Guam Faces Right-To-Work Law

WASHINGTON — Action by the Guam legislature on overriding Gov. Guerrero's veto of the "Right to Work" bill apparently has caused a stir which has many people in the United States disturbed.

Guam legislators have been receiving letters, it is reported, congratulating them on their move, most coming from businesses.

But in the nation's capital, it is reported President Johnson would uphold Gov. Guerrero's veto.

A high administration source indicated that the issue gives the President a small but needed favor to bolster slightly his sagging image among national labor leaders.

Union officials have been disappointed by the President's lack of enthusiasm for domestic legislation they favor, but more important, Johnson is repeatedly on record backing repeal of Section 14(b) of the Taft-Hartley Act which allows states to enact the so-called Right to Work laws, prohibiting union shop agreements.

The override legislation arrived in Washington three weeks ago, and is scheduled to go to the White House today.

The right to work bill was passed by the Guam legislature in June, but Gov. Guerrero vetoed it on July 11, two days before the session ended. All 13 Territorial Party congressmen and Democrat Richard J. Bordallo voted to override the veto.

The so-called right to work bill would prohibit a union shop, often termed compulsory unionism, in Guam.

See GUAM on Page 7

Stewards Take Seriously To New Program

A new program, initiated by Business Manager Al Clem, is under way to better conditions on jobs and provide better relations between the employers and employees.

The Stewards' program, now in its fifth week, is being coordinated by Brother Jim Jennings. Already, the program shows signs of being a tremendous success, both from the standpoint of Engineers on the job and from the employers.

Brother Jennings, in talking to 36 stewards at a meeting held in San Mateo on August 23, said they would be required upon to gather information and provide details to business agents concerning contract violations, grievances, working conditions and other matters pertaining to the job. He also asks the Brothers on the jobs to keep an open eye for unsafe or hazardous conditions, and report to the job stewards or safety committee men when such a condition is noted.

"We will ask that stewards become familiar with all the men on the job, and that the men make an effort to become familiar with the stewards. Through cooperation of all parties, working conditions will be much improved," Brother Jennings said.

"The key to the success of any program is cooperation and teamwork. All members of Local 3 should work together to make this organization a stronger, healthier unit. That requires the work of all the members," he said.

Automated equipment is taking a lot of men off the jobs, and all types of unions are trying to get in on the new equipment.

Stewards, and, for that matter, all members, can play a vital role in keeping Local 3 in the picture. If a steward sees something on the job that doesn't look quite right, he will contact the business agent, and the members, working as a team, who see similar instances, should contact the stewards so that the man can be brought to the attention of the business agents," Brother Jennings said.

When members have a complaint or gripe on a job, they should discuss it with the stewards. Members should keep in mind that there will be times when the steward will not have a ready answer, nor will he always be in a position to discern between a petty gripe and a legitimate grievance. But he will be able to discuss it with the business agent, and will come up with an answer.

Warren LeMoine, business representative, told members...
Home for the Raiders

By ED HEARNE, JERRY BLAIR, FRED GONZALEZ, ROB BURKEN and GUY HORN

OAKLAND—The Raiders will have a new home this year, one any bunch of professional grid-
ders would be proud to play in.

Their new home will be the Alameda County-Oakland Coli-
num Complex, under contract to Guy F. Atkinson, and near com-
pletion.

Opinions were that grass wouldn't be ready to open the football season, but planners fooled us. They grew the grass at California Turf and transplanted it in the Coliseum.

In spite of the windup on this job, work in the Oakland area is on the upturn, with jobs com-
tining to open up.

Many of the bigger jobs will be slow opening up, but will pro-
vide excellent opportunities for our members when they do.

The $23 million Grove-Shaffer freeway will require only a few thousand yards of dirt to be moved, but several truck cranes will be utilized.

A $19 million construct on a rapid transit subway from Madison to Broadway on 9th Street has been awarded McLean, Grove and Co., New York.

The tunnel will be double-bore, driven both ways, lined with brick, steel liners.

At construction peak, some 200 engineers will be required, with completion date projected for May, 1969.

HOSPITAL ADDITION

Highland Hospital will receive an addition and a two-story park-
ing garage under a $2.5 million contract awarded Bunchchild, Raf-

The Oakland Raiders will have a new home this year, one of the finest facilities in all pro-

fessional football. The turf was transplanted and will be ready for season opener Sept. 18.
**First Aid Moxey Pays**

Chris Barry, a 25-year-old in- 
dustrial worker for United States Steel Corp. in 
Pittsburg, Calif., proved the value of a 
trained first aider.

Not long ago, a fellow employee of 
U.S. Steel got his foot caught in a wire 
puller and wound up 
losing a leg.

Had it not been for Mr. Barry's 
"quick action, the man, Virgil 
Brenley, would have died to 
death.

"Ironically, Mr. Brenley 
just had his foot caught in a 
wire puller, about the same 
safety he turned and walked away and 
I heard his scream. I 
turned around and saw his 
foot caught in the wire, so I ran over 
and applied pressure to the 
fe- 

ternal artery at the groin and 
called for a callisthen to make a tourniquet. Then I 
tried to make him as comfortable as 
possible," Mr. Barry said.

"Mr. Brenley lost one and 
one 
half parts of his blood, 
even with the 
application of first aid.

According to U.S. Steel, about 
20 men stand around, and all but 
two from and were of no use, 
just to the point of holding Mr. 
Barry a belt for use as a 
tourniquet.

In appreciation of Mr. Barry's 
"for the wire mill manage- 
ment I want to thank you for 
your prompt actions at the time 
Virgil was injured. Your timely 
alert and your attention to Virgil 
consistently the finest possible re- 
sponse in a demanding situation.

As you know, an effective 
safety program requires an 
awareness level which precludes 
being able to react properly to 
our best efforts to avoid injury 
fall. It is clear to me that these 
requirements are not new to you.

"Virgil is progressing very 
well and is both aware and ap- 
preciative of your fine efforts in 
his behalf."

Mr. Brenley is presently con- 
fined to a hospital, in San Fran- 
sisco, where he is recovering from 
the accidental amputation.

Mr. Barry had a few 
avantages 
in first aid for few Engineers will 
win, in that he had driven 
ambulances at one time, a position 
which now requires a state li- 
cense in first aid.

Because of Chris Barry's quick 
action and knowledge of First Aid 
procedure, Virgil Brenley is 
alive today.

**Labor Day—Time To Rest**

Continued from Page 1

Take precautions to watch the 
car in front—and the car in front 
of you—can be spotted 
sooner, not only allowing you 
time to stop, but giving the 
man in front some warning.

Always look for an—out a 
place to turn. A proper 
knows at any time 
you have to move off the road in order to 
avoid a more serious collision.

Watch for the 
child. A special alertness is 
required, plus a reduction in 
speed.

STAY HOME

For the homemaker, a 
weekend in the basic yard entertain- 
ing friends can be a real 
pleasure.

If the friends congregate in 
your back yard, you'll probably 
become a playground director, 
supervising not only your 
children, but those of your friends 
and neighbors.

To make your job simpler, 
check the play equipment for 
structural and mechanical weak- 
nesses. If necessary, before the troops 
arrive

WATER HAZARD

If you are one of the fortunate 
ones who own a backyard pool, 
special precautions are in order 
if youngsters will be near. 

Drownings are most likely when 
there are children around. 

It takes only a few minutes to 
find that various types of 
accidents

Nevers在这里's or gasoline 
or lighter fluid to start a fire. 

Use wood shavings, a UL listed 
electric starter or a special liquid 
or solid fire starter. Never add 
fluid to a fire once the fire is 
started.

Keep a fire extinguisher hand- 
ly to retard flaring 

The first nation in gross 
national product, with or without 
California, of course, is the 
United States, the second is Rus- 
sia, the third West Germany, 
then Great Britain, France, 
China, then would come Califor- 
nia, with a bit of 
Japan and so forth," Cranston 
said.

He said we must match our 
high rate of production with a 
high rate of employment—and 
not allow the pay levels to 
be any lower.

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No sooner had the U. S. Senate rejected repeal of Section 14(b) of the Taft-Hartley Act than Reed Larson, executive vice-president of the National Right to Work Committee, released a statement to the press.

Not unexpectedly, Larson declared the Committee would immediately step up its "Operation Grassroots," and would have, by the end of 1966, some 30 state organizations promoting the principle of voluntary Unionism.

Larson said the new, militant, well-organized citizen drives now taking root, are strengthening the "Right to Work" laws in states where such laws exist, and moving for inclusion of such laws in states not presently bound by the "Right to Work" law.

The Committee has had a tremendous advantage in promoting its scare tactics—that of an uninformed and sympathetic press.

With the help of editorialists in many of the nation's leading newspapers, the committee distributed over 1.25 million copies of major pieces of literature plus tens of thousands of newsletters and the like.

What the Committee is doing is actually misleading the American wage-earner in favor of protecting the overwealthy collective bargaining teams. It is the duty of every employer and a union that collectively bargain should play an active role in the legislation, foreign and domestic, the company can exploit the worker, and statistics in the company's favor.

