jobless count also increased.

Employment rose to 6,177,000, second only to the all-time high of 6,205,000 registered last September when seasonal activities were at their annual peak, according to John F. Henning, Director of Industrial Relations.

The June count topped that of June 1960 by 60,000, or 1 per cent. More workers were employed than a year ago in services, government, trade, and finance. On the other hand, employment continued below year-earlier levels in manufacturing, agriculture, transportation-communication - utilities, construction and mineral extraction.

Most of the May-June employ-

ment increase was of a seasonal character, Henning said. About half of the additional workers found jobs in agriculture-related industries — in such as farm work, transporting and wholesaling of farm products and in food processing.

There was also the usual June increase in construction and tail trade. And, with the start of summer vacations, employment rose in camps, parks, and other private and public recreational activities.

June employment was 4.000 or 7.4 per cent of the labor force, according to Irving Perluss, Director of Employment. This compares with employment in May of 457,000 or 7 per cent.

Joblessness usually increases in June as students and recent graduates enter the labor market seeking permanent placement or temporary summer jobs. The increase in unemployment from May to June this year was largely seasonal in nature, and the jobless count in June 1961 was 101,000 or 1.6 per cent higher than it was a year ago.

The California civilian labor force totaled 6,670,000 in June compared with 6,509,000 a year ago. The civilian labor force consists of employed and unemployed available for work and seeking work.

Despite a June increase of almost 10,000 civilian jobs in the San Francisco-Oakland Metropolitan Area, the number jobless rose by 6,000.

The May-June employment gain in the Bay Area, was a result of seasonal expansion in agriculture, construction, trade, food processing, and other industries according to Henning.

The June employment total of 1,154,000 was just under the all-time high registered in September, and was 14,400 higher than in June 1960. Large gains from a year ago were in services and government. Manufacturing employment, on the other hand, was lower than the same month last year.

The expected summer influx into the labor force of new graduates, students, housewives and other temporary workers brought a sharp increase in Area unemployment, Perluss reported.

Why Phones Don't Ring In North Bay

By F. A. LAWRENCE

The North Bay area is buzzing with activity and the Brothers are working full swing.

One problem has caused us concern — the telephone numbers listed for many Brothers are reported to be wrong numbers or disconnected. We suggest that if you haven't been called and are wondering why, have moved or have had your telephone disconnected, that you check with us and see that a telephone number is listed with us through which we can reach you.

C&H Construction from Richmond is under way on a storm drain and sewer construction job in Petaluma. This job was recently awarded.

The first phase for the Nicasio Booster pumping station recently awarded to Pacific Mech. Corp. of Richmond. The spillway at the dam is all completed.

Lee Mac Paving was recently awarded a contract for the site preparation at Marin City.

MUD SLIDE

Associated Dredging of Sausalito at present digging out mud slide into the San Rafael Channel with their dredge "Sucker." Crew consists of: Brothers Oran Center, Leverman; Gus Osterman, Leverman; Herb Sawyer, Mate; Eddie Auld, Mate; Jim Kolesar, Engineer; E McElroy, Engineer; R Goodwin, Deckhand; Bob Cortean, Deckhand; Charlie Wells, foreman over leveemen; "Cowboy" Carey, Leveeman; Wm. Brickell, Eskine De Loe, Deckhand; Henry Faison, Leverman; Roy Hinkley, Louis Youree and R. Youree. Brother Jim Peterson is the captain of the dredge "Sucked."

M. W. Finley from Temple City is expected to resume operations on or about September 1 to survey approximately 22,000 acres near Hamilton Field. This subdivision is to be known as "Bel-Marine Keys."

Leo L. Shanahan & Sons of Gardena have rented equipment for the site preparation for homes at China Camp. L. C. Smith is in the process of doing the grading, paving and lot work.

Charles L. Harney at Highway 101 Interchange still has quite a lot to do.

Beasley Engineering on the pipeline job at Petaluma at Novato has a trencher and backhoe working along with a pipe laying crew—moving right along.

Stockton Report

Jobs Manned, Requests Ease Up

By WALTER M. TALBOT, AL McNAMARA and GLENN L. DOBYNS

Apparently the summer peak has been reached in the Stockton-Modesto district. The requests for operators and oilers to man the various jobs is beginning to slack off. This indicates the jobs are now manned with only occasional calls for replacements. Without any large projects scheduled for the immediate future, we expect this situation to remain status quo for the summer with the exception of new jobs that will be let from month to month.

Nomellini Construction Co. and Al Haworth, both of Stockton, were successful bidders for the construction of Sour Grass Road in the Stanislaus National Forest near Boards Crossing in Calaveras County. This is a Forest Service job and will involve some drilling and blasting of granite rock. The bid was \$221,283, which includes a bridge.

A. Teichert & Son was low bidder to reconstruct and surface the Eight Mile Road for \$133,449.

S. M. McGaw Co., of Stockton, was low bidder to the City of Stockton for furnishing 10,000 tons of plant mix at \$5.20 per ton.

PIPE PLANT

United Concrete Pipe Corporation's Stockton plant is in high gear manufacturing concrete pipe for the Case-Hood job near Livermore. Brothers receiving a lot of overtime to meet the demand for pipe are Merle Laughlin and Arthur Menosse on the locomotive cranes, Charlie Phillips on the batch plant, and Ross Salmon, Gerald Greene, Ira Perkins and C. N. Carroll doing the necessary maintenance and repair work.

A. L. Craft, of Oakdale, was the successful bidder to the City of San Francisco on an access road around the O'Shaughnessy Dam Spillway in Tuolumne County. Inasmuch as this will provide access to the contemplated power tunnel site, between O'Shaughnessy Dam and

the Mossdale Y and the Port of Stockton.

AQUEDUCT

C.K.F.M. & Graver Tank are now making headway on the third Mokelumne aqueduct for the East Bay Municipal Utility District. At this time they are using a 71-B Bucyrus on the backhoe, 3900 Manitowoc on the pipe laying, 51-B Bucyrus and a Northwest truck crane on clam shells. In addition to cats, blades, loaders and miscellaneous equipment the company has rented a 4500 Mantowoc from Luhr Bros. to dragline and lay pipe on the island portion of the job, and plan to rent two one yard rigs on the backfilling phase of the job.

Proposed new work for this district will be the calling for bids by the State on approximately six miles of two-lane expressway on Highway 88, near Pedler Hill, in Amador County. This project is budgeted at one million dollars with bids to be opened August 9 in Sacramento.

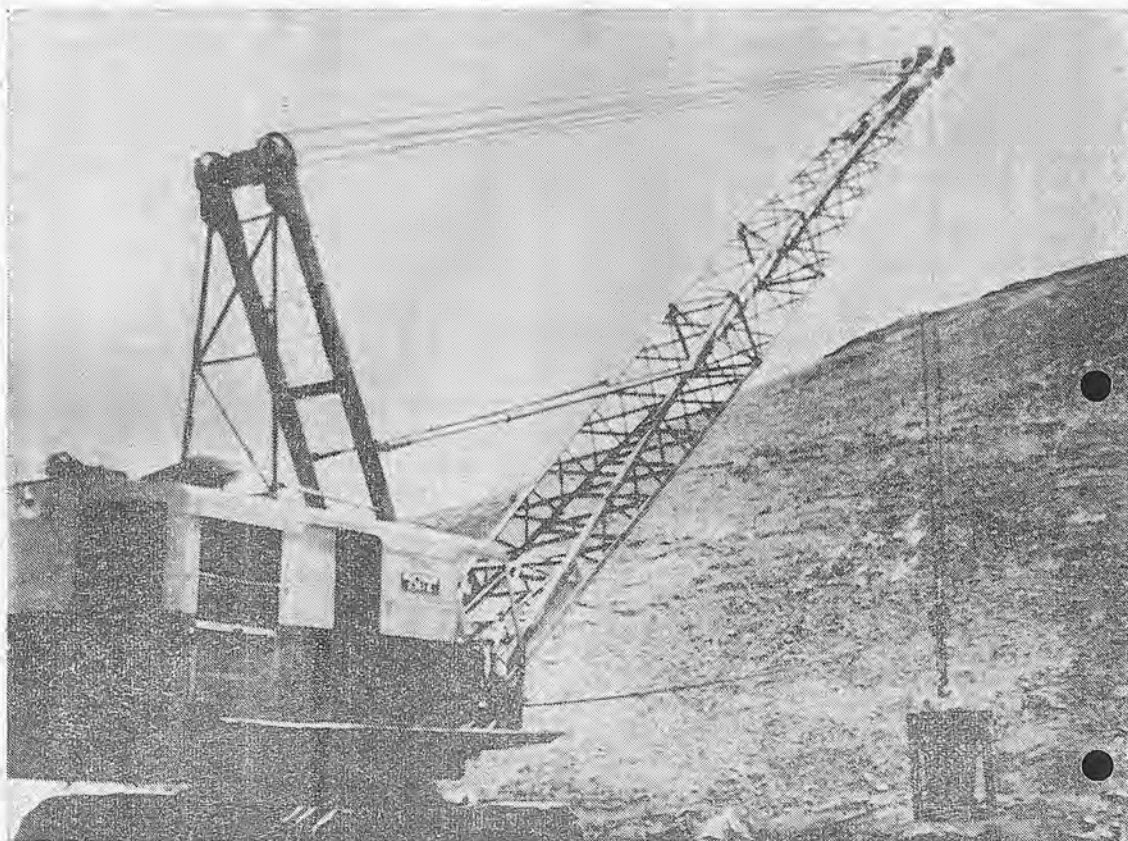
The U.S. Corps of Engineers will call for bids in September for 36 sites to be repaired and rip-rapped along the banks of the San Joaquin Road between

the Mossdale Y and the Port of Stockton.

The East Bay Municipal Utility District has set the start of Camanche Dam for January, 1962. To be located on the Mokelumne River, the project will involve construction of a main earthfill dam, 155 feet high and 3 miles of saddle dams, at a cost of approximately forty million dollars.

The proposed new Don Pedro Dam, in Tuolumne County, is being brought into focus again by the Modesto and Turlock Irrigation Districts, who plan to bring the bond issue before the voters this fall. Although no date has been set for the project Bechtel Corp. is now doing the engineering.

Our Brother Engineers who are employed by Sonora Marble Aggregates near Sonora, with whom we have had a contract for many years, have made a contribution to the beautiful new Bank of America Building, on Market and Van Ness Streets in San Francisco, and the Kaiser Center in Oakland near Lake Merritt. The marble used to make the Precast Concrete Panels, "Mo-Sai," that face these buildings was mined and crushed by our brothers in Sonora.



JACK ABERNATHY is the operator and Bill Gross is the oiler as the first concrete

is poured with a 54-B Bucyrus on one job underway in the Stockton area.

Personal Notes

Fresno

Kathy Kuhn, 17-year-old daughter of Brother Vincent Kuhn, is the 1960 novice single skating champion of Central California. She also is an honor student at Clovis High School. Kathy placed third in the Pacific Coast regional championship in Oakland, and as a result was sent to Fort Worth, Texas, for the national skating finals. Brother Kuhn presently working for Industrial Asphalt as a H.D.R.M. . . .