To say, is that a necessary for the good of the community.

If that worker is middle-aged, his chances of gaining new employment are slim, indeed.

Certainly, a company move will provide new jobs for the residents in the new area. Those new employees will eventually end up supporting the people thrown out of work by the move through increased taxes and welfare deductions.

In such cases, Right to Work laws have protected these companies in their exploitation and have perpetuated unemployment problems. But simply, it is a voluntary agreement between the employer and a union that all employees represented by the union will accept the union's terms.

It has as its basic principle, a worker benefitting from collective bargaining should pay his share of the expense and not a freeloader.

Only those engaged in joint productivity are affected, such as plants and factories.

Opponents of the Union Shop put great emphasis on its compulsory nature, and say the government has no right to impose compulsory regulations on any individual, but in the same breath, they contradict themselves.

They fail to also ask for repeal of Social Security, Taxes, Education legislation, foreign travel passes, drivers licenses and auto license plates, all of which are compulsory for the good of the community.

They fail to tell the sympathetic public that few lawyers would attempt to practice law without first becoming a member of the Bar, a doctor would not successfully practice medicine without joining a national organization, and few pilots would carry passengers for an air line without first becoming a member of the Air Line Pilots Association.

The Committee has made much play on the rate of economic growth in states having Right to Work laws.

That's not surprising, since a company will move to an area where it can exploit the worker. Cheap labor is in his prime target.

The Taft-Hartley law says, under Sec. 9(a), that a representative (labor union) must be selected by a vote of the majority of the employees, and that again, a representative shall be the exclusive bargaining agent in behalf of the employees.

Under Sec. 8(a)(3), employees may vote to rescind the authority of such a labor union.

It further states that no employee may be forced to take part in or promote a union, only that he pay his part for the gains made through collective bargaining. That's only fair, in any man's terms.

By A. J. BUCK HOPE AND WARREN LEMOINE

SAN FRANCISCO—Area contractors are settling into their starting blocks in the races for contracts in the Bay Area Rapid Transit Project.

Some sizable chunks of contract will come up for bid, or have already been advertised, offering some timely and lucrative jobs for the future.

Subway structures for the San Francisco Market Street Division were advertised in August. This contract includes approximately 5,075 feet of 10 feet 6 inch inside diameter twin bored tunnel tube way. The contract limits begin at 16th and Mission and proceed northeastward to Mission Street, then curve on a radius of approximately 1,800 feet into Market Street, terminating near Hyde Street.

The contract cost has been estimated at between $10 and $20 million, with construction time projected to 21 months.

The Civic Center Station structure will be advertised in November, at an estimated cost of $20 million. This contract includes construction of the exterior shell, excavation and placing of the base slab.

WALL CONSTRUCTION

The station will be constructed with a solid pile-shaft exterior wall. The station will be about 700 feet long, with excavations estimated at 78 feet, widths about 80 feet. A temporary roadway deck will be required during construction.

Provisions will be made for the coordinating of tunneling contracts at both ends of the station. Work under the $10-$20 million Market Street segment, to be advertised in September, will include construction of some 8,500 feet of 12 feet 6 inch inside diameter twin bored tunnels. Estimated construction time is labeled at 38 months.

OVERCROSSING

In addition to the tunnels, a track overcrossing structure will be required, approximately 67,000 cubic yards of excavation and 8,500 cubic yards of concrete. Also included in the contract are a vent line building and four tunnel cross passages. Also to be advertised in November is a contract for construction of sidewalk structures, estimated at a cost of $18,000,000 million.

This contract includes construction of 4,000 feet of twin bored tunnel tunnel in the median of Mission Street from 10th Street to 12th Street.

Another subway contract will be let in December, requiring some 34 months to complete.

This contract will include hard rock tunneling in the Fairmount Hills area, on Bosworth and Wilder Streets, just west of Ar­lington Street. The line will traverse northtothe and follow the alignment of Chestery Street. Total length is 3,400 feet.

On an 18-month projected construction schedule will be some 35 structures under a $5 million contract, generally along the southern boundary of the State Southern Freeway right-of-way between the limits of Crystal Avenue and the Alcatraz Boulevard.

The structure will reach a high point at the wide intersection of San Jose Avenue and the Ale­many Boulevard.

STANDARD SPANS

The proposed structures are standards of 60 to 80-foot spans with 10-foot non-standard girders at Allemany Boulevard.

About half the pieces will be spread footings and the rest pilings.

In other happenings, ground was broken for an addition to the Hilton Hotel in San Francisco.

The breaking was done with a ribbon-decker of Jake Hebermam, managed by Ford Montgomery, new general manager.

The two-story addition to the 8,000 square feet of balconies on the upper floor constructed in one large open area and deco­red in "stylish San Francisco" tradition.

A large exhibition hall of 80,000 square feet for convention displays, trade shows and meeting pur­poses will be located on the main­ floor level.

The reinforced concrete walls will be finished in exposed aggregate to match the existing walls.
EUREKA'S EGGWALKERS

Many Funds Create
Ticklish Situation

BY RAY COOPER and LEONARD YORK

EUREKA—A lack work sea-
son caused by the "tight" money
policy of the Federal Reserve
undid some big jobs scheduled for the sea-
son, has created a ticklish situa-
tion for many Operating Engi-
neers.

An influx of members from other areas of Local 3 has cre-
ated a wait list of some last-
ing months. That's a long time to wait for the jobs.

Payroll alms have been small-
er and job durations shorter in
some cases, but the outlook is
still favorable.

Nevada Valley Enterprises, Bodo, has recently finished its Highway 299 project 11 miles west of Blue Lake. Overturn was sufficient on this job to offset the above.

STeady Progress

John Burnham and Sons Co. at South of the South Fork, are 
steadily progressing on the storm drain project for the Klippee, a young member, reports the work is fishing is good and the living conditions are great for a back-in-the-wet-season situation.

Another project in this cate-

gory is at Shenan, where John
Thompson has a crew employed in the area.

A new job is on the way, but no
living facilities.
The job is in its final stages, but has
been profitable for the Brotherhood.

IN BRUSH

Moreton Kings are also back in the bushes at Alder Point. This
job consists of some realignment and riprapping for the railroad, mostly damage repair from the floods of 1964. The Brothers get a much needed ride to work, but no living facilities. The job is in its final stages, but has been profitable for the Brotherhood.

GREEN CONSTRUCTION

Green Construction takes the honors for the most desirable job this season. Approximately $10 million in two sections of Redwood Highway have given full employment to a number of Brothers for most of the sea-

The project, somewhere near where the paving crew provided work for cut skimmers, rubber tare men, and road repairmen.

PLAINING PIPELINE

Healey-Tibbels Co., San Fran-
sic, is prime contractor for the Old Crow-Simpson's pipeline from the pulp mill to the outfall point in the ocean. Pipe on this job measures four feet in diam-

eter, and will run some 3,600 feet. Separation of a completed section has put the work on ex-
tended, because, providing some members with sizable paychecks.

Oliver Holmes, Menlo Park, is in charge of all construction. The jack riprapping on shoulders at South Fork, is a cushion ride all the way.

The job should last late into the season, as most of it is rock.

Dense grass and mud may have been dispatched regularity to this job.

WORK STOPS

Brothers have learned that when the Forest Service says all work stops, it stops. Such condi-
tions, and the paycheck, may be all real and respect the poten-
tial of a forest fire.

Ed Schilling will not soon forget the experience of teaching African friends the art and science of surveying. Pay was small.

BonD Issue

On Modesto's Sewer Plan

MODOESTO—A dynamic move
is under way in this city to pro-
rone a vote in favor of a $7.7
million sewer bond, which would be matched dollar-for-dollar by the federal government.
A survey will be taken to de-
termin the feeling of the peo-
ple. Professional people have
been hired by the Chamber of Commerce to get print-outs to the people, but there is much the Operating Engineers can do to put the vote across.

The Engineers will be asked to phone the "yes" voters to en-
courage them to cast their bal-
lets. They will also be doing the leg work in getting the informa-
tion across.

The election will be held Oct.
4. The Union hall will be open
Thursday evening until the elec-
tion is held. Brothers are asked to contact the Hall if they have some time to devote to this proj-

Another matter of Interest to Modesto Engineers—a gra-
phiting job was awarded to
Modesto Junior College with
registration running from Aug.
29 to Sept. 12. All Brothers in-
terested should contact the di-
nict office.

Crews Moved

Granite Construction's hot-
plant and paving crew has moved
back into Willow Creek and is put-
down base on Highway 299. It's good to see Victor return to
the crew. Tap Fannay, project
superintendent, was trans-
ferred to Shenan on another road job and Mike Walla will re-
place Tap.

Chalama, Inc., Stockton, is on
complete on projects at Bridge-
ville. At Mugginn, owner, he
hopes the work is more plentiful next year.

In other areas, H. B. Sisi Co.
is laying base rock on 45 miles of road at Shetland Creek. Ahoi Paving is right behind with pave-
ing equipment.