Utah

Richard "Mimpy" Wickert, mechanic on the Miles job last year and now working in the mounties, had his hand badly smashed by a sledge hammer . . . Nyle Reese was doing okay in California, but his Dad became ill and they decided to return to Utah . . . Our sympathy to the family of Lamar Anderson, who was drowned. He had worked for W. W. Clyde . . . Brother Ken Vernon injured his hand recently while working on his tractor . . . Brother Chuck Taylor's wife had a baby boy. Chuck is oiling for Axel Rundquist at Western Contracting . . . Brother Jesse Dowdell would appreciate blood donations for his baby, who will undergo surgery on Sept. 26 for a heart condition. Contributions may be made to the L.D.S. Hospital . . . Brother Ross Weaver has been confined to a hospital in Colorado with a stomach ailment. . .

Eureka

Brother Phillip Crowford was hospitalized recently . . . Congratulations to Brother Joe Klein, whose baby daughter was born July 14. Mother Jeanne is doing fine . . . Brother Frank Wright was hospitalized July 6 at Garberville with a heart attack. He was employed by Slate & Hall and a member of the Grievance Committee . . .

San Rafael

Best wishes to brothers on the sick list: Mel Cross and Ken Shaffer . . . Brother Clyde Sarmento is recovering from a slight accident he had with a cat on the Parish job in Mill Valley . . . Brother Gene Skovbo recently returned from a three-month voyage with the Merchant Marine to Australia . . . Brother Vic Nielsen and his wife returned from a four-month trip abroad . . . Bouguets to the Merz Brothers, Geister Brothers, George Ley on the crane, Linscott Co., and Brothers Charles Lee and Frank Zachary, all of whom worked around the clock on July 20 trying to save the life of a fireman who was crushed in a tunnel cave-in . . .

Santa Rosa-Ukiah

Brother George Bartle has opened a restaurant at Clear Lake Oaks . . . Cecil Edwards crashed his airplane into a real estate office in Cotati. A leg was broken and he received many cuts and bruises . . .

Redding

Brother Dale Bryant was elected to the grievance committee. He has been a member of Local 3 a number of years and has worked on the two largest dams built in Northern California . . . We still are holding checks for Eugene Burns, Robert Hutchison, J. Ennis, L. Toth, F. Mann, Collins McCord, W. R. McIntosh, B. F. Plunkett and Kenneth Hanson. . .

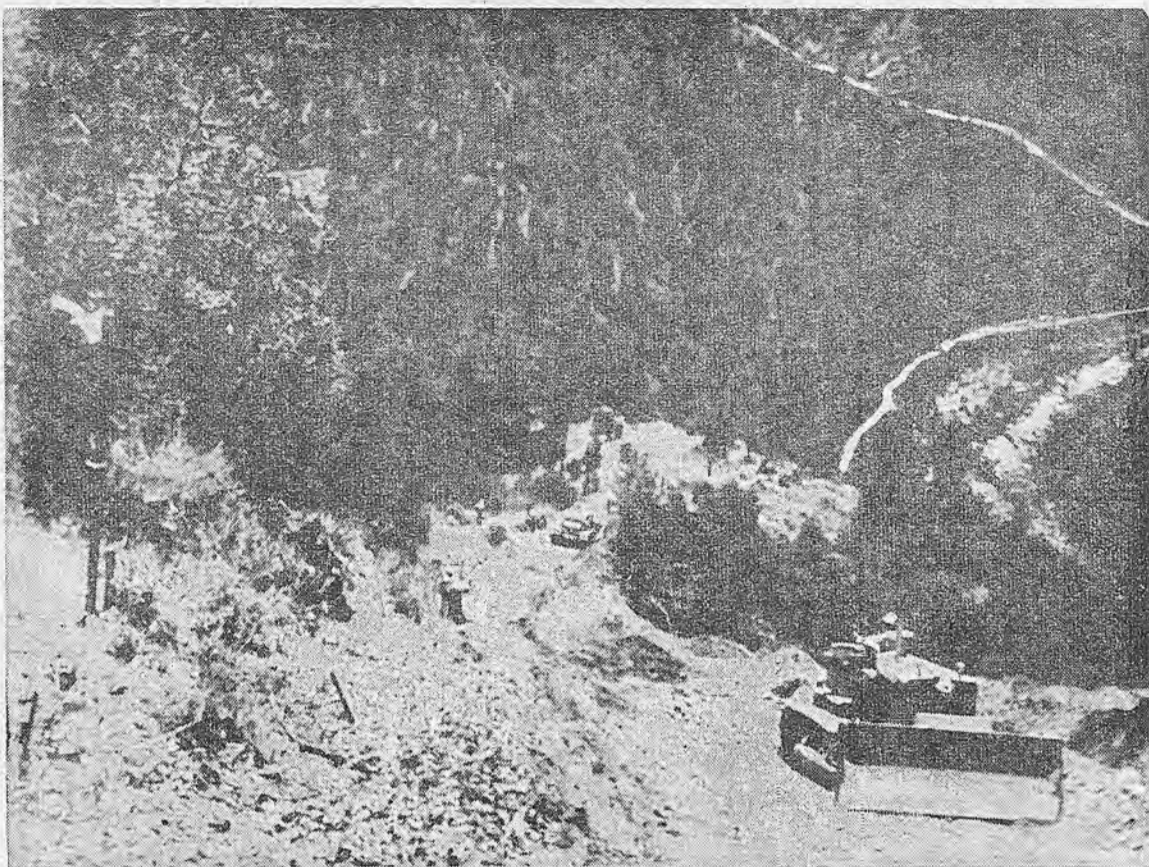
Sacramento

One of the strangest accidents on record happened here. Brother Harry Wilsoj, who works as a welder for Hydraulic Dredging Co., was almost hit by a container of weak spray from a crop dusting plane. He has been on the sick list ever since . . . Checks are being held for Dale Clay, Charles D. Cotten, Roger H. Coffman, Sam W. Davis, Elwood Henry, Lewis Hayes, E. G. Hamm, George Kilgore, W. Mattoz, Donald McPherson, D. Murphy, Robert Pooler, Jack Riley, Leslie Royer, Don Sizer, Wendell Sandifer, W. E. Simmons, Claude M. Sitton, G. Tucker, T. J. Weaver, E. Ward and Vernon L. Bowman . . .

San Jose

Brother Roy Lynn, at Granite Rock, had a hunad crushed severely by a falling rock from an embankment. The rock penetrated the roof of the cab on his shovel . . . Brother A. C. Lambert is hospitalized . . . Brother Loy Scarborough expects an operation soon . . . Brothers Nick Infantino and Jim Phillips are still on the inactive list . . .

Yo-Yo Operation



THIS IS THE Yo-Yo operation on the Walsh Construction Penstock job near Camp 9 on the Stanislaus River. Although the photograph gives the illusion that the job is not steep, the winch cat in the foreground is parked on a 40 per cent grade. The line does flatten out somewhat in front of the

pioneer dozer cat and then drops down into the canyon at approximately a 60 per cent angle. The Brothers involved are Gilbert Dahl on the Pioneer Dozer, R. E. Nelson on the Winch Cat and Virgil Brady checking grade.

Hawaii Report

Weather Fine, Work Slow

BY HAROLD LEWIS
RUPERT TEVIS and
BERT NAKANO

With the beautiful Hawaiian weather we have been having, it is a pity there is not enough work for our brothers. The out-of-work list is up to 124 without counting another 20 or more to be laid off by the Hawaii-Kai Project within two weeks.

The great majority of the contractors are holding on to their employees in the hope that work will break soon.

G. Kobatake has started a sub-division job on Mokapu peninsula, a job which is expected to run from 4 to 6 months. Their Wailupe valley job is about 30 per cent finished, but with the weather as it is in this valley, it's anybody's guess when the job will finish.

J. M. Tanaka has started his section of one mile, 14 months job in Kalama. This is a pressure sewer line with most of it about 18 feet below sea level in sand. His job in Waialae is just about 60 per cent complete. The Nuuanu Pali road and bridge job completion has been postponed for the third time because of bad weather at this world famous lookout point. It will have been completed at this publication.

TIGHT MONEY

A check with most of the general contractors in regard to future work didn't reveal anything new to us. The work is there to be done, but the "tight-money" situation created by the Republicans is still in effect.

Those members who follow the political activities in Hawaii know that business-backed candidates work only for business interests. Years back, these politicians enacted laws and set carefully planned patterns for the flow of money into the community. In the construction business, a few "bit companies" have played a definite part in the master plan for Hawaii, and with the help of company-backed politicians, have created a "monster" that controls the outlay of work to suit their own work schedule, leaving the small contractor to suffer unnecessarily.

It is the responsibility of every union member to get active in politics and vote for the candidate who will work for him instead of letting the company man get in and control your life with careless abandon.

On the labor front, the I.L.W.U. is very active in organizing groups of people in the construction industry, which has traditionally been for craft and trade unions. The AFL-CIO has never tried to organize on the docks or on the plantations, recognizing that these employees rightfully belong to the I.L.W.U.

On the other hand, the I.L.W.U. seems to be following the

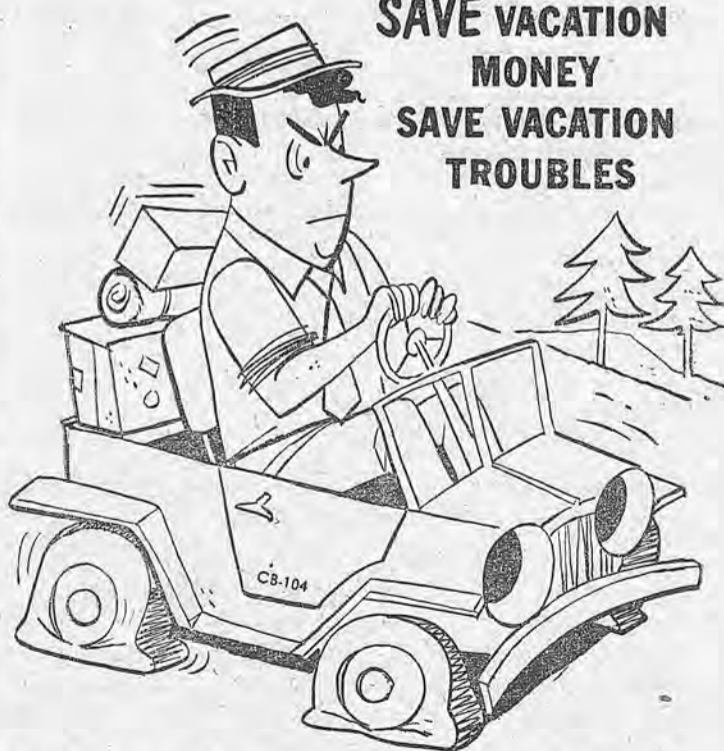
line of "What belongs to us is ours and what belongs to you we will bargain for." Manufacturing, construction, and maintenance belongs to the AFL-CIO and we aim to keep it ours.

A new system for paying your dues is being put into effect; if any of you don't understand the system, don't just throw the notice aside, call us for an explanation and save yourself an embarrassing situation later on.

A supply of time books are available to you Hawaii brothers. All profits derived from the sale of these books go to COPE, the political arm of the AFL-CIO.

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ENGINEERS NEWS

STATIONARY ENGINEERS LOCAL 39 OPERATING ENGINEERS LOCAL 3

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The Importance of Apprentice Training

CREAT INTEREST has been shown by our members in an apprenticeship program. Many thoughtful questions have been asked at district meetings, and the officers and representatives have answered them insofar as possible.