ON SCHEDULE

—Wright Schuehler and Har-
bor is on schedule at the Crown-

Simpson Pulp mill, so outfalls are expected here.

—Hoffman Engineering is
keeping a steady crew working on additions to the Georgia Pulp-

cip mill.

No Way To Get Rich,
But Job Rewarding

BY RAY COOPER

You couldn't say that Edward Schilling took a foreign job to
become a wealthy man—not if
you consider the $20 a month
he was paid during his two years in Tanzania, Africa.

But if you want to consider the wealth of knowledge and satis-
face he gained from teaching
surveying to the natives of this
country, it's a different story.

Ed came home a wealthy man.

Brother Schilling was initi-
ated into Local 3 in August of 1959, working as a grade setter and
instrument man and Chief of

In 1964 he volunteered his ser-

The companies have also been
awarded contracts to dismantle
the old bridge on the Napa
River.

Syr and Harms have about 35
Brothers employed in the Solano
and Napa areas.

Extra work has been added on
the Napa Sewer District's sewer
farm, which is nearing the mid-
way point.

PLANT READY

In American Canyon, Syars has
its new plant about ready to go.
The addition of the new plant
will make American Can-

 quite an industrial area.

Joe Ramsay is moving prop-
lement to the Napa Sewer project,
the job expected to run some four months.

Magnifica Chillotti is nearing
the halfway point on its phase
of the Napa project. Member
also has a section of the Napa
sewer job.

YOUR BARGAINS

On San Francisco Bay and Car-
ramento River, Basalt Rock has
four lark basins placing rip-
rap, with the bulk of the material
coming from the Napa Quarry.

The quarry is working three shifts to supply all rock needed for the riprap jobs and concrete plants, making the entire operation an interesting job.

Kaiser Steel has begun slow-
ing up after one of its best years.

Most of their down time has
been caused by a lack of storage
space.

Many of the large steel trusses for the BART project have been completed and shipped, and some are waiting to be shipped.

Day and evening shifts will
be retained to fill backlogged pipe orders.

PAGE 5

$70 Million Pact

'Humble's' Vallejo

BY AARON SMITH

VALLEJO—A $70 million con-
trac for a new Humble Oil re-
finery has been awarded the C.
F. Braus Co.

The contract is the largest, mon-
atehly, he is in the Val-

area in quite some time.

Construction on the refinery was scheduled to begin Sept. 1

But Humble and the State of California had some differences regarding Suisun Bay dredging and placing of dredging spoils.

Both sides were taking the mat-
ter under advisement, and delays should be minimal.

An estimated $30 million re-
main to be awarded on the re-
finery.

Bond Issue

On the Modesto's Sewer Plan

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BY ERNIE NELSON, AL. DAL- 
TON, ART GAROFALO, JERRY 
ALLGOOD, JIN GENTRY 
and RAY BURKE

SACRAMENTO — As in an 
other generation, the district has come under constant attack with small shots in the arm.

The California Contractors' 
Corporation's "clay prop" plant should be operational within a year. The plant was largely eliminate 
dust problems.

Brothers Ray Dutra, Dave Mit- 
chell and Ray Crafts made good 
work. A similar plant has been 
built by a new company, Halt, 
Avery, Cramer & Son, in building 
a new maintenance and repair shop — Brother Lawrence W. Foster.

American Pipe, Madison, is on 
two shifts filing orders. A. F. Pollock Pipe. Techet, 

MD low on the Georgetown 
Airport. Work begins soon. The 
firm's crews are working 60 hours a week, according to Thoms 
Bechtel Construction Co., contractor.

A considerable amount of exca-
vation remains, said George Bur- 
ovich, superintendent, but it will 
be completed before the rains 
come.

A re-alignment job at North San 
Juan is under contract to Carl 
Wood Co.

Lents Construction has been 
awarded a contract to build 
flexible pavements and to do other 
work. 

Granite Construction has been 
awarded a contract to build 
flexible pavements and to do other 
work. 

Baldwin Construction seems to 
be starting a new job each time 
another is completed, but no big 
projects have been opened.

The section from west of Tracy 
and to Bay was to be completed 
this month, but it was delayed.

One of two bridges at Pleasant 
Valley has been paved and final 
footings on the second are now 
being poured. The second bridge 
being done by EBASCO Engineers.

Underground work in East San 
Rafael will be completed with 
Lents contracted to build a ferry 
bridges to the ridge and other areas.

The new work is to be done 
at the Port of Stockton.

First Apprentice class is held in 
September after the program was 

STOCKTON SMILES

A CAREER BEGINS

BY WALTER TALBOT, 
AL. MUNARNA and 
JACK BULLARD

STOCKTON — New contracts 
are still coming in and old 
projects are still under construction, 
so the work picture remains 

Jobs bid this past month in 
cluded the Westside Freeway, 
Tracy-Bakersfield Highway, 
and reconstruction of 

Flooded and Watson, with 
three projects under construc-

LOW RIDEER

Vinnell Corporation, Alhambra, 
was low bidder at $45,000 for 
14.3 miles of the Hetchy 
Hetchy San Joaquin pipeline no. 2.

This contract will complete the 
connecting link from Waterford Road near Gilroy to the outlet 
portal near LaGrange Road. 
The section from west of Tracy 
will be the main water supply for 
San Francisco county and city.

Recently, a contract 
with Norris-Thurmond Co. 
"to enlarge the facilities at the River Park, will meet increasing 
demands for shell calculations, due in large part to the 

11 EMPLOYED

Although building construction 
as a whole has decreased in the 
number of Operating Engineers, 
Stockton and Rocklin notables have twelve members.

A. Foster, Stockton, conti-

Harold L. Cook, 13-year mem-
ber of Operating Engineers Local 
3, has just returned from Viet 
Nam where he was a supervi-
sion by the firms. 

We have some half-dozen ex-
perience we were there," 
Mr. Cook reports. 

"We were escorted twice, 
and my wife was sent back to 
the States meet, and on another 
occasion, we were pinned down 
in a house for five days."

TOUGH OPINION

Mr. Cook voices his opinion 
of the situation in Viet Nam. He 
told that when he arrived he up-

The United Nations were 
involved in Viet Nam, and they 
are generally not friendly with 
mano-a-mano, and those reports have filtered 
back through some media. 

Mr. Cook said at Da Nang, good 
protection is necessary because 
"the Viet Cong are shooting 
through there. Aircraft are com-

Mr. Cook said at Da Nang, good 
protection is necessary because 
"the Viet Cong are shooting 
through there. Aircraft are com-

SHIPPING

Shipping facilities are poor, 
and ships wait in lines of 20 or 
more to unload. The situation is 

"There are a lot of local Cun-
trainers who are still working 
in the United States. They are 
continuing to be there for quite 
some time," he said.

Mr. Cook will leave Sept. 18 
for a job in Thailand.

Have a Mistake — It's Not War

Harvest Moon

Greets Fresno

Ag Mechanics

BY CLAUDE ODEN, KENNETH 
CLINE, LAKE AUSTRAL, and 
C. E. HAYES

— The field mechan-

by Fred J. Earby Jr. Co. bid $3.46 
million on the Lea Perilla and Hill project.

Both are part of the state 
water project in Kings County. 

The job was scheduled for comple-
tion in February, 1965.

The plants will be the first 
along the coast of the California 
system to carry water to 
the coast.

Both sides of the San Luis 
channel have been paved by 
crews working 12 hours per day, 
Utah, Brown and Root. Six 
inches of sand are used as try-

work for the job.

At Kettleman City, the biggest 
part of the dirt has been moved on 
the canal.

Mr. Kiewit has him er en 
trucks working a rut job.

Water is nearing the surface, 
but much of the project is ready 
for paving.

Kalk-Granie also has tri- 

ters and crews working. Opera-

Joseph E. Wall has announced the work has 

NEW PARK

In Fresno, a 235 acre park is 
planned on the south bluff of the 
San Jacinto River east of Black-

The park will be known as 
Woodward Park and Bird Sanc-

The park will be prospered with 
Walnut Woodward Estate funds, but 
Fresno will spend some $5 mil-

The park development, in the 
park's development, in the 

The new facility will accommo-
date 600 automobiles. Estimated 
cost is $124,890,000 and work should 
begin in September.
Guam Faces Passage Of Right-to-Work Law

Continued from Page 1

President Johnson has been getting messages from the nation that has asked him to uphold the veto of Gov. Guerrero.

Representatives in the Operating Engineers Local No. 2 have been working on an attempt to educate the Guam populace of the dangers inherent in unions and how they have run amiss of public opposition from business leaders and the Operating Engineers Association, who have blasted Local 2's plea as twelve, full of axstrs and half truths.

Harold M. Mayo, vice presi­dent of the Operating Engineers Association, charged that the union had forgotten the people of Guam and said their position was that they did not want to join a union just because they need a job to feed their families and maintain their homes.

Mr. Mayo has said the very nature of the construction business is to build, to destroy the council, stating that the wages are not enough in the community. He said his staff is composed of sixers, dedicated to building and to the promotion of a sound economy free from strikes, lockouts, and strikes.

Many of the people of Guam are not fools to the game that is being played by the Union. One letter in the Guahan Paddle Journal, Tom Sapp, Business Rep­resentative for Local No. 2, points out that Guamanians have never been considered fools by the Union but have been often considered to be people who could be exploited.

Mr. Sapp said that the Guam Contractors Association speak to some of its ex-employees who are con­sidering wages and other benefits, then recommends the record be kept.

Mr. Sapp charges the Right to Work bill in Guam would mean economic slavery.

"Mr. Mayo claims authority to speak for little people of Guam. They, he states, are in favor of the 'Right to Work' law. Just how does he know that? Where are the facts to back up this broad and generalized allegation? We are not aware of any plebscrptive having been conducted among the people as to whether or not they favor or oppose 'Right to Work,'" Mr. Sapp said.

He said that as many of his associates in the business commu­nity, Mr. Mayo claims the author­ity to speak for the people.

"We don't know whether the people of Guam favor or oppose the 'Right to Work' bill. We don't know and we are honest enough to say so. We hope we speak for the people — but we are never going to claim the prerogative of God," he said.

Meanwhile, the Operating En­gineers received word from the National Labors Relations Board that the board had rejected charges filed against the Union and one of its representa­tives, Ralph Wilson, by the Ma­nine Trading Co. of Agana.

Mr. Sapp said the company's statement against Wilson con­sisted of charges that he had made false and slanderous charge­ns against the company in a new­spaper story in the Guam Daily News.

In the story, Wilson charged the company was using "m Naked Craziness" of its employees in order to keep them from leaving a company in the state.

In the complaint filed with the NLRB, the company had also charged that Wilson had instructed two or three of the Union members to carry clubs. They were displayed in a hostile and threatening manner to non­union employees and customers alike. The company also charged that Wilson had been involved in bringing about the discharge of Howard G. Trapp, company attorney, as one of the conditions for success­ful negotiations with Local 2.

The notice of rejection of the Manille's Trading charges was issued by Harry Letter, acting regional director for NLRB, Mr. Sapp said.

Auto Mishap? Law Says... 

Hear the charges against you.

Enter a plea.

Three witnesses appear and tes­tify for you.

Hear and question witnesses against you.

Refuse to testify against your­self in a criminal action.

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San Rafael Rock

Tune's Title - Jobs

By WAYNE (Lucky) SPINKLE

SAN RAFAEL - The meta­nene has been set and the pulse in construction is surging stead­i­ly upward.

An excellent operator crew is under the employ of Morrison-Knudsen making good progress on tunnel reconstruction at Lin­coln Avenue and Highway 101 in San Rafael.

In Marinelle, Marin County's newest community, Freeman­Burdgeath has a good sized spread working for the Frogs­e Corp.

The project includes construc­tion of access roads into the area, with some 80 days work remain­ing.

GOOD VIEW

At Breet Harte Highway and B Construction has five men on the payroll doing underground work. We get a good birds eye view of this job from the office (when we're here).

On Lakeview Highway in Peta­luma, six operators are engaged in underground work for Mc­Gulke and Hoster.

Approximately two weeks' work remains on the Point Reyes National Seashore.

These operators are installing new beach facilities, rest rooms, dressing rooms, etc. Contractor is D. D. Alderman.

William McLennan is keeping a few brothers occupied on various small jobs.

McLennan presently is renovat­ing the Point Reyes community.

We have appreciated having Mr. Mayo asks the company in a news article
to join a union just because they need a job to feed their families and maintain their homes.

Mr. Mayo has said the very nature of the construction business is to build, to destroy the council, stating that the wages are not enough in the community. He said his staff is composed of sixers, dedicated to building and to the promotion of a sound economy free from strikes, lockouts, and strikes.

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Auto Accidents...They happen to the best of us, so if you are involved, here are some tips to help you keep legal and out of trouble.

If the mishap occurs at night, set flares or other lighted ob­jects to alert other drivers. Use reeal if available. A flashlight or emergency flare should be car­ried in the car.

Notify law enforcement offi­cers at the scene of the accident. If you are not too seriously injured. Don't move the car.

If the situation is serious, call a doctor, but do not move the vic­tim. Keep him warm and com­fortable.

Be sure to write down the name of the other driver, show your driver's license to the other driver and ask to see his. Get the name and address of the owner.

If you are physically able, get names and addresses and witnesses. Write down the facts as they re­port them to you, and be sure to write down the names of any witnesses of any car in the area, even if you are sure the other driver is a prob­able witness.

Make some notes on how you think the accident happened. Don't leave the facts to memory, as the time may run out before you can talk to the other. Make a dia­gram of the accident, where the cars were stopped, the condition of streets.

Mention weather conditions, skid tracks, time of day, crosswalks, speed estimates, etc. If you can, take pictures of all automobiles and any skid marks that may be visible.

When you are questioned, be ready to talk, but don't guess at speed estimates, time intervals, distances or any other thing you are not reasonably sure of.

If you happen to be dumb, don't try to be smart and add one concerning the accident. Get "all the facts" as soon as possible.

In any event, get in touch with your attorney before you make any general comment concerning the incident, accept blame, or sign anything.

Tell police or other law offi­cers of any resulting personal in­jury or damage, exceeding the maximum allowed in your state.

If there are any aftereffects, see a doctor immediately. You could be seriously injured and not aware of it. Some such in­juries could be fatal, but don't tell the other driver's insurance agent that he will take care of everything. You could be facing a civil suit if personal injury is involved.

If you hit an unattended auto­mobile, leave your name, ad­dress and automobile license number under the whip ple. If you are arrested or cited after an accident, notify your attorney before entering any plea.

Remember: You have the legal right to:

Have an attorney speak for you.
Expensive Utah Highway Dedicated

By HUGH BOBAM, JAY NEELEY, MERLE HLOWHAN, JOHN THORNTON, VANCE ASBOTH, T. R. HILLS and SACK SHOURT

SALT LAKE CITY—On July 26 one of the most expensive sections of two-lane highways in Utah was dedicated.

The $7 million nine-mile section of U.S. 56, winding through Price Canyon was opened, creating an important tourist and commercial gateway to Price and the entire southeast portion of Utah. The project is another Rock formation would have to evidenced. Remarks by local people, slip form paver from

Walter C. Lowdermilk's work was complicated not only by steep, rocky canyons and sheer walls, but utilites, railroads, the Price River, mining and other industries, all located within the canyon. In early planning and construction stages, engineers met with a great deal of opposition when it became evident part of Curves Canyon's beloved Castle Gate Rock formation would have to be obliterated.

But a commendable job of public relations by the company was evidenced. Remarks by local people on dedication day bore that out.

Much credit must be given Operating Engineers who skillfully channeled this mammoth project men such as Dave Rich, Lou Christiansen, James Christiansen, Kerry A. Bailey, Gerald Fawkes, Layton Foster, Keith Marchello, Dean Mitchell, Calvin Lewis, Len Thomas, Vera Tucker, Bruce Worsham, Jack Malone, Glen Killian, Clifford Snow, Jabez D. Ward, Virgil Koelsch, Calvin Stewore and Harmal Tucker.

Engineers can also be proud of helping a 10-year dream become a reality by combining ribbons of steel and yards of concrete to create Joe Valley Dam, last link in the Emery County Project for storing and distributing water.

Eight miles below the dam, water will be turned into Cottonwood Creek, Huntington Canal, where it will bring thousands of acres into productivity and provide supplementary water to some 13,000 acres now being irrigated.

Water stored in the new reservoir north of Huntington will be carried by a service canal to the project lands.

The project is another milestone in transporting surplus water to dry areas by early spring floods and releasing them in seasons of drought. We point with pride to the many Operators who manned the equipment on the dam.

In the Salt Lake area, Acme Victory Co. recently moved its slip form paver from 100 to 1.15 at the mouth of Parley's Canyon, but will return to 1-88 when the grade is prepared, with hopes of finishing before winter comes. Spreading and scoring operations are keeping pace with the paver, and with good luck and weather, probably the most expensive ribbon of highways in Utah is the Price-Helper road, cut through some of the state's most rugged and colorful country. The Highway is now open, thereby creating greater flexibility, handling increased stripping ratios.

Kennecott has expanded miles, dump building and precipitation facilities to increase production of precipitate copper from 2,250 tons to 4,000 tons a month, and construct a crushing and grinding plant at the Kennecott site.

Another smelter development, the most dramatic changes in place at Cedar City also for the past year, is the Price-Helper road, cut through some of the state's most rugged and colorful country. The Highway is now open, thereby creating greater flexibility, handling increased stripping ratios.

Kennecott has expanded its miles, building and precipitation facilities to increase production of precipitate copper from 2,250 tons to 4,000 tons a month, and construct a crushing and grinding plant at the Kennecott site.

A new concentrator and precipitator for the Price-Helper road, cut through some of the state's most rugged and colorful country. The Highway is now open, thereby creating greater flexibility, handling increased stripping ratios.