A program of magnitude proposed takes extensive careful planning. Apprenticeship standards have been approved by the employers and the Technical Engineers, but the Operating Engineers' plan is still undergoing rigid examination. It is a tremendous job, but we hope to submit a proposal to the members of Local 3 for their approval in the near future.

We should all understand why an apprenticeship program is so essential.

In the first place, nearly two million new skilled craftsmen will be needed in the construction industry during the next ten years. Of these, many thousands will be Operating Engineers.

Not only will there be a demand for **MORE** Engineers, but they will have to be highly qualified craftsmen who can operate equipment that is larger and faster than any we know today.

An apprenticeship program would train young men to be heavy duty repairmen, plant operators, universal equipment operators, or grade and paving equipment operators.

They would work and study for three years to become journeymen, spending 6,000 hours on the job and 432 hours in a classroom.

This program will be a vital step toward the future of our union. Its importance is recognized by our International Union, which is prepared to help whenever necessary in the program.

Apprenticeship training is typical of the progressive thinking that has brought the Operating Engineers to a position of prominence and leadership in the trade union movement.

It is typical of a vigorous and effective organization. As our General President, Joseph L. Delaney has said, "These gains of the past are but a prologue to a future bright with promise. With his Union strong and active . . . the Operating Engineer can look forward with confidence to unlimited opportunities for further social and economic advancement . . ."

Essential to the realization of Brother Delaney's forecast, we believe, is the success of our apprenticeship program. We know with the support of Brother Delaney, General Secretary Treasurer Hunter P. Wharton, and the International Executive Board we will make it a success.

Assets vs. Profits

THE ASSETS of all unions belonging to the AFL-CIO in this country are estimated to be about \$1½ billion. This is the total worth of all the equipment, the buildings, the office supplies and other real goods required for maintaining thousands of unions representing millions of workers.

This is what some people label as "big unionism."

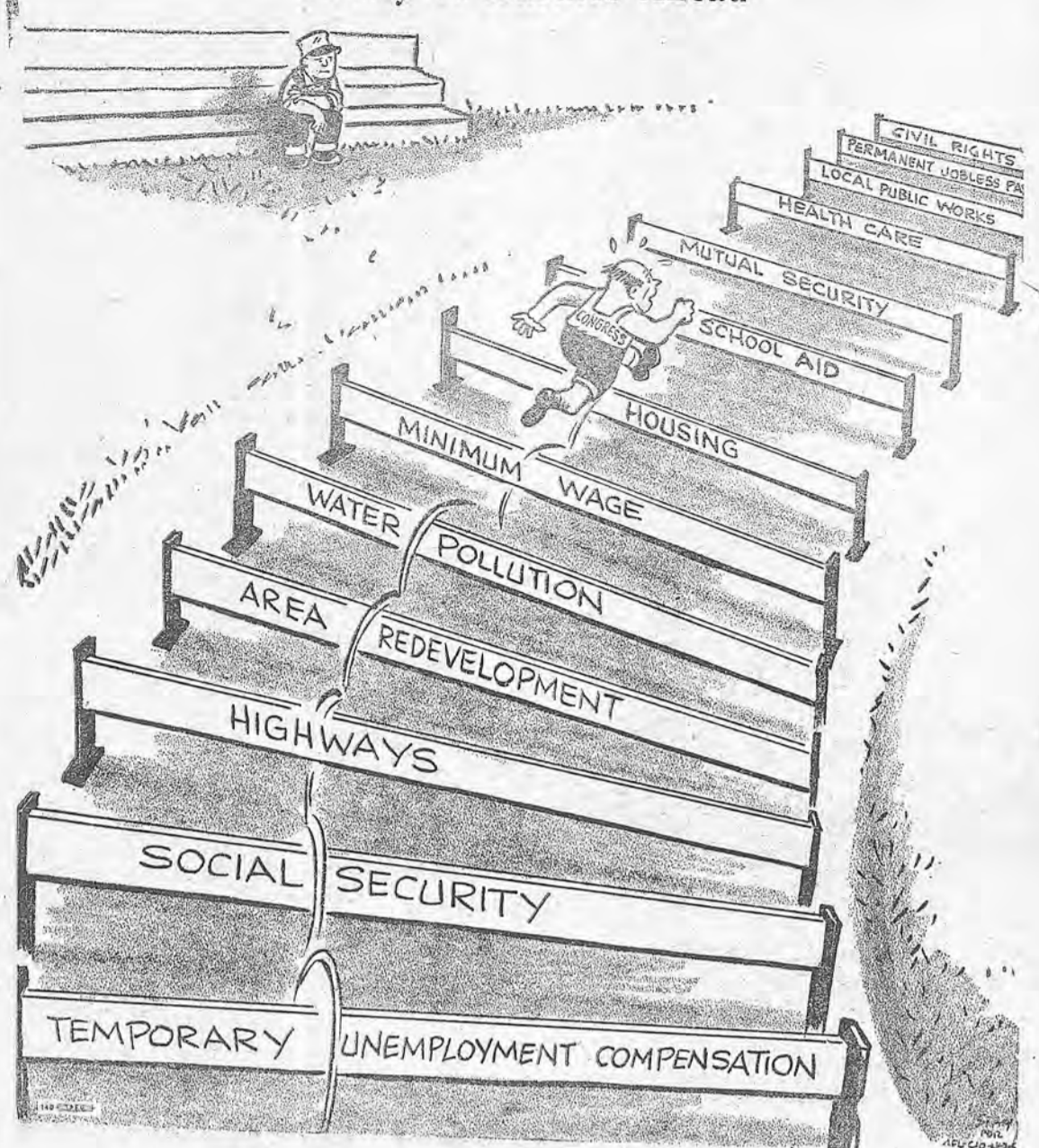
Yet, compare it with the profits alone of two American corporations. Not the assets, mind you, nor the income, but the net profits.

The Bell System, consisting of the American Telephone & Telegraph Co. and its principal consolidated telephone subsidiaries, made more money last year than any corporation has ever made in history. After all taxes and expenses had been paid, AT&T raked in profits of \$1,250,955,000.

On the same day the Bell System profits were reported, General Motors said its net income last year was the second highest in its history—a total of \$959 million. Thus two companies made in excess of \$2 billion during a year in which unemployment steadily increased.

The next time someone starts talking about "big unionism," remind them of these statistics.

Plenty of Hurdles Ahead



Consumer Advice

Home Furnishings Sale On

By SIDNEY MARGOLIUS

August is the month of home-furnishings sales, with special prices offered on furniture, mattresses, curtain and drapes. Furniture prices have been subjected to a little price-cutting recently. But now manufacturers are threatening to raise prices next fall as much as 5 per cent especially on upholstered furniture. They say they are being forced into the price boost by increased fabric costs.

Other sales this month include the pre-Labor Day tire sales, offering a chance to replace worn tires at reduced prices, and end-of-summer clearances of paint, wallpaper and hardware.

If you've been thinking about buying a suit, take advantage of the remaining mid-summer sales. Suits are slated for a price rise next year. The most desirable fabrics have gone up at wholesale. These are worsted, and blends of worsted and polyester (a synthetic fiber sold under Dacron or Kodol brand names).

APARTMENT RENTALS

If you're looking for an apartment to rent, your prospects are improving. The vacancy rate for apartments is now the highest since the end of World War II, the National Association of Real Estate Boards reports. Also, for the first time, more areas are reporting rent reductions than increases. Thus, unless you're in a very tight rental area, you're in a better bargaining position this year when you look for an apartment.

As the result of slackening of demand, sale prices of houses also have slipped slightly since last year, especially for those built in the 1940's, the real-estate boards report. Home buyers are becoming more selective, too—seeking larger rooms and lots, a second bath, a family room, more built-ins and a good location.

Here are tips on shopping August furniture sales:

Foam has become widely used for upholstered chairs and sofas. But all foam is not the same quality. Unless you know the differences, you may find your chair or sofa cushions lost their resiliency and shape sooner than you expected.

First question to ask when you buy foam-upholstered furniture is, "What kind of foam is it?" There are two types now in wide use: foam rubber and a newer plastic foam called "urethane."

In general, furniture experts consider foam rubber more dependably uniform in quality than the urethane, but also more expensive. A good-quality urethane can give good service, and even be more durable than foam rubber. However, some manufacturers have been reducing the quality of urethane foam to cut costs, **Home Furnishings Daily** reports.

What's important to find out is the "density" of urethane foam. This may range from 2.2 pounds per cubic foot—which is very high quality—to as low as 1.25. Experts say the least satisfactory grade is 1.35 pounds, and some consider 1.5 the minimum quality.

But the retailer himself may not know the density, and you may have to rely on "hand" tests. Compress a loose cushion of the chair or sofa, and observe its comparative resiliency. Also "heft" the cushion in your hand. The heavier the urethane, the better the quality.

But don't compare weights of urethane against foam rubber—just compare weights within each type. Even high-density urethane is naturally lighter than foam rubber.

In sofas, also observe whether all the seat cushions appear to be the same height. A variation in the density of the foam upholstery sometimes produces a variation in the seats. One may bulge or be lower than the others.

A good upholstery combination used by some of the better manufacturers, is urethane wrapped in a layer of Dacron fiber fill. The Dacron wrapping helps upholstery resist sagging and keep a smooth appearance.

It's also important to check density of foam when shopping for foam mattresses. If density is low, your mattress eventually will sag.

FABRIC COVERING

What about the fabric covering? This is as important to check as the quality of the foam underneath. Pile fabrics like mohair or frieza generally will wear longer than flat-woven fabrics because the pile protects the base yarns. But pile fabrics collect dust and make more of a cleaning chore than flat fabrics. A tightly-woven flat fabric often is a good compromise. It should give nearly as good wear as a pile fabric, and in fact better wear than the cheaper, loosely-woven pile fabrics.

Stevenson Report Points to Need For U.S. Aid in South America

By EDWARD P. MORGAN

Since his return from a tour of South America, there has been in Adlai Stevenson's reports, public and private, a sense of urgency that we cannot afford to ignore. Problems and situations, the American UN Ambassador told on overflow luncheon at the National Press Club, have grown worse since his visit to the southern half of the hemisphere as a private citizen 15 months ago.

This worsening is only partly due to the existence of an infernal nuisance named Castro or to our disastrously damaging ineptitude in the April attempt to do him in. But the problem of Latin America would have been there in all its depth without Castro or a single agent from Moscow or Peiping.

REVOLUTION

For Latin America is exploding with social revolution which Communism exploits but did not cause. Indeed we came closer to causing it ourselves by a combination of short-sightedness and selfishness. In the past Americans and their government failed to realize that poverty, ignorance and injustice are not ingredients of stability and that exploitative enterprise by private capital is not a sound substitute for national policy.

As a matter of fact we may be luckier than we deserve to be. In an article in the July Harper's magazine, Peter F. Drucker makes the interesting argument that Cuba's "fidelista" revolution might have already spread to other parts of the hemisphere, to Venezuela, Peru, Ecuador and perhaps Mexico, if it had not been for Fidel Castro himself.

LOST FRIENDS

"His strutting, his oppression of the middle class, and his suppression of all liberties," Drucker writes, "... above all, his lumpy interference in other Latin American countries—lost him a good many of his earlier admirers, including even many pro-Communists."

But now what the Latin American crisis boils down to in crude terms is a struggle between the Communists and us for control of its social revolution.