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Operation Big Fill -- Assist In Santa Rosa

By EUGENE SWANSON and AARON WHITAKER

SANTA ROSA -- One might call this "Operation Big Fill," and be right. The hole is 327 feet deep and 900 feet long, and it must be completely filled to permit a two-mile segment of freeway to pass through the area near Cummings. Job specifications label this fill as the highest highway embankment in California, and possibly in the world.

Cost of the project is estimated at $2.5 million, with an additional $1 million earmarked for next year.

The big problem has been traffic, and it appears there won't be any letup until winter weather sets in. Sorry about that.

100 JOBS

At peak construction, the job should employ about 100 Engineers, but don't rush to the dispatch office. Our out-of-work list hasn't been depleted this year.

Gov. Edmund G. Brown has presented a $500,000 check to the Napa Harbor district as initial payment on a $1 million fund for construction of the proposed mooring basin to be located south of Napa Bragg.

Our congratulations to Gov. Brown for his foresight, since the area is so vital to harboring distressed boats in the northern coastal area.

250 VESSELS

The project will include berthing facilities for 250 vessels. Plans call for a $540,000 dredging operation under direction of the Army Corps of Engineers with completion scheduled in March, 1907.

This project should speed up the proposed breakwater at Napa, estimated at $13 million.

Hugh Colding, a well-known marine and developer in Santa Rosa, again has been looking to the future--this time on the Petaluma-Santa Rosa area, a proposed deep water channel.

The channel would provide drainage from the Laguna de Santa Rosa to the Petaluma River, and further handle flood peaks from the Russian River. A check dam would keep the Laguna water from flowing into Petaluma River.

7.5 MILLION COST

The long-range plan calls for a deep water port and industrial district in the area from Sebastopol south, estimated at a cost of $7.5 million.

Doubtless to say there will be many meetings with the Board of Supervisors and many legal lobbies to iron out differences, but this kind of thinking will certainly lead toward continued employment for Operating Engineers.

On the legislative front, the House of Representatives has voted to double construction of forest access roads, bringing federal spending in this area to $1.70 million.

EXTRA ACTIVITY

Naturally, a lot of extra activity should be generated by this project, especially in the heavy timber areas.

To date, we have a few contractors working in the Oceano and Lake Pillsbury areas, and anticipate more contracts and more jobs.

Rita will be opened Sept. 27 for the $1 million sewage treatment plant in Sonoma Valley's sanitation district.

Relichold and Jurkovich was awarded a $40,000 job rerouting a number of roads in Sonoma County.

The Sea Ranch once again has growing pains, this time to the pinch of $15 million. To be specific, Oceanic Properties Inc., Castle and Cook subsidiary, has already made sales of $1.25 million to expand coastal properties near Gualala.

AIRSTRIP PROJECT

Arthur B. Sirit is near completion on the airstrip and will continue to work on the subdivision. Argonaut Construction Co. also has adequate work in the area.

By EARL HORN, former executive board member and project manager

To date, Oceanic Investments is near the $5 million mark, and Pacific Western has quietly moved into the area with a small job in Cotati on the road from Sonoma State College. John Ottebeck is in charge. We understand Pacific Western was keen bidder at $175,000 on a project at the college.

FACE LIFTING

Bragg is slowly changing the face of Highway 101 passing Santa Rosa. Oh, well, in a few years, it should be complete.

We expect Parker-Thomas will be laying hot stuff by September 1, as will Crooks Bros. at Elk. Crews will be preparing plant mix from the new hot plant, which Joe Lipary, under the guise of Outlet Construction, is setting up at Point Arena.

Granite Construction should have had a pre-job conference and grading should be under way on the $2 million highway job by press time.

OTHER AREAS

In other areas, Lange Brothers are busy on the Sada Bay job and are about 80 per cent complete at this writing. The Highlands job under Lange's contract is also well under way.

Robert Brothers have moved into Clear Lake Highlands with 25 houses to be built.

Mission pipeline has 16,000 feet of water lines to put in at Clear Lake Oaks.

Wyco. Co. is doing underground work for Konevye Estates.

Many Engineers have been utilized to fight forest fires the past two weeks in Lake County.

In the Napa area, Syr and Harms is still building house pads and dirt work is well under way with about 50 per cent removed to date.

Plint Construction Co. is about ready to plant grass on the 46-hole golf course at Napa. Granite Construction is busyly completing the roadways connecting with the golf course.

NOTICE TO OPERATORS ON PIPELINE

Pay Attention to Your Pension!

The National Pipeline Association, in what may be the first time the International Union of Operating Engineers and a major pipeline company has combined energies to give a service plan for pipeline employees. This provision provides an opportunity for the recipient to get into the retirement fund at a reduced rate, and for him to move up the retirement scale at a later date, thus taking advantage of the many benefits the fund has to offer. The recipient will then be eligible for the retirement fund at the end of the five-year period.

The recipient must have at least five years of service in the pipeline industry as an operating engineer and must be under 55 years of age to qualify. Farmers, foremen, apprentices and pipefitters must be under 50 years of age.

Any employee who is now covered with an existing pension fund need not have 10 years of prior contribution under his present plan to be covered under the NPA plan.

IF YOU ARE PIPELINING NOW!

The members of the International Union of Operating Engineers and Pipeline Construction Operators, Pipeline Construction Officers in the fields of Northern District, California, are being asked to make the fund pension funds.

Any employee who is presently a member of a participating pension fund or whose employer agrees to pay the cost of the pension fund shall be covered by the National Pipeline Association.

If you are interested in participating in this plan please call your local office.

Morrison-Knudsen will have to fill this crevasse, 372 feet deep and 900 feet long before the freeway at Cummings is built.

'CREDIT UNION -- GREAT'

Dear Brother Stauffer: A few minutes ago I received your letter stating the declaration of a dividend for shareholders in the Credit Union.

While sending in my monthly amount I want to express my gratitude to you and in fact all the officers of Local 3 for the fine job you have done in obtaining benefits such as the Credit Union for the members of this organization.

I have been a member of Local 3 for 11 months, but have belonged to three other Engineer locals. This is the finest. Accept my thanks . . .

Sincerely,

Robert W. Grant
First Step—Then Two

The Congressional $47.6 billion economic stimulus plan for the ailing home building and real estate industries, as approved by House and Senate conferences, was hailed recently as a good first step by Joe Duf- fel, President of the Associated Home Builders of the Greater Eastbay.

The $47.6 billion for Fannie Mae contained in the Mortgage Credit Bill of 1985 is expected to be passed by both the House and Senate very soon, possibly this week, and signed in rapid fire order by the President.

There are two aspects of the bill. One is an economic stimulus pill for Fannie Mae—the Federal National Mortgage Association—which will pump $3.76 billion into home mortgages and will be applicable to both new and existing homes.

The other $1 billion is a super-coated vitamin pill that will be special assistance for new construction only for homes falling under $18,000," said Duffel.

The Bill, as reported by the conferences, puts all the elements of both the House and Senate bill into one $47.6 billion package.

The House had earlier ap- proved a bill authorizing the Treasury to buy $130 million in new mortgages, which amounts to a billion dollars in the hands of private lenders.

The Senate bill also would increase Fannie Mae’s borrowing authority to 15 times its capital, which accounts for $2 billion of the total amount that could be channeled into the mortgage money market. But the Senate measure doesn’t authorize the Treasury to buy more Fannie Mae stock. Rather, the Senate would provide an extra $51 billion for direct purchases by Fannie Mae of mortgages of less than $15,000. Overall, the Senate bill would provide $5.5 billion to the mortgage money market.

“It appears that both Con- gress and the Administration are finally concerned about the Nation’s housing crisis, and this is the first positive step to come out of their concern. To me, it definitely signals a turn-around as far as the home building crisis is concerned," said Duffel.

“New housing permits and starts for the nine-county Area for the first seven months of 1986 are off 53 percent (287- 740 units from the first seven months of 1985 versus 18,120 units for the first seven months of 1985)" reported Duffel. “Permits for July are off 45 percent.”

10 Dozen Cars Purred Prompt Notification On Compensation

The clock continued to run, but the machines paid little at- tention to the rotation of the hands.

The important thing was to get the belt filled and the rail- road back in running order.

The railroad tunnel, 10 miles north of Ullah, had caught fire, causing an extremely hazardous condition, an immobilization of the rails.

To combat the situation and do away with a trap, a group of En- gineers employed by Morrison-Knudsen thumbed down on the charred rails, and in a great time—some 12 pigs rumbling into the scene, their blades ripping into the earth, —rapidly changing the contours of the terrain.

Within 40 hours, the “deva- luation zones” had obliterated the ruins, filling in the cavernous opening.

The trails were straightened out, the ties secured and within a short time, the railroad was running, minus a tunnel.

But the smoke this time was coming from the friction tracks against terra firma, not from the fire.