Stevenson found genuine enthusiasm for the Kennedy Alliance for Progress program, the long-term aid plan for which



Congress has already approved the first \$600 million. This is not just another foreign aid package, this is a bold experiment in financing social revolution. It cannot succeed unless Latin leaders come through with genuine reforms.

AID POOL

In Montevideo, Uruguay, this summer the economic ministers of the Latin republics are supposed to come up with their plans for social reform. Then, hopefully, a kind of inter-American priority board will be established to select projects to concentrate on the allot funds for them from the central aid pool—somewhat like the way the Organization for European Economic Cooperation helped engineer Europe's recovery under the Marshall Plan.

We can't just sit back, though, and expect that miracle to be repeated as long as we keep checkbook in hand. In the first place, the Marshall Plan was geared to repair the wounds of war in a society already highly industrialized. In Latin America, industrialization must be created, almost from the ground up. In the second place, bureaucracies need constant goading and prodding.

If the whole picture of Latin

American upheaval is as urgently in need of attention as Stevenson says it is, and there is every turbulent indication that it is, the Alliance for Progress can do without a manana spirit.

Blood Donors

SAN MATEO

Blood donations have dropped off since our "B" day drive last month. Donors in July: Betsey M. Winnburg and Dick Nolan Jr.

OAKLAND

Our Blood Bank is depleted. Please donate. For an appointment call Olympic 4-2924.

STOCKTON

Donors in July: B. H. "Smoky" Heuston and Roy C. Brawley.

SANTA CRUZ

The Red Cross reports the Engineers blood credit club has a balance of only one pint.

SAN JOSE

Donors in July: Jess Delagadillo, Jess Lara, Kathleen Lara and Ann Sellas.

By-Laws

"It shall be a duty of a member to become familiar with these By-Laws, the International Constitution and the Working Rules in the specific contract under which he is working."
—from the By-Laws of Operating Engineers, Local No. 3

Eighth Installment

(e) The Certified Public Accountants shall mail the ballots and return envelopes to the eligible voters between June 10th and 16th preceding the election and shall open the post office box for the first and last time on June 26th following at 10 o'clock A.M. of that day. In the event June 26th should be a Sunday or a Holiday the post office box shall be opened by the Certified Public Accountants on the following day at the same time.

The Certified Public Accountants shall remove the returned ballots, count the same and certify the results in writing to the Election Committee.

The Election Committee or a sub-committee thereof shall be present at the mailing of the ballots, the opening of the post office box and the counting of the ballots.

The Election Committee shall make certain that adequate safeguards are maintained so as to protect the secrecy of the ballots.

(f) The Candidate for each office and position receiving the most votes shall by the Election Committee be declared elector, and the certificate of the Certified Public Accountant shall be published in the July edition of the Engineers News following the election.

(g) Every Member who is not suspended for non-payment of dues as of June 11th, the date for the first mailing of ballots, shall have the right to vote. No Member whose dues shall have been withheld by his employer for payment to the Local Union pursuant to his voluntary authorization provided for in a Collective Bargaining Agreement, shall be declared ineligible to vote by reason of any alleged delay or default in the payment of dues by his employer to the Local Union.

Eligibility to vote for District Member shall in addition be

based on each Member's last known address as shown on the records of the Local Union on June 1 prior to the mailing of the ballots and each Member shall be eligible to vote only for the nominees for District Member for the District in which such address is located.

Section 2

Each Candidate shall have the right to have an observer at the polls and at the counting of the ballots, that is, each Candidate shall have a right to have an observer to check the eligibility list of voters, check the ballots, see that the ballots are mailed, be present at the opening of the post office box and the counting of the ballots. The Observer may challenge the eligibility of any voter and the ballots of all voters who may have been challenged shall be set aside pending determination as to their validity. If the challenged ballots are sufficient in number to affect the results of the election, all challenges shall be investigated by the Election Committee to determine their validity as promptly as possible.

Section 3

(a) Every Member shall have the right to express his views and opinions with respect to the Candidates, provided, however, that no Members shall libel or slander the Local Union, its Members, its Officers, District Members, or any Candidate and shall avoid all personalities and indecorous language in any expression of views and opinions with respect to Candidates.

(b) Any Member found guilty of violating Paragraph (a) of this Section 3 shall be subject to discipline in accordance with the applicable procedures of the Constitutions and By-Laws and if such Member should be a Candidate shall if found guilty, in addition to any fine, suspension or expulsion, suffer the loss of the office for which he is a Candidate, if elected thereof.

(Continued next issue)

SWAP SHOP: free want ads for Operating Engineers

FOR SALE

1 1/2-ACRE RANCH, 2 good houses, pipeline, 2 wells, fruit, nut, citrus trees, aluminum shed 40x60. Write: Howard Winslett, 11813 S. Temperance, Selma, Calif. Reg. No. 420996.

MOBILE HOME, ABC custom built, 8x50, 3-bedroom, Youngstown kitchen, 45' awning, air conditioning, etc. Excellent condition. Phone: GL 8-2120. Reg. No. 879763.

HOUSE TRAILER HITCH, Heavy-duty equalizer. Original price \$137. Will sell half-price—\$68. Write: Dean R. Frazier, 1824 21st St., San Pablo, Calif. Reg. No. 939642.

UPRIGHT FREEZER, 20 cu. ft. Ben Hur Supreme, 2 years old. Excellent condition. Save \$270 plus tax. \$400 cash. Write: H. L. Walker, 16471 Bonnie Lane, Los Cotos, Calif. Phone: ELgato 6-4404. Reg. No. 19135.

90 ACRES in Lassen County. \$5,000. 10% down, balance at \$500. Surveyed, cleared, level. Write: Ray Flaniken 4409 Crestridge Rd., Fair Oaks, Calif. Phone: YO 7-6229. Reg. No. 983215.

HALF ACRE with 20x22 building, on lower Sherman Island in Neil tract, 1/4-mile from Sacramento River. Full price, \$4,000. Write: Royal Winfred, 1053 Capot St., San Francisco 10. Phone: VA 4-0718. Reg. No. 423253.

1956 CLEVELAND 95 TRENCHER. Digs 18'-24" wide, 5% deep. Sq. buckets. A-1 condition. Write: Bill Barrett, 7729 Walsgrove Rd., No. Highlands, Calif. Phone: PA 5-2227. Reg. No. 889800.

1954 FORD Station Wagon, automatic transmission, two new recaps. \$450. Also 1956 Plymouth Station Wagon, \$230. Write: M. B. Rose, % Dolly-Mark Ranch, 416 Horn Ave., Santa Rosa, Calif. Phone: LItberty 5-3746 evenings. Reg. No. 1059628.

1960 DETROITER, 46" by 10', \$500 cash for my equity. Cooler included. Write: Richard Y. Kingston, 501 Moana Lane, Reno, Nev. Phone: FA 9-5303. Reg. No. 496934.

23-FT. CABIN CRUISER, Trojan family sedan. Eight foot beam. Excellent condition. Run only 25 hours. Write: W. C. (Slim) Wentworth, 5484 E. Griffith Way, Fresno 27, Calif. Reg. No. 468357.

TWO NEW UNUSED 1/2-inch air drills, Ingersoll Rand, value over \$300. Sell for \$100 cash. No attachments. Write: Elmer C. Hansen, 2721 E. 11th Street, Oakland 1, Calif. Phone: KEllogg 4-8770. Reg. No. 324534.

BLACK & DECKER value refacer, Black & Decker seat refacer, Sunner rod aligner, Quickway boring bar, Quickway power value seat cutter, assorted shop tools. Phone: Merrill McCarthy, EL 7-2959. (San Leandro). Reg. No. 402912.

ROCKS AND MINERALS. Will buy good rocks. Want information on rock locations. Write: Eugene Russell, 2087 28th Ave., San Francisco. Reg. No. 1058913.

GO KART, Titan all aluminum with MC 10 engine. Includes helmet and extra parts. Trade for 10- to 14-ft. ski boat with motor. Write: Richard Turner, 2266 83rd Ave., Oakland 5, Calif. Phone: NE 2-9129. Reg. No. 772999.

GLASS CUP and home health pasteurizer for a female burro that is over 1 1/2 years old. Or will purchase one. Write: A. J. Davis, 181 Geyer Road, Santa Cruz, Calif. Phone: EDison 5-7092. Reg. No. 915736.

Anything to buy, trade or sell?

1958 FORD rear end, \$25. Front hood fender & grill assembly from 48 Ford wagon. Make offer. Write: Harold Rosewitz, 758, 12437 Trailview-Canyon, San Fernando, Calif.

30-ACRE FARM, good house, outbuildings, year-round creek, paved road, school bus, 4 miles from Sacramento, Wash. Write: Charles, % 1234 Route 1, Box C, Woodland, Wash.

YEAR-ROUND HOME, nicely furnished, 3-bedrm., bath, on water front, 67' well, lot 100x300, good fishing, Hamlin Lake. Write: Robbins, % 105, 105.

BLEWARE, 16-quart aluminum tray, \$2 each. Silver tray, \$2.50. Whistling teapot, \$2.50. All are new. Write: B. C. % 1234 645 1/2 Ave., Los Angeles 27, Calif.

EMBROIDERED PILLOWCASES, crocheted edgings, \$3.50. Baby quilts, fit 6-year crib, applique, dacron filled, guaranteed, postpaid. Send stamp for more information to: Gladys Lindsey, % 1234 10, 1018 N. E. % 1234, % 1234.

59 TAUNUS, Ger. Ford, station wagon, like new, R/H, W/W, must sacrifice, take over payments. Write: L. J. Natale, % 1234, % 1234 W. 21st St., Huntington 27, Calif.

BOAT, 14' fiberglass Thomp speed, fisherman Model Mercury motor, deluxe er, accessories. Write: Lyle 1181, 990-17.

AMERICAN FLYERS, 2 car, \$300. Write: % 1234.

sin, insulated cottage living rm., kitchen, finished, open-beam glassed end gables, 16' 38' depth. \$6,800. Write: % 1234, % 1234, % 1234, % 1234, % 1234, % 1234, % 1234, % 1234.

BUSINESS BLOCK, indust. central N. Y., fully-equ. cheonette, 2 stores, 7-rm., \$15,000. Owner retiring, will sell. Write: Kenneth R. Hans, % 1234, % 1234, % 1234, % 1234, % 1234, % 1234, % 1234, % 1234.

BOAT, 16' fiberglass Lap Strak 40 h.p. Evinrude outboard, steering gear, remote control, lens condition. Best offer. Original cost, \$2,200. Write: Sol Korn, % 1234, % 1234, % 1234, % 1234, % 1234, % 1234, % 1234, % 1234.

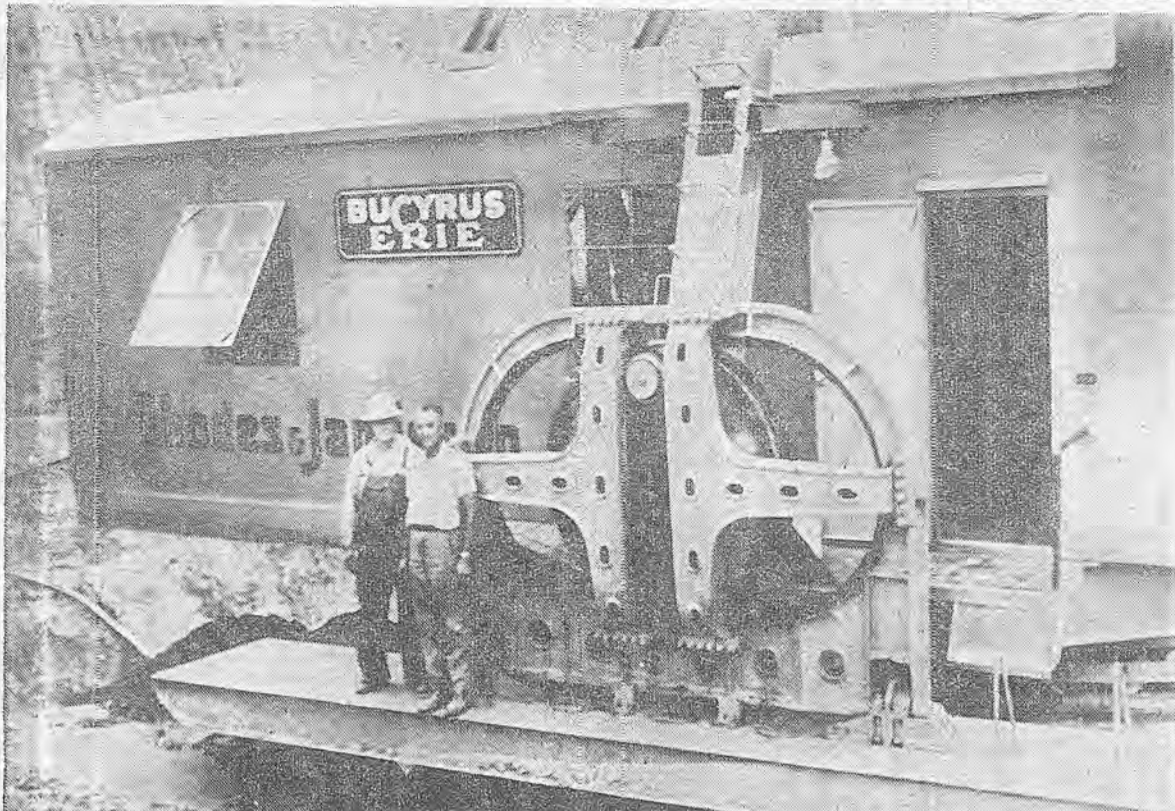
send in your ad NOW for Next Issue

letters and receipt of your ad by our readers.
 • Address all ads to: Engineers' Swap Shop, AL CLEM, Editor, 474 Valencia Street, San Francisco 3, California. Be sure to include your register number. No ad will be published without this information.

ALL ADS ARE FREE

RULES FOR SUBMITTING ADS

• Any Operating Engineer may advertise in these columns without charge any PERSONAL PROPERTY he wishes to sell, swap or purchase. Ads will not be accepted for rentals, personal services or side-



"PRINCESS" is the name given to this 180W Monigan at the R&J Rock Plant in Pleasanton.

Brother Les Schrag is the operator (right) and Brother Ted Wright is the oiler.

On Water Project

Governor Brown Hails Engineers

Governor Edmund G. Brown recently praised the California Council of Operating Engineers for contributions toward development of the State. He said:

"The California Conference of Operating Engineers was a powerful force last year in securing voter approval of the \$1.75 billion California Water Plan.

"I want to express once again my deepest appreciation for that support and report the progress already made on that massive project—the boldest ever undertaken by an American state.

DIRT FLYING

"Dirt is already flying in the Oroville area on railway and highway relocations and the diversion tunnels and other preparatory projects will be completed next year. The big Oroville Dam—the largest single unit of the project—should be completed by 1968.

"The South Bay Aqueduct facilities, designed to take surplus water from the Delta to Alameda, Contra Costa and northern Santa Clara Counties, is advancing on schedule. We expect to deliver water to Livermore Valley next year.

"There is much acceleration elsewhere on the project. Our construction timetable for the California Aqueduct calls for a start on the tunneling through the Tehachapis by 1964.

L.A. BY '71

"Feather River water will reach Kern County in 1968 or 1969 and the Los Angeles area three years later.

"You can depend on it that we are moving as rapidly as possible all along the line.

"The operating engineers can be proud not only of the role they will serve in building these mammoth public works, but in their election support that made the project possible.

"My best wishes and sincerest thanks to your entire membership."

Work Fees

Work permit fees are levied by fewer than 10 per cent of local labor unions, according to the U.S. Labor Department's Bureau of Labor-Management Reports.

Apprenticeship Test Taken By 37

There were 37—not seven heavy duty repairmen who gave up a night at home to take the apprenticeship aptitude tests in the Oakland area.

Last month's Engineers News erroneously printed the lower number.

The tests, conducted by the Department of Labor, are designed to aid in setting standards for future apprentice heavy duty repairmen.

More Steel, But No More Jobs

A new steel industry manpower survey showed steel production has increased sharply since the turn of the year but has not been accompanied by a corresponding upsurge in steel employment, the U.S. Department of Labor reported.

The survey showed that while weekly steel tonnage production rose by about 13 per cent between February and April 1961, preliminary data indicated industry employment increased by 2 per cent during the same period.

The survey covered steel establishments employing about 95 per cent of the industry's workers. The 139 plants surveyed by State employment security agencies for the Bureau of Employment Security employed a total of 454,500 in February.

Oakland Report

540 Cleared, South Busy

By DON KINCHLOE, L. L. "TINY" LAUX, NORRIS CASEY and TOM ECK

During the month of July, approximately 540 men were cleared to jobs. This does not mean that the out-of-work list is depleted as some of the jobs were of short duration.

The work in Southern Alameda County is still going very good. There haven't been any big jobs started in the past month, but all the rest are going strong. Peter Kiewit Co. was low bidder at approximately \$14,000,000 for a portion of the San Mateo Bridge. But at this writing we have very little more information as to when it will start or what is required.

There are many small jobs going—most anywhere you look you can find a small crew paving, excavating or doing a small pipeline job. These all take a few men so when put all together keep a lot of the Brothers busy. We have our share of the small hoes and loaders to chase too.

The Rock, Sand and Gravel Industry is going full blast. A great number of the brothers are employed in these plants.

PETERSON

The people at Peterson Tractor tell us that their work has picked up considerably and they have everyone back on a steady basis. This is a big boost for the Brothers, as the work in this shop has been slow the past few months.

Rhodes and Jamieson Co. has recently made a new addition to its rock plant at Pleasanton. The firm purchased a new model 180 W Bucyrus Ernie Monigan with a five-yard capacity. The rig was brought in in pieces and assembled by Bigge at the quarry. Named the "Princess" by the crew, she is now in the pit and working two shifts. They have for years loaded their DW 20s by pushing, and hope this is the answer to all the problems. The crew consists of Brother Les Schrag, operator, and Brother Ted Wright, oiler, on days. Brother Ralph Prince, operator, and Brother Tom Accatino, oiler, on nights.

BAY BRIDGE

The brothers working on the lower deck of the Bay Bridge appreciating and enjoying the warm weather. Usually the breeze that blows through there is on the chilly side, making heavy jackets and chin straps on hard hats the usual dress of the day. But the warm weather makes it comfortable and the brothers literally have it made

in the shade. The Vinnell Corp. (who took over the Independent Iron Job) have Brothers Pete Lambert and Bill Barrett on the bridge cranes and Brother Nick Spikula looking after the compressor and welding machines. These Brothers should be busy for quite some time to come as this is one of those slow tedious jobs.

The Bos. Co. and the O. C. Jones Co. have several brothers busy on the toll plaza improvement and Erickson, Phillips and Weisberg in production pre-cast on the chilly side, making the slabs for the lower deck in their yard southeast of the toll plaza.

PT. RICHMOND

Quite a beehive of activity on the Standard Oil property at Pt. Richmond. At present there is a multitude of brothers working for numerous contractors on a variety of work. Bechtel Corp. is moving in on a shutdown and should be in full blast when this paper is published. Pacific Mechanical Corp. is active as is Rosendahl, Bigge, Scott Co., Consolidated Western Steel, Offco, Ralph Parsons, and numerous others who are constantly moving in and out of some of the smaller jobs. There is a def-

inite rumor in the air of a huge project to break open in the near future. No definite information available at this writing as to what firm will do the work or when it will start.

RICHMOND

The Learner Ship Scrapping yard is keeping the brothers busy two shifts, scrapping two ships at a time at the dock and several others tied up waiting their turn to be demolished.

The Willamette Yard also on two shifts mainly on ship repairs.

The Metal Trades, which the Operating Engineers are part of, have recently won the election conducted by the National Labor Relations Board at the Nicolai Jaffe Corp. Scrap Yard by more than a 4-to-1 majority.

Drew Sales Scrap Yard is going along in good fashion with a crew of happy brothers.

Ransom Co. is coming right along on the Wildcat Canyon Road job, as it should be with the outstanding crew of engineers on this project.

Gallagher and Burk of Walnut Creek is moving some 250,000 cubic yards of dirt for the Fibreboard Pabco Corp., in back of Shell Oil Company, Martinez.

ON THE CASE-HOOD job at Livermore, they have excavated mostly with cats and DW 21s, but have now run into problems. A Hanson Trimmer is at work, but is continually down. Apparently designed for soft digging, it is having a tough go in this rock. The trimmer is made up of a large trencher wheel that trims the bottom and picks up all loose material. It has a rotating arm on each side that trims the sides. It is pulled by a D-8 tractor that is powered by a hydraulic motor hooked



up to the final drives and steered by hydraulic rams by the operator, up on the trimmer. The crew consists of Brother Bill Squibb, foreman; Brother Virgil Lucas, operator; Alton Morgan, mechanic; Brother Bob Barker, oiler, and Brother Hill Hanson, grade checker. This machine will be followed by a slip form machine that will pour the concrete. It is designed to fit the trench left by the trimmer and leaves the walls and bottom finished. This machine will be operated by Brother Jim Larkin with Brother Bob Hardin, oiler.

Grifall Co. Keeps Busy In Nevada

By H. L. "Curley" Spence and
Danny O. Dees

The George Grifall Company has lots of work around the Reno and Sparks area. George and his four sons really keep things humming on the following jobs: The Silverada Housing Project with 118 houses. Brother Lloyd Mathie is one of the operators.

Brother Pete Ferretto is boss on the Meadowvale Housing Project in Sparks. Out on the Vista Del Oro Housing Project, we find the "Boys" looking after this one. Brother Lloyd Walker is on the Sierra Power Company Water Works job. And Brother Don Wood gets all of the tough jobs handed to him by the Big Five of the Grifall family.

HIGHWAY JOB

Isbell Construction Company is off to a good start on its four-lane highway job on Spooner Summit at the Intersection of Highways 50 and 28. This job when finished, will be a four-lane highway from Carson City (the smallest capital in the United States) almost to the shores of Lake Tahoe. Isbell also has most of their town crews working around Reno.

Brother Wayne Straight, who is with Reno Iron Works, has a lot of work lined up for their truck crane. Straight really gets out and looks for the good jobs.

"The Old Crow," Brother Frank Forengo and his faithful oiler, Brother Earl Oltman have found themselves a home on Brunzell Company's truck crane. At present, they are at Lake Tahoe, working on the Wagon Wheel Club at Stateline.

Stolte Company has made a great deal of headway on its job at the University of Nevada in Reno. The building they are doing will give the University more room and add much to the beauty of the campus.