Rail service 10 miles north of Ullah was halted when tunnel burned, but 12 Cats bore down on the job, and within 48 hours, had rail service restored, but without burned out tunnel.
The Slate is Steady

**By TOM ECK, ED DUBOS, AND LOU BARNEY**

**REDDING** — An explanation concerning last month's article written for the magazine about the business agents was lost or detailed in the small newspaper between Redding and San Francisco. The mechanics are no longer holding steady. As some jobs open up, others close, and another out of work. The Bay L. Hoek Co. has moved to Yreka with Brothers working two 10-hour shifts on the first speeding towers. Mechanics will also have to change hours to receive the best deal during the early part of the winter.

**WINTER WORK**

The job, a rock pile, is expected to be run through the winter. Our San Francisco Company for its fine cooperation. We are sure the same cooperation will remain during this winter. Fredrickson and Watson Co. has a line of work and a half-mile of freeway running from Redding to the Pit River.

Almost half the project will be in the Company to Central Valley, with 200 overheads.

Something like 1.5 million bushels of rock will have to be moved, so our out-of-work list will not be too small.

There is a possibility, however, the crew now finishing the free­way job in the area will be moved to the new freeway work.

LAYING BASE

John Vieck has moved in a 10-foot pile of gravel to the Klamath River, even after finding a new source of gravel. The company will probably have to move all the of gravel to the area.

**ROUGH GOING**

Hughes and Ladd, Gibson and Reed, are finding rough going on the Klamath River, even after finding a new source of gravel. Hughes and Ladd, Gibson and Reed, have moved their equipment to Wells, Nevada, and has taken a few of the mechanics to work as helpers. Hughes has just completed an excellent project.

**LEASED CRUSHER**

Houchey and Son Co. has leased a crusher to Standard Materials, MIDDLESBROUGH. The company is now operating with a batch plant and two men.

**TER** with six brothers still employed is nothing as at present.

Norman J. Patel is about finished with dirt work and is preparing for the next project, which will start early next week.

Peter Watson has experienced a small slump, but expects the business to pick up in the near future.

**LOW BIDDER**

Fredrickson and Watson was bid the lowest. It was around 1,000 feet of highway S 4 in Redding, and is expected the company will be awarded the contract. Each amount of the contract is not known at this time.

Bass Construction has an over­elay job from Trinity Center to the South Bridge. The project will cover some seven miles. The hot plants are located on Cof­fey Street.

Fredrickson and Watson is near completion on the dirt work on Cem­ring Canal and has started up with the trimmer contractors, Johnson and many others.

Considerable difficulties with the public have been encoun­ered because of the water, but the situation is steadily being con­verted.

**SAFETY SPEECH**

The so-called "right to work" has been a public issue for many years. It is no more so in the months to come. Here are some of the questions you want to know answers that may be helpful to you.

**What is right to work anyway?**

This is a law forbidding unions and employers to bargain over union security, called union shop. What's so important about the union shop law?

A union shop which requires every worker who is employed by the union contract to be a member of the union. This pro­vided for by the law from being salaried by the employer, immor­tal if City of income to his job and helps it to be strong enough to live up to the terms of the contract.

What can't unions just demand workers to join the union, or have a good job in the plants?

There are many reasons. Many employers, where there is no union shop, actively discourage workers from joining. In anti­union communities, some work­ers voted for the union in the secret ballot do not join because they are afraid, or because they think it's too much to get something for nothing. These are the so-called "freeloaders."

But isn't it un-American to force a worker to join a union if he doesn't want to?

It isn't any more un-American than any other requirement. A homeowner must be on a plan to build a new farm house. But if he is out­side of a plan, he still has to pay his share of the cost in taxes.

That's right! For government, why should a have that kind of authority?

Because the government has assigned a specific obligation to unions which they are legally bound to fulfill. A union is that the established bargaining agent for workers in a factory or industry, the place of employment, must pro­vide equal protection to all work­ers, even those who are against the union.

**Sign the petition your fellow workers are circulating. Ask President Johnson to stop this crime against labor.**

*The backbone of Guam is.*

**BERKELEY** — Although Cali­fornia unions are 115 years old, changes in the labor move­ment can be "naturally" revived if problems of poverty and automatic­ism, mushroom beyond control.

This is the warning in "Sky Full of Storms," a publication re­leased by the Center for Labor Research and Education at the University of California here.

Author David F. Selvin, editor of San Francisco Labor, tells in frequent form for the first time the long, violent history of union efforts in the state. After descri­bing the movement from the or­ganization of printers in San Francisco during Gold Rush days, he states to farm workers on Sacramento only a few months ago, Selvin makes these observa­tions:

"In the years just ahead, the state is expected to absorb some 100,000 people. It will have to accommodate increased numbers of workers at both ends of the age scale as well as more men and more members of minority groups."

Fredrickson and Watson were expected to find a new source of workers, and the development of new towers. The company has been finding a new source of workers, and the development of new towers. The company has been

The reforms had been expected to pass the House easily, especially since the pending bill is milder than the original one proposed by Senator Philip Hart, D-Mich.

But the pressure mounted by the food and advertising industries suddenly assumed nationwide proportions.

The result has been to alarm and confuse the HouseCommerce Committee. Objecting members say the bill would stiffen innovation, that the Government already has authority to correct de­ception and that such reforms would cost industry a lot of money.

While Congressmen have heard from industry, they have not heard from people suffering from complaints. Mrs. Helen Nelson, California Consumer Council, said in one supermarket eight brands of instant mashed potatoes were found to be different paper containers, 13 different weights and prices ranging from two for 25c to 79c. Try to compare those prices.

She also testified one leading brand of instant potatoes has kept the same price but three times reduced its content.

Neither Peterson, the President's Consumer Advisor, pointed out that the bill becomes law consumers would be able to see how much and what is being purchased. Consumers could also compare cost per ounce more easily.

The bill would also provide a dependable relationship between what a size is called and what it contains. Mrs. Peterson tells about one housewife who found two brands of toothpaste of the same quantity. One was called "Meg­ium Size," the other "Large Size." Another example—four different brands of detergent, all called "Giston," but providing variously 2 pounds, 3 pounds 6 ounces, 3 pounds 1 ounce, and 3 pounds 6 ounces.

The bill also would give the Government authority to define what is a "serving." At present any manufacturer can define a serving as he pleases.

One woman who, Mrs. Peterson she bought a can of peaches which was labeled "average servings, 6.7." The can contained only five peach halves, which were "literally swimming in its juice." Try getting six or seven servings out of that.

The manufacturer may change his idea of what constit­utes a serving at any time in the age of advertising.

One reform the bill lacks, and which you'll have to watch, is any control over multiple pricing, apparent now in the sale of carbonated beverages in no-deposit bottlings.

*"Well—if it isn't Grace Goodfellow. I haven't seen you in years. . . . Hello, Frank, how're Tess and Gravinkle? Say—did you hear about . . . ."*
SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE


ECONOMICAL FOUNDATION BUILDING, 112 ft. x 172 ft. x 18 ft., 20000 sq. ft., 40 bays, $100.00, 40% tax paid. Melvin Donaldson, PO Box 692, Millbrae, Calif. Ph. 295-839. JULY 10, 1966.

BEAUTIFUL RANCH HOUSE in rural area, 2 mi. E. of Modesto, 1 mi. S. of Highway 99, 5 acres, large garage, 3 bedr., 2 bath, excellent condition. $10,000.00. C. C. Ronsin, 424 1/2 J St., Modesto, Calif. Ph. 297-2236.

WANTED

FARM MACHINERY, all types, wanted. Equipped with the latest automatic transmission, etc. (415) 743-8178.

FOR SALE

ASSORTED EAST COAST RESIDENTIAL HOUSES/CONDOMINIUMS. New York, New Jersey, Connecticut, etc. 3 bedroom, 2 bath, $40,000. 2 bedroom, 1 bath, $30,000. Excellently located. Dupont, New Jersey. Ph. 979-4241.

FOR SALE

6000 sq. ft. house, including all equipment and inventory. 4 bedroom, 3 bath, 2 living rooms, 2 car garage. 1/4 mile from city lines. 40000.00. John K. Anderson, 514 S. 15th, Pendleton, Oregon. Ph. 580-2217.

FOR SALE

CARDOZA FARM, 1500 acres, 7 miles N.E. of Visalia, Calif. 1000 acres of pears, 300 of onions. 760000.00. John D. Kimball, 109 W. O Street, Visalia, Calif. Ph. 483-3442.

WANTED

FOR SALE

APARTMENT BUILDING, 24 units, each 2 bedr., 1 bath, bath tub/shower, 28 -inch stove, washer/dryer. 100000.00. Rolland K. Carr, 3202 S. Pine Ave., San Bernardino, Calif. Ph. 476-4224.

FOR SALE

1959 MACK, 12 Ton, 266 Cubic in. 184,5000.00. E. J. Cheek, 11177 W. Moreton, Panama City, Fla. Ph. 222-1666.

WANTED

FOR SALE


FOR SALE


FOR SALE


FOR SALE


WANTED

FOR SALE


FOR SALE


FOR SALE

EMPLOYERS AGREE—TRAINING NOW NECESSARY

By DANNY O. DEES

As the Apprenticeship program becomes steadily improved, employers become more convinced of the need for such training programs.