Helms Construction Company has quite an operation out at the pit on Keystone and Seventh Street in Reno, along with some of their other work around town. That Helms Construction is really going places around Nevada.

NEW ORGANIZING

As you noticed in our last news article from the Silver State, another man has been added to the Reno office making it possible to divide the work load and giving this office a chance to start a new organizing program at Anaconda Company at Weed Heights near Yerington, Nevada, and to bring into the labor family those new employees in the various departments.

Since we started this program and with the help of the many good union members working there, we have gained 47 new members.

We also have an organizing program going at Standard Slag. We want to welcome 14 new members to the family of Local 3. Thanks to the men at Anaconda Company and Standard Slag who help to make these drives possible.

At the Dodge Iron Mine, we were able to get in again—with the help of the good union men who helped make Dodge's Mine 100 per cent union.

STEW & LEW



Sacramento Report

Work Level at Year's Peak

By ERNIE NELSON, W. E. METTZ, EDW. G. HEARNE, C. E. COCKAYNE and A. V. DALTON

The Sacramento area has reached its work peak for this year and we are still long on shovel runners, crane operators and technical engineers. Any one in these classifications in other areas should call this office before making a big move. Our subdivision work is about at a stand still as is the underground work.

There are few jobs of any size in the Lake Tahoe area other than the Madonna Construction Company job at Kings Beach.

At the south end of the lake, three good underground jobs are underway. George Miller Co. of Reno has wound up its job at Bijou and Joe D. Miller Co. and Ince Bros. have moved in and started a sewer job which will wind up about October 1.

At Tahoe Valley, Sub Surface Pipelines Inc. has a good-sized crew of Operating Engineers on the job and they have every street in the area torn up. They have two trenchers working and the transite pipe is really going in the ground in a hurry.

Harper & Baxter has a crew putting pipe in the ground and a crew patching the streets behind them. They don't have too much left on this job and should be finished late this summer.

MERGERS

John D. Lagrange is in the process of selling out to Del Beebe Construction Co. but at this time the deal has not yet been completed. Beebe is also taking over the equipment and crew of the Jewell Creek Development Co. of Meyers. This was the firm owned by Larry Hall and this sale will help clean up one of the biggest non-union earth moving outfits at the Lake. Larry Hall has been able to operate open shop for about two years because he has always been working on his own property.

We have just signed two readymix companies at the north end of the lake. North Tahoe Transit Mix Co. at Tahoe Vista and the C. E. Mandeville Co. at Kings Beach. C. E. (Bud) Mandeville, by the way, has been a member in good standing in Local 3 for about 20 years and has been in business at Lake Tahoe for several years. His son, Dick, a partner in the company, has also been a member for the past five years. They have been in the excavating and backhoe business exclusively until recently when they set up their readymix plant.

Tahoe Redwood Co. has almost no work going at present on the California side of the line. In years they have been one of the most active firms in the Lake area.

Harms Bros. have a crew working steady on the rock plant and hot plant located at Meyers. They turn out most of the hot stuff made at the south end.

Also located at Meyers is the plant of I. L. Croft. Croft has his

plant set up to produce material for their job on Highway 50 and also their job on 88 in Hope Valley.

U.M.W. BID

Within the last few days District 50 of the United Mine Workers made a bid to take over the construction industry in the Lake Tahoe area. If this catch-all union had gotten a toehold, it would have spread like a cancer. With the poor wages and almost complete lack of working conditions in its contracts, it has very little trouble getting unscrupulous contractors to sign up. Thanks to the alertness of your officers and the militant stand they took in support of the Four Counties Building and Construction Trades Council, we have stopped this move. After the thumping they got, they won't be back for awhile.

The Briggs-Conley-Dennis Donner Summit job has finally leveled off with all the shovels going two shifts and the mechanics three. The company reports it is on schedule with the yardage so will finish on time. We have approximately 150 brother engineers on the pay roll.

The R. A. Heintz Prossor Creek Dam job has finally started going two shifts with 75 engineers drawing pay. The care trench held up progress until all the grouting was completed now it is go-ahead with the fill within the prize area.

A. Madonna is having tourist traffic trouble on its job from the Nevada state line west to Dollar Point. This is a widening and paving job and is going slow.

Clements Rock has finally launched its dredge at Donner Lake to supply the aggregate plant with material. This is a new type of operation for the gravel industry in the Truckee area, but we are sure it will prove successful.

SCATTERED

Guy F. Atkinson has men and equipment scattered from Emigrant Gap to Soda Springs. Both jobs are under the control of Herb Booth an old timer on construction. The Soda Springs job is on two shifts with the shovels and mechanics three. The Emigrant Gap job is shaping up fast and will go the same. Both jobs have 300 engineers combined.

A. Madonna's crew at Monte Vista have everything ready to pave. This job will end some time in November and when completed Highway 40 will be up to freeway standards from Sacramento to Emigrant Gap, a distance of 70 miles.

POLLOCK PINES

The Peter Kiewit safety man, Ben Getzel, reports that they had a get-together talk over what a great safety record they have had on the Union Valley Dam job. They reported 300,000 man hours, from September, 1960 to July, 1961, with no major accidents. This is a record to be proud of. It proves that if

Union Label Family

AFL Attacks Curbs on Wage Raises

The real and present danger to the nation's economic health, which impairs its ability to combat effectively the latest Communist thrust, is the more than 5 million men who cannot find jobs and the 20 per cent of our productive capacity lying idle.

The answer, the AFL-CIO Executive Council declared recently, is not to raise the specter of inflation stemming from necessary wage increases, but more vigorous efforts to put the nation on the road to real recovery by 1962.

The council struck specifically at the "wage restraint" proposals being advanced by Treasury Secretary Douglas Dillon and White House aide Walt Rostow as "untimely and unnecessary," pointing out that the "example of the previous Administration should be lesson enough" with the "unemployment, economic stagnation and not much stability."

THREAT

AFL-CIO President George Meany told a press conference that the nation has not emerged from the recession and will not until the unemployment situation is solved. The threat to the nation, he added, is not inflation "but failure to grow." The wage restraint proposals were "unwise," he commented, as well as "short-sighted" because they improperly appraise the real problem before the country.

In a statement on the international crisis, the council called for an eight-point program to strengthen the U.S. and free world position, including granting President Kennedy emergency powers for mobilizing the nation's resources for "any eventuality" and the creation of a special presidential commission to recommend elimination of private and government policies which have "tended to help the Communist bloc" overcome economic difficulties.

In another action, the council turned over to a subcommittee a memorandum on civil rights presented by AFL-CIO Vice President A. Philip Randolph for analysis and recommendations at the next council meeting.

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'U.S. Must Improve Job Security'

The employment security system must be "improved and retooled" to meet new demands on it, Secretary of Labor Arthur J. Goldberg said recently.

Speaking at the 48th annual convention of the International Association of Personnel in Employment Security, Goldberg said obsolescence of skill, great expansion in the young population, and foreign competition are some of the elements that call for "a new energy and a new dedication" from the employment security system.

"We are indeed living in a new time for the employment security system," Secretary Goldberg said. "Over the past ten years, the unemployed man or woman was a person between jobs. Now he or she may well be a person standing at the end of a long career, long before the time of retirement.

YOUNG PEOPLE

"Over the past 10 years, our young people were coming into the labor force and finding work with what will seem like a minimum of waiting time, and with a minimum of competition among themselves. Now the whole structure of the labor force is shifting toward the crowds of young workers waiting on the threshold of opportunity.

"For the past decade, American products dominated the world markets while older economies, and struggling new ones, were developing competitive strength. Now we find ourselves engaged."

These changes are occurring at a time when the Nation's economy is failing to provide full employment, the Secretary pointed out.

"The employment security system and its officers and its personnel have a very great and important part to play in this attack on unemployment. The system is going to be improved and retooled.

"We have a bigger job before us than at any time in the past—but we intend to do it. I am confident that the team of skill and resourcefulness and intelligence represented in this system will meet the challenge—and our nation will assume a greater strength for the tests that history might bring."

What Does Labor Want?

Samuel Gompers, the father of organized labor in the United States, once was asked what labor's goal was. This is how he answered:

"It wants the earth and the fullness thereof. There is nothing too precious, there is nothing too lofty, too ennobling unless it is within the scope and comprehension of labor's aspirations and wants . . .

"We want more schoolhouses and less jails; more books and less arsenals; more learning and less vice; more constant work and less crime; more leisure and less greed; more justice and less revenge; in fact, more of the opportunities to cultivate our better natures, to make manhood more noble, womanhood more beautiful, and childhood more happy and bright."

Atomic Power Plant Set

By R. F. SWANSON

There has been talk of an atomic power plant at Bodega Bay in Sonoma County for some time, and now it appears the plant will become a reality.

Construction is supposed to start next year and the cost will be in the neighborhood of \$61 million. It will have a capacity of 325,000 kilowatts.

This will be the largest single reactor plant in the world. It will be the third atomic plant or nuclear power producer in the United States. The other two are in Eureka and Pennsylvania.

There has been much controversy over such things as land acquisition, power lines, water contamination, to name a few. But we must look at it in another light—work for our Brothers. A word of caution—don't flock to the Santa Rosa office. This job is something to look forward to and even though it is definite that we will have this plant, P. G. & E. has a lot of planning to do before construction actually starts.

A SURPRISE

The Board of Supervisors of Sonoma County, who also act as flood control directors, were all prepared to open bids as called for on a dam project but . . . no bidders.

The job amounted to \$1,300,000. Bids have been called for again in August, but it slows the start of that job up for well over a month. Looks like there could have been a sleeper bid for some contractor.

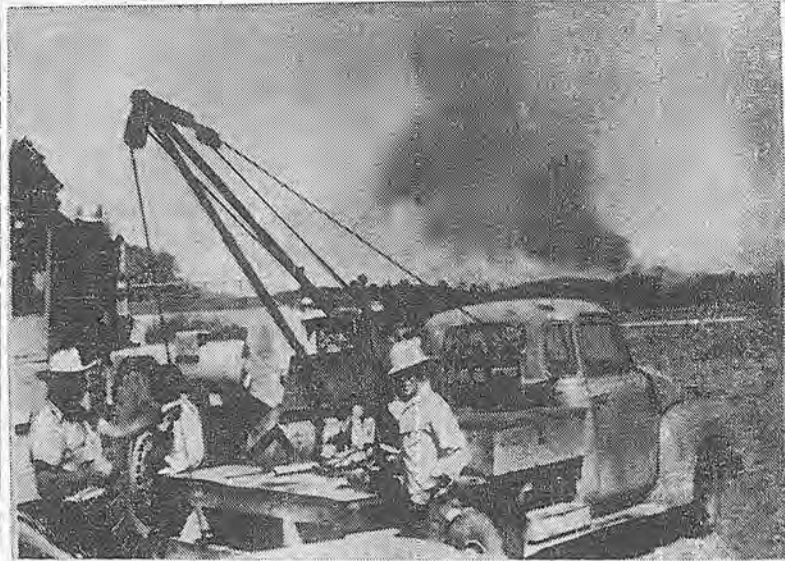
JOBS

Guy F. Atkinson Company has started the freeway job in Ukiah and is still going strong at Windsor. Siri is about to start on slide removal near Longvale and also is busy on various other jobs. Plumax Development is in opening stages of a \$258,000 dam in Lake County. Roads, Inc. and Pug Hastings are working on a dam at Lake and also finishing up a highway job near Jenner.

Ball and Simpson is working two shifts at Healdsburg. Carey Brothers Co. is still working a road job near Lower Lake.

Fredrickson Brothers is well along with the job at Napa. Galbraith is making headway on an aqueduct job. Argonaut is about to wrap-up the Gualala job, and is progressing on various jobs in Sonoma County.

The rock plants are all busy. Healy-Granite is about to start at Noyo breakwater repair and presently is working on breakwater repair at Bodega Bay. Shellmaker has a short time left on dredging of channel at Bodega. Luhr is still working on levee at Nice.



THE ART SIRI crew worked on a road job near Middletown recently under the shadow of smoke from a big forest fire. Five airplanes, dropping borate to extinguish the blaze, and 200 fighters were on the fire lines.

As Rigs Grow, So Do Safety Problems

By DALE MARR

We all know that the equipment we operate is getting bigger and faster all the time, but we sometimes forget that the safety problems involved are also getting bigger.

For example, the S-24 "Eucs" have the ability to go up a grade under their own power that a few years ago we would not have considered trying with any rubber-tired equipment. The problem is that once they get up to the top, they are being run down some haul roads that are absolutely unsafe to work on.

I recently observed an operation where the road up the hill was not only very steep but narrow and crooked. If anything had gone wrong with the machines on the way up, the operator would have been in serious trouble. After getting a load they were coming down an extremely steep, rocky road into a very narrow canyon at the bottom of the hill. Here again, a serious situation could have arisen.

Operators who are asked to do any type of work in which you don't have full control of your equipment, please let us know at once. Many of us have made a few passes where we were taking the long chance, but we want to stop that type of operation altogether.

SEAT BELTS

We are constantly being asked about the use of seat belts. It is a good time to point out some of the arguments on both sides of this question. In the first place, more of the large insurance companies, who write the insurance for the contractors, are insisting that the contractors install and use seat belts. In some cases, they are recommending the use of seat belts on most of our equipment. In the past they have been used mostly on rubber tired rigs.

Many of the contractors have asked us to urge our men to use these belts at all times. Many of our men seem to be so absolutely against using them. Most of the men don't like the idea of being tied into the rig, thinking, in case of trouble, they have a better chance of getting clear of the rig if they are not using the belt.

The record shows that on the rubber-tired rigs, by far the largest per cent of accidents involve either the operator getting thrown into the controls

and being injured, or getting thrown from the rig and being run over. Recently two men were thrown from rigs on the same day.

One was killed and the other was seriously injured. Investigation proved that if either of these men had been wearing seat belts they probably would not have been injured. Within the next few years the use of seat belts on most jobs will be compulsory.

If anyone has suggestions regarding this matter, I would appreciate hearing from you.

FIRE EXTINGUISHERS

As we go around the territory we find too many jobs without adequate fire extinguishers readily available. Several members have been burned recently because of the lack of an extinguisher that would work. Everyone should look around his job. If there is not adequate protection, let your business agent know and we will see that the situation is corrected.

Labor Reports

More than 55,000 labor unions throughout the country submit annual financial reports to the U.S. Labor Department's Bureau of Labor-Management Reports as required by the 1959 Landrum-Griffin labor law.



ABSCO PAVING has developed a new gadget for hot stuff. The extension on the right saves time in laying the shoulders. Vic Henry, with

the help of others, built the extension. Larry Brook is the operator.



SENATOR HUMPHREY Asks Safety Investigation

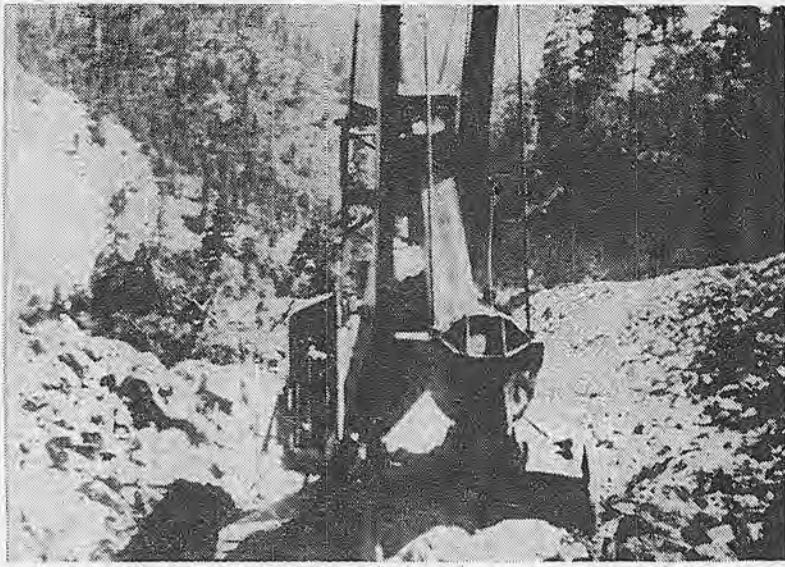
Humphrey Calls for Safety Study

Decrying the waste of human resources caused by accidents, Senator Hubert H. Humphrey, Minnesota, called upon the Budget Bureau to "investigate the safety programs of all Federal agencies."

Senator Humphrey represented President Kennedy at the annual President's Safety Award ceremony in the Departmental Auditorium. Citing the President's interest in accident prevention, he told the nearly 1,000 Government officials that the Chief Executive "is not a fair weather friend of safety—he has known danger and met it courageously."

Secretary of Labor Arthur J. Goldberg presented the top Federal safety awards to Veterans Administrator John S. Gleason, Jr., James E. Webb, Administrator of NASA, and AEC Chairman Glenn T. Seaborg.

Goldberg also read to the Government safety men a Presidential message calling on all Federal agencies to establish "vigorous accident prevention programs" to assure the safety of civilian and military personnel, both on the job and off duty.



PETER KIEWIT's job at Hazelview on Highway 199 includes .8 of a mile of highway and one bridge. This job will be completed by December. The N.W. 80 Shovel above is being operated by Brother Jim Atkins with Brother Dick Hamilton as oiler. Brother Harry Metaxas is the foreman.

Jobs Getting Better In Marysville Area

By HAROLD HUSTON, C. R. VAN WINKLE, JIM HALL and BILL WEEKS

Jobs in the Marysville area are getting better all the time. Most all of the larger jobs are filled, but many small jobs are starting up every day.

The Business Representatives in this district appreciate the many phone calls from the Brothers reporting contract violations. If every member will take the responsibility to report all violations that occur on his job, this district would be the best in Local 3.

The worst thing to report is the extreme hot weather we have been having. It looks like the heat wave is trying to break all records.

Thanks to all the Brothers who attended the last District meeting held in Oroville. This special effort will be very beneficial to all.

We have cleared 210 men so far during the month of July, and we still have 230 operators and 50 oilers on our out-of-work lists.

MAJOR BIDS

Many of the Brothers have called the office asking when the first two twin diversion tunnels, the first major construction in connection with the Oroville Dam, will be let. Bids will be opened in Sacramento on August 9.

The twin diversion tunnels will be located in the left abutment of the dam site. They are designed so that after they have served their purpose in diverting Feather River water around the dam site during construction, they can be plugged at the upper ends and become part of the tailrace system for the power plant.

The tunnel being advertised for bids will be 35 feet in diameter and 4,333 feet long. It will require excavation of 210,000 cubic yards of material and will be lined with 57,000 cubic yards of concrete.

The tunnels will divert water from the site for construction of the 735-foot high dam.

Relocation work in conjunction with the dam, such as relocation of highways, rail lines and other utilities, have been going on for four years in the Oroville area. All relocation work which would interfere with dam construction is expected to be completed next year.

CONSTRUCTION JOBS

The Oroville-Wyandotte project is in full swing with about 600 Brothers working on dams, penstocks, powerhouse sites,

Concrete Pipe Plant Settlement Reached

A settlement negotiated with the concrete pipe plants in the Marysville-Chico and Madison areas was accepted by the members at a special meeting June 30.

Negotiations had been underway almost two months, with very frequent meetings and it was not until June 29 that a settlement was reached that the negotiating committee felt it could recommend. A previous offer of the employers had been rejected.

TWO YEARS

The new agreement will be for two years and provides for an increase each year and the addition of another paid holiday, the Friday after Thanksgiving. Some new rules which will make for better conditions and better administration were added.

Considerable time was consumed during the negotiations in discussing safety, medical and hospital insurance and pensions. Regarding safety, there were certain practices we considered bad or dangerous on the part of all the companies involved that we had been unable to eliminate by local negotiations during the year.

While unable to change the wording of the agreement, the companies did agree that the present wording was broad

enough to cover the practices complained about and did submit a letter of interpretation or understanding so stating.

Just why they would not agree to changing the language, but would agree that the language was broad enough to cover the matter, is one of those mysteries every now and then encountered in dealing with employers. What really amazed us about the whole matter, however, is that these employers have a fine safety record and have always welcomed our cooperation in the past.

FIRST

There also was negotiated what we believe is the first vacation plan to cover agriculture workers. From now on the workers employed either directly or indirectly through sub-contractors by the concrete pipe companies in the agriculture part of the agreement will receive a week's vacation each year after 1500 hours of employment.

These workers also received the same hourly increase as the plant men except those in the Madison area, who received a small amount less because of an arrangement made to equalize the rates over a two-year period. The Madison area, in the agriculture end of the business, had been receiving 2½ more per hour than other areas.

canals and tunnels. Part of the project is working two nine-hour shifts, six days a week, and part is working two eight-hour shifts, five days a week and part of it is on a one-shift basis.

Mechanics and greasers are on three shifts. There are many mechanics on this job, and there is room for more good ones. One tunnel has holed through, another is almost through and two more should be completed in 60 to 90 days. One tunnel has given a lot of trouble due to water and bad ground on the downstream end, but they have started driving from the upstream end and the rock appears to be much better.

Harms Brothers have completed their job on Highway 20 and have moved most of their equipment to Oroville on the Highway 40 Alternate job. Brothers Dave Otis and Jack Alt are running this job. This has been a hot job—right in the middle of a rock pile—and the mercury has climbed as high as 120.

Souza Brothers have started a \$118,500 job of surfacing a 2¾-mile section of Highway 49 between Sierraville and Loyalton. This project is expected to be completed in September. They also have another section of surfacing near Downieville that should be starting soon.

Souza and Wright will finish their highway job at Blairson this summer. Also the one at Beckworth. They should finish the one at Gold Lake this season.

BALDWIN

Baldwin Contracting Co., Inc., is moving along one the Highway 89 job at Prattsville, with La Malfa moving the dirt. They are setting up their rock crusher and hot-plant at Chester in prep-

aration of a surfacing job on Highway 36 east of Chester, and will make the material for the Highway 89 job.

Baun Construction Company of Fresno submitted the lowest bid of \$350,514.65 for the construction of 2.2 miles of new roadway on Highway 24 in Sutter County. We have not met with this company as yet, and therefore cannot give the starting date on this project.

Hertel and Thomas Construction is doing very well on bridge jobs across Bear River—one at Rio Oso and the other at Four Corners.

Engineers for the Camp Far West dam and spillway on the Bear River near Wheatland, a part of the South Sutter water district irrigation project, have not yet completed their revision of plans to bring costs within available funds. Joseph H. Dewey, secretary-manager of the district which plans the \$6,102,000 new dam and distribution system stated that the revised plans are expected to be ready for action by the directors at the next regular meeting, July 31.