 Apprentice Corner

The class one license could mean the difference between a job and unemployment. We are extremely short of others possessing a class one license.

In Barros, 29 of the available 37 apprentices were on jobs despite the cold and muddy weather which persisted for a week in early August.

Most encouraging in this area is the prospects for school enrollment this fall. Apprentices have been contacted, and indications are enrollment will be large.

The attitude of the apprentices is something to be proud of. They are aware the road to becoming an Engineer is a difficult one to travel, but they take it all in stride, smile, and say "let's get on with it."

State Fair

SACRAMENTO — Tis season of boons is growing louder. More than 400 cows and steers are coming to the California State Fair Aug. 31 to Sept. 11 for the largest and longest running fair in this history. About 200 cows and cattle will compete in eight events for more than $10,000 in prize money. Show time is 8 p.m. nightly and 1:30 p.m. Sept. 4 and 5 in the arena.

Lengthy Rodeo

SACRAMENTO — The largest and longest outdoor rodeo Californians have ever seen is coming to the State Fairgrounds Aug. 31 to Sept. 11, and more than 200 cowboys and cowgirls will challenge 400 working stock during 14 performances.

CREDIT UNION

478 Valencia St.
San Francisco, Calif.
Phone: 431-3585

HEALTH AND WELFARE
PENSION ADMINISTRATION OFFICE

369 Golden Gate Ave.
San Francisco, Calif.
Phone: 415-2511

BROKER JOE BAKER ponders a roulde on U.S. 95 in rugged Canyonlands, Utah, where scenery is unmatched.
Tough Job On Tahoe Road

A difficult slope toward Lake Tahoe on U. S. Highway 50 made widening and reinforcing a most challenging task for the Operating Engineers who have been on the job for Aiken and Sons Construction Co., Sparks, Nevada.

The old two-lane highway is being increased to four lanes between Round Hill and Cave Rock. The present 24-foot-wide roadway is being widened to an average of 55 feet at the rest of the route is being closed.

To add to the problems, there is a large volume of traffic, including local and tourist drivers, not to mention the equipment necessary for the job.

In spite of the problems, work has been kept on schedule with the cooperation of the State Department of Highways Resident Engineer Glenn Petrie, the Aiken and Son Co., and all the men of Local No. 3 who have spent time on the project.

One of the most arduous tasks has been blasting rock on the west side of the roadway from the lake. Blasting has been necessary to widen the roadway. The large rock is carried away in one ton four months were needed to complete the job.

The task due for completion was the end of August, but these estimates have not been confirmed to date.

The average traffic count through the area is 7,000 vehicles a day, hempered construction of Tahoe's highway.

Because of a high backslope materials, bit-type retaining walls are being built.

In the past year more than 50 accidents have occurred in this section of the highway. Widening is expected to reduce much of the risk.

A severe erosion problem developed because of the high backslope consisting of soft material.

Then there were severe problems that had to be ironed out with many of the property owners in the area.

The project called for bit-type retaining walls, with an installation cost estimated at $800,000, to contain fill material around Zephyr Cove.

The bin is made of a pre-colored material that will turn brown and blend with the natural terrain. Delivery of material has been a factor in maintaining construction schedules. The war situation has affected availability of metals needed for the completion of the project.

A high volume of traffic, sometimes running up to 7,000 vehicles a day, hempered construction of Tahoe's highway.

BROTHEH KEEPERS

San Jose Bristles With Activity

By ROB SKIDGEL, JIM HALL, CECIL PROCTOR, LYNN MOORES and WM. MARLEY DAVIDSON

SAN JOSE—Granite Construction Company's Watsonville freeway job is now in full swing, with 60 Operating Engineers working. The project is scheduled for completion next year. Brother Johnny Lawrence is Superintendent. Local 665 Construction Co., handling structures, has a dozen Engineers pouring low-level footings in an effort to beat fall rains on the concrete and Pile has moved in to help with the work.

PG & E's power plant at Moss Landing is providing power for the job.

MAKING HEADWAY

Edwards and McCormick is undereway on a bridge in Santa Cruz. Operators are steadily making headway despite this persistent and San Lorenzo River water.

The dirt work on Peter Gordan's high school project is rapidly coming to an end. Drummond and Bronneck Co. has installed a hydraulically propelled steel pipe sliding for sticking a sewer line in downtown Santa Cruz. It has increased production 100 per cent.

There is considerable activity in the Santa Cruz area. The courthouse, two hotels, additions to the Chauncey Culeo and extensions to the University of California campus and facilities are under way.

MORE HIGHWAYS

Granite Construction has captured about $100,000 in highway construction in the past few weeks. The work picture looks pretty good.

Work in and around Monterey appears to be picking up somewhat. Fullerton Construction Co. has low bidder on the $1 million academic building at the Presidio, while Hampshire Construction Co. was low bidder at $2,203 for an addition to the Officers' Club.

Dillingham and Ruk and UK have the Del Monte Shopping Center, a project estimated at $6 million and projected to take a year for completion.

ANOTHER MACTY'S

Williams and Barrow's is getting underway on the new Mary's Department Store.

Phil Calabrese was low bidder at $8,000.00 on a state intersection at Prunedale and Watsonville crossing.

Hamphire Construction Co., Salinas, was high bidder at $5,071 for installing sand and oil interceptors at Fort Ord.

In the San Antonio area is building up, but we hope the City Council will get under way by fall.

In San Jose, several jobs are being worked.

Brusham High School, being built on 43 acres at Brasham Lane and Deit Avenue, is one of the largest.

LOW BIDDER

Jasper Construction was low bidder at $23,500. Work is scheduled for completion by September, 1987.

Allen Construction Co. was low bidder on Leland High School in Almaden at $28 million. This school is to be complete by next September.

It's a Confusing Situation in North Nevada

By NOBRS CASEY, GAIL BISHOP, BILL HOLLIDAY and TYKE WELLER

reno—The situation in northwest Nevada can only be described as confusing.

For instance, it appears Nevada and Sand had its geared ground, most of the work, taken over from Wally Stewart, but the gears slipped.

Rogers and Austin started their operations on the project, went to one, and cut half the crew.

Rumors are now flying that Lowerr's Verdi freeway will get underway this month. This project has been on and off twenty times, so we are just waiting.

The freeway, mostly a good job, would provide excellent work.

GROUND BROKEN

Stone Co., Inc., General Construc-

ing Corp., has broken ground for the first phase of Sierra Pacific Power Co.'s new plant at Fort Churchill.

The new station will generate 100,000 kilowatts of power, be located on a new site, and will require two years to complete.

A survey crew is presently engaged, but it will be early next year before crews begin work 300 miles away from the site. The project, according to reports, may require more.

Silver State Construction is now completing the Loveland highway, and plans to move the hot plant to Shinn, now complete except for paving.

NEW BRIDGE

Comalco Construction Co., in a hurry to finish with the new stone Bridge, which is scheduled to open around Labor Day, has the concrete mix set to save on the highway.

At Brady's Hot Springs, Helms Construction has begun stripping, overburden, paving and constructing additional lanes.

The project will divide the traffic between the already completed lane and Brady's Hot Spring, adding greatly to the convenience.

Subdivision expansion at Lake Tahoe has been curtailed because of funds shortage.

BLACK MARKET

Montgomery Estates, Tahoe Paradise, Round Hill Village and other developments have driven the prices very high.

By 1960,顽藤 Set and Co. is doing brisk business in building new foundations, and has an appraoching 2,000 years of activity.

At Daggast Pass, Gibbons and Reed is racing with approaching winter weather on U. S. Highway 50 near<br>Chicago, California, is part of the master sewer plan for the north Tahoe Basin.

Cabinet Corporation, finished with natural gas lines, is now putting in service in the service area.

At Daggett Pass, Gibbons and Reed is racing with approaching winter weather on U. S. Highway 50 near Chicago, California, is part of the master sewer plan for the north Tahoe Basin.

WATER LINES

Taggard Construction Co. is installing water lines to new communities in the Reno area, including the new City, a somewhat-ancient project when crews invariably hit old aqueducts.
Marysville Highway Slated For Relocation

By HAROLD HUSTON, W. W. KELTON, KENNETH H. SMITH, and ROBERT WAGNON

MARYSVILLE — Operating on borrowed time, city officials are pushing for more jobs and cooler temperatures as the days in the Yuba-Sutter area drop below the 100 degree mark for the first time in 10 days.

New shop negotiations have been held in the Tri-document, bringing benefits and working condition gains.

On the work front, relocation of Highway 70 south of Marysville will get under way this year, according to state officials.

Roads will be advertised with $3.3 million available. Work should begin within six weeks after bid openings, offering two construction.

BYPASS WEST LINDA

The new segment will bypass the present route through West Linda. One and a half miles of four lane freeway will be built near Olivehurst. The remainder will be two lanes, part of a future four lane system.

Interchanges will service the four lane segment on the Highway 65 junction.

Another freeway pact, awarded A. Telecky, will involve extension of Buite Road to Yuba City.

Telecky's bid of $44,820 was 8% below per contractor's estimates.

RUSHED SOON

Work should get under way after Labor Day to include curbs, gutters, parking lots, and drainage. Gray Avenue at Buite Road road will also be reworked.

Roads will be advertised for re-construction of 2.7 miles of Zumbro Road.

According to A. E. Rhodes, county public works director, the work is scheduled for completion in July.

Kirkwood is part of the Federal Aid Secondary System, and is under a $179,000 federal grant, bringing more federal country roads up to modern standards.

Other bids, A. K. Parker has moved down the river, putting riprap on completion of road segments.

The Bureau of Reclamation pipeline job under contract to H. C. S. Kimberly Construction is slowing down.

The mainlines are in and additional land for development of Kaiser-Hawaii. Job will run for about 17 months.

The Fish Pond in Hawaii will have over 1.3 million yards of muck removed to provide additional land for development of Kaiser-Hawaii. Job will run for about 17 months.

14 Inch Suction Dredge Tackles Hawaii Pond

By HAROLD LEWIS, RENT NANCE, ROBERT BROWN, KENNETH KAHONES and WALLACE LEAN

HONGULU—Mid-Pacific Contracting Co., is removing 1.3 million yards of mud from the Kapus Fish Pond in Hawaii-Kali. Dredging operations began in June.

The 17-month project will provide Kaiser-Hawaii-Kali Development Company with additional storage.

Mid-Pacific's newly purchased 14-inch suction dredge has two auxiliary diesel engines and an output of 400 cubic yards an hour.

The first crew, Frank Sorensen, James N. Rowland, Jr., Wallace Kamakau and Donald Lee, spent a month working seven days a week, 10 hours a day.

EIGHT EMPLOYED

Eight dredge men were employed during July working two shifts.

Eight additional crews employed Peter Kahananu, Abraham Lukeu, John Kiesel and Reugio Pagulangan. Jim Rowland is our "sea captain" steward.

Brother Wallace K. Leun, new business agent, has been assigned organizational tasks. Brother Leun has been a member of Local Three for eight years.

Prior to his becoming a business agent, he was employed by Hawaii Dredging and Construction as a tractor operator, where he was a steward. He was also chairman of the Hawaii grievance committee.

NEGOTIATIONS COMPLETE

Negotiations with C. J. Onega Trucking, J. M. Tanaka Construction, Jeanne Welding and Machine Works, Otani Trucking Co. and Theo H. Davies Tractor and Implement Department, have all been completed.

Negotiations are presently being discussed with Ray S. Take­ hana Tractor Service, Canadian Pacific Corp. and Mark Construction. Agreements are expected in the near future.

On Maui, Pong Construction Co. was awarded widening of the winding Haleakela Mountain Road, leading to the famous 19,006-foot peak, largest inactive volcano.

ANOTHER PACT

Pong was also successful bidder on Maui Road construction and installation of Kula Transmission Water Line. The Lanai Airport project will also be finished soon.

Land and Construction Co. was awarded widening of three sections of Wailea Beach Road. The firm is presently engaged in Ka­ hula Development Company's 10 increment, a phase of the Dream City.

Just completed is Hawaii Re­ development Agency's Kailo project, which consisted of safely guarding lands from tidal waves by building andgrading valuable lands.

WATER LINE

Oda has also begun the long­ awaited Waimau water line.

J. M. Construction is shed of schedule on the Kukuihule Road. Agricultural area is available and the road runs near the north shores in Waipio Valley.

In addition, Tanaka has the Kukau Pipe Line, City of Ref­ use water line, Captain Cook Subdivision, and the Kona Sun­ shine subdivision. Brother Ed­ ward Ho has a steward at Kona.

Canadian Pacific, recently or­ ganized, has a 20-year contract with the State of Hawaii to har­ vest timber which is used for building pallets for the pineapple and other industries. Plans are to construct a modern lumber mill. Negotiations are in the mill for a new agreement.

Congratulations to Fellow En­ gineers Julio Tomas, Pei Co., named to the Commission on Chil­ dren and Youth; Akira "Blackie" Watanabe, American Legion Post 1, and Hilo Transportation and Termi­ nal Co., who were named to the Committee on Aging.

On Oahu, Hawaiian Bitumus and Faving is reworking the air­ strip and runways at Barber's Point Naval Air Station. The project is utilizing 15 trucks.

These changes will create more jobs and opportunities.

The changes will apply to all new contracts and, we hope, open the way in establishing the same concept with other agencies.

The work load has been spoty at best recently, with a drop in subdivision construction and heavy construction down in some areas. The situation has created, an above average out-of-work list.

To be sure of your hiring rights, study the various hiring regulations covering surveyors. Agreements are available in all Local 3 union halls.

Survey charts will be offered this fall in Sacramento. For fur­ ther information, contact the Surveyors Apprenticeship and Training Administration Office, Arcus 615—681-035.
Henry T. Peterson, a 35-year member of the Operating Engineers Local 3, recalls a lot of history in the dredging business in California.

Henry was just a lad in the early 20s when J. P. Holland moved into a newly formed company to build a highway.

Bro. Peterson remembers the days when the crews, chain drive, rubber-tired trucks and two horses pulled by tractors with ball-bearing mounted trucks and trolley wheels. He became interested in the shovels and continually practiced the operation.

At the age of 16, his father bought a rig and hired Jim Monti to run it.

Jim and Bro. Peterson become good friends. Henry learned to fire and operate the rig, which he did full time during school vacations.

In 1937, Jim prompted Henry to join the Union, as Henry had moved to San Francisco where he became an apprentice fitter. He was hired into Local 49 in January 1938 by the president, George White.

The depression hit, but Henry signed on with the Shellmaker Construction Company, which is still in business today.

The first backhoe on the west coast was introduced on this job.

In 1941, Bro. Peterson moved to San Carlos, where he went on to work on the first Hetch-Hetchy pipeline.

The quarry had high, sheer, overhanging walls. One day, Henry moved into a particularly bad spot. The walls caved in and demolished the rig, but the foreman had alert eyes and a loud voice. Henry jumped clear. He headed for the paymaster’s office and back to northern California.

Bro. Peterson joined Local 3 in 1941, and shortly became an executive board member, then president. He was working for Barlow and Hill on the Golden Gate Bridge at the time.

The local had some 300 members, mostly unemployed, but they kept on in good standing through work summarizes and personal contributions, Henry said.

But a jurisdictional dispute with Local 5 almost caused internal strife in Local 3, an international charted Local 300 in Oakland, with Bro. Peterson being elected secretary.

In 1939, northern California Engineers got a break. The international amalgamated all boilers and personnel locals into one. Included were San Francisco, Oakland, Sacramento, Stockton, San Jose and Redding. The combined membership was 5,000.

Of course the loss of jobs was a bitter pill, particularly to members who had worked and contributed to the union. He said as men were hired, they would be referred to the union for clearance.

As he had just returned from the service, he asked what his rank was, and he said he had been Chief Warrant, Seabees.

Then told him this time a small contract would be given, and he would have to build the Union and we would come back to him.

The agreement was okayed and relations with Brother Wasseen and the Kleinitz Co. remained excellent.

In 1941, Bro. Peterson moved back to San Francisco to take the job as business manager, a representative, then Treasurer of Local 3, an office he held until 1945.

“On that time, we had firmly established and written into the contract working rules and welfare, a pension fund, apprenticeship program and an established safety program.

Wages had increased from $2.75 an hour for firemen at most $4 an hour, and also $9 an hour for shovel operators, Peterson said.

The membership jumped from 3,500 to nearly 25,000, now the largest single Local in the country.

Bro. Peterson is now retired, living in Sunnyvale and enjoying his pension.

A Request For Old Photographs

Get any old photograph of ancient or antique equipment you used to run, or have seen run.

Do you or know of any old time members who have access to such photographs?

The Engineers News has a demand for such photos, and would welcome any assistance the officers of the paper could give in locating such material.

We would request when such material is offered, the sender would include the type equipment, when it was built, details of the company or the equipment, and the use of the equipment, and such things as wages at that time compared to the present. Also, we need to know if the operator is alive, where and how to contact him.

The deadline here is from anywhere in Local No. 3’s jurisdiction.

Send them to: The Engineers News, 674 Valencena, B.S.F., San Francisco, California, ATTN: NEWSPAPER.

All photographs will be returned after they have been published.

MOVING?

So you will not miss one use of this space: Engineers News BE SURE to advise us of your change of address.

REG NO. LOCAL UNION NO. SOC. SECURITY NO.

NAME OLD ADDRESS CITY

ADDRESS NEW ADDRESS CITY

Clip and mail to Engineers News, 674 Valencena, B.S.F. San Francisco.

"The dredgerman" for the last paragraph goes to Brother Terry Murray, to whom we owe our thanks.

A happy Labor Day to you all.