Bids were opened May 8, but all had to be rejected when they exceeded available finances. Re-bidding will be sought immediately after the revised plans are accepted. The project may begin in September.

Beale Air Force Base is taking on a new look. Capehart Housing is really in high gear. Everywhere you look equipment is working and more is coming in each day. We had a lot of trouble here with sub-contractors, but since setting up the Missile Committee the beefs have become fewer.

Plenty of Work Around Eureka

By WARREN LeMOINE and W. L. (Bill) TOMBERLIN

The Eureka area is going full guns. Our out-of-work list is low and all Brothers wishing to come to Eureka are welcome. We have two major jobs breaking—one road and one dam.

The pre-job conference was held with Ball & Simpson-Slate & Hall for a job at Miranda of six miles of four-lane freeway and five bridges on U.S. 101. Ball & Simpson has three working seasons to complete this job. Slate & Hall is doing the brush clearing and dirt work and Ball & Simpson have the bridges. Slate & Hall is underway with two shifts. Ball & Simpson will get on their bridges next spring. Foremen on this one are Brother Howard Nelson and Brother James Every.

FREEWAY

Morris Knudsen & Mercer Fraser were low bidders on the Elk River-Fields Landing freeway at \$1,775,911 for 3½ miles of four-lane highway.

The 24's and dozers are moving dirt under Foreman Arthur Meyers. At present they are working six days, nine hours. There are two working seasons to complete this project. Morrison Knudsen is moving the dirt. Mercer Fraser is to complete the black top next year.

McIntosh and McKnight are keeping things humming at their little plant at Willow Creek, mixing cement and furnishing aggregate in that part of the county.

Between Orleans and Weitchpec, Slate, Hall and Hamilton will finish the road job the first part of July. They are moving out with most of the equipment except the two blades, a loader

and one dozer that they are still using to put on the gravel.

At Liscomb hill quarry, Mercer Fraser Co. is going to town getting out the rock for the south jetty. The new Northwest 80-D they moved in around the first of June is getting a good work-out and there is a big broad smile on Gene Brown's face when he sees those big rocks in the bucket. Quite a difference between this one and the Model 6 they were using.

Their Hot plant at Essex has been hitting it off at a steady pace lately.

THREE SHIFTS

The last report we had from Grafe Callahan at the Oregon Mountain tunnel they planned to get underway on three shifts. They have had their share of trouble getting this tunnel underway.

The south approach to the tunnel is getting well underway. Morrison Knudsen Co. has some TS-24's, TC-12's and cats working on the project at this time. The clearing was quite a go-around for some of our Brothers, straight up and down, all yo-yo on the most of it, but each day it looks more like it will be a highway before too long.

There isn't much going on around Crescent City except a few small jobs that make work for our owner-operators with their little loaders and backhoes.

There are a few owner-operators working for the state on Highway 36, east of Bridgeville, taking out some of the bad curves to the Ruth Dam site.

At Ruth Dam, Fadel Granite has rigs all over the place with about 50 engineers in the shop, on equipment and in their cement plant.



PRODUCTION is up on the Clifford C. Bong, Fortuna by-pass job. Here is why: A Sierra loader behind a D-8 cat, loading a DW 21 and bottom dump trailer. All material goes over the scales with a 70-ton pay load. There

are six of these rigs on the job at the present. This machine is capable of loading 1500 tons per hour. In one 10-hour shift, 11,600 tons went over the scales.

Your Pension Plan Questions—Answers

Here are more questions members ask about the Pension Plan—which is supported solely by employer payments—and some answers.

Specific problems should be addressed to the Pension Trust Fund, 476 Valencia Street, San Francisco.

Q—Must an engineer retire when he reaches 65?

A—No, he may continue working as long as he likes. Retirement under this pension plan is completely voluntary.

Q—How is pension credit earned?

A—Years of pension credit are divided into Past Service Credit (prior to January 1, 1958) and Future Service Credit. Under the former, an Engineer receives one year of credit for each year during which he was employed at least 32 weeks on work covered by the agreements. For the latter, an Engineer receives credit for each year during which he works 1400 hours for an employer obligated to contribute to the Pension Fund.

Q—Does employment before Jan. 1, 1958, have to be continuous in order to be counted as pension credit?

A—No.

Q—Does employment after Jan. 1, 1958, have to be continuous in order to be counted?

A—Yes, to a certain extent. An Engineer must earn at least one quarter of credit in any period of three consecutive years in order to keep the years of pension credit he has accumulated. However, once an Engineer has reached age 55 and has ten years of pension credit, this break rule no longer applies and he will not lose his accumulated credits.

APPROVED PENSIONS

The following pensions were approved during July, 1961:

Normal Pensions

Shaw, William effective February, 1961
Shalk, Nicholas effective June, 1962

Reduced Pensions

Hall, Carroll F. effective September, 1961
Lawrence, W. A. effective October, 1961

Disability Pensions

Johnson, Morris effective May, 1961
McCulla, L. F. effective January, 1961

Basic Pension

Bartell, Harry effective January, 1960

Deaths, July, 1961

It is with deep sorrow that we report the passing of the following brothers:

Table with 4 columns: NAME—CITY, Local, Born, Died. Lists names and dates of deaths.

MEETING NOTICES

The following Special Meetings will be held during the month of AUGUST:

SAN JOSE

Aug. 8 (Tuesday), 8 p.m., 45 Santa Teresa. (This is also the regular meeting.) (Note: Beginning Aug. 9, the San Jose office will be open from 7 p.m. to 9 p.m. on Wednesday nights instead of Thursday nights.)

SANTA ROSA

Aug. 9 (Wednesday), 8 p.m., 1351 Bennett Avenue.

OAKLAND

Aug. 10 (Thursday), 8 p.m., 2315 Valdez. (This is also the regular meeting.)

MARYSVILLE

Aug. 11 (Friday), 8 p.m., 920 D Street.

STOCKTON

Aug. 14 (Monday), 8 p.m., Engineers' Building. (Note: Beginning Aug. 9, the Stockton office at 2626 North California street will be open and the District 3 grievance committee will meet on Wednesday instead of Thursday.)

SACRAMENTO

Aug. 15 (Tuesday), 8 p.m., C.E.L.T. Building.

SAN FRANCISCO

Aug. 16 (Wednesday), 8 p.m., 2940 - 16th Street.

HONOLULU

Aug. 16 (Wednesday), 7 p.m., Washington School.

FRESNO

Aug. 17 (Thursday), 8 p.m., 3121 East Olive.

REDDING

Aug. 18 (Friday), 8 p.m., New Elk's Hall.

RENO

Aug. 19 (Saturday), 8 p.m., 120 W. Taylor.

SALT LAKE CITY

Aug. 21 (Monday), 443 S. Sixth E.

LOGAN

Aug. 29 Tuesday), 8 p.m., Oldham Hall.

EUREKA

Aug. 23 (Wednesday), 8 p.m., Engineers' Hall.

Operating Engineers Official Directory

MAIN OFFICE—SAN FRANCISCO, CALIFORNIA

474 VALENCIA Tel: HEmlack 1-1568
AL CLEM, Business Manager WYman 2-0294
PAUL EDGEcombe, President MISSION 7-4748
JERRY DOWD, Vice President and Representative UNION 7-9369 (Saratoga)

W. V. MINAHAN, Recording-Secretary FReside 5-2616 (San Mateo)
H. T. PETERSEN, Treasurer and Representative ESsex 7-6101 (San Jose)

AL BOARDMAN, Business Representative FI 5-3971
GEORGE BAKER, Business Representative JUNiper 6-4423
DALE MARR, Safety Engineer Hilltop 7-3668 (Livermore)

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1527 South "B" Street FI 5-8237
BILL RANEY, Business Representative EMerson 8-5690
DAN MATTESON, Business Representative JUno 9-0977

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701 Mission Avenue GLENwood 4-3565
F. A. LAWRENCE, Business Representative GLENwood 4-2214

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2172 Springs Road Midway 4-2667
AARON S. SMITH, Business Representative Midway 2-9634

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1444 Webster Street TWinoaks 3-2151
DON KINCHLOE, District Representative VERNon 7-7418 (Danville)

NORRIS CASEY, Business Representative MU 5-4341 (Concord)
L. L. LAUX, Business Representative Landscape 4-4023
ART PENNEBAKER, Business Representative CL 4-8681 (Orinda)
THOMAS ECK, Business Representative Oakland

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2626 No. California St. HOWard 4-7687
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AL McNAMARA, Business Representative HOWard 4-0706

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GLENN DOBYNS, Business Representative LAmbert 2-7632

EUREKA, California

2806 Broadway Hillside 3-7328
WARREN LEMOINE, District Representative HI 2-8628
BILL TOMBERLIN, Business Representative Hillside 2-4089

FRESNO, California

3121 East Olive ADams 3-1981
JOSEPH MILLER, District Representative BA 2-8232
B. F. HELLING, Business Representative Baldwin 7-3764

MARYSVILLE, California

1010 Eye Street Sherwood 3-7321
HAROLD HUSTON, District Representative Sherwood 2-1728
C. R. VAN WINKLE, Business Representative Sherwood 2-2747
W. R. WEEKS, Business Representative Sherwood 3-9588
JAMES N. HALL, Business Representative

REDDING, California

1054 Tehama Street CHestnut 1-0158
J. B. JENNINGS, District Representative CHestnut 1-2773
SID McBR OOME, Business Representative CHestnut 3-4256

SACRAMENTO, California

2525 Stockton Blvd. GLadstone 7-5795
ERNEST NELSON, District Representative GLadstone 7-2471
C. E. COCKAYNE, Business Representative Sherwood 2-3009 (Yuba City)

ED HEARNE, Business Representative
WILLIAM METTZ, Business Representative YORKtown 7-5006 (Fair Oaks)

AL DALTON, Business Representative NIagara 4-2565 (Pollock Pines)

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A. J. HOPE, Financial Secretary and District Representative YORKshire 7-2942 (Los Altos)
S. COBURN, Business Representative
LYNN MOORE, Business Representative PA 4-5490 (Watsonville)
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H. L. SPENCE, District Representative FAirview 2-1420
DANNY O. DEES, Business Representative

SALT LAKE CITY, Utah

1969 S. Main Street HUNter 6-7401
THOMAS J. STAPLETON, District Representative CY 8-0721
M. F. BOWMAN, Business Representative AMherst 2-0644
JAY NEELEY, Business Representative CRestwood 8-9628
F. O. WALKER, Business Representative

PROVO, Utah

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JOHN THORNTON, Business Representative SKYline 6-4915 (American Fork)

OGDEN, Utah

2538 Washington Blvd. EXport 4-1011

HONOLULU, Hawaii

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HAROLD LEWIS, District Representative HONolulu 775-038
RUPERT H. TEVES, Business Representative HONolulu 9-497
BERT NAKANO, Business Representative

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Mail Dues Direct to San Francisco For Prompt Service

In mailing in your dues for the fourth quarter, be sure to MAIL IN THE BILLING FORM Portion to ensure proper credit and faster service. Each morning the mail is picked up at 7:30 a.m. and is in our office at 8 a.m.

The dollar for the Good-standing Fund, and six dollars for the Burial Expense Fund are incorporated in your dues for the fourth quarter, as provided in Article VI of the By-Laws.