

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

Vol. 19—No. 12

SAN FRANCISCO, CALIFORNIA

JANUARY, 1961

Know Your By-Laws

Starting in this issue of ENGINEERS NEWS, the full text of the By-Laws of Operating Engineers Local Union No. 3 will be published in serial form.

These By-Laws set forth the duties and responsibilities of the officers and members of Local 3. Together with the policies formulated from time to time by the Executive Board, the By-Laws provide the guidance by which we will live.

It is the hope and wish of the Officers that everybody will take time to study these By-Laws and become thoroughly familiar with them.

For the first installment of the By-Laws, turn to page 3.

Union Makes Fine Start on Autonomy

By AL CLEM
Business Manager

Local 3's first month of self-government has started out in auspicious fashion.

On Sunday, January 8, 1961, the first meeting of the Executive Board since the release of supervision was held in San Francisco with all Board members present.

The Executive Board adopted recommendations whereby the Local Union can carry on the normal functions in compliance with the mandates of the By-Laws.

As this was the first Executive Board meeting under local au-

tonomy, the agenda was extremely heavy, and the Board was in session from 10 a.m. to 5 p.m.

I would like to take this opportunity publicly to thank the Board for their splendid cooperation and to commend them on the manner in which they acted on the subject matter before them.

I would be derelict in my duties if we did not report to the membership that each and every member of the Executive Board gave evidence by his actions at this first meeting that he is keenly interested in the welfare of the Union. The general membership may have every confidence that its representatives on the Board will do an excellent job for them in the ensuing term.

THE DAY PREVIOUS, on Saturday, Jan. 7, there was a meeting at the San Francisco headquarters of all the Business Representatives and all the Dispatchers from our three mainland states, California, Nevada and Utah. Unfortunately we could not bring in the Representatives from Hawaii.

The entire day was devoted to discussion of problems of the Union and exchange of ideas. It was a profitable session and started the staff off on the right foot for 1961 and autonomy.

ANOTHER EARLY milestone for Local 3 in 1961 was the first district membership meeting, held in San Francisco, Wednesday, January 4. It was very well attended and constructive. A new Grievance Committee was elected at this meeting.

AS WE SET our course for this new year, it is not amiss to sum up the accomplishments of the year just ended, which were considerable.

We signed 1,165 agreements during the past year, two of the most outstanding of which were renegotiation of the contract between the Local Union and the Associated General Contractors in Utah and signing of the first

Local 3 Officers Installed At Dec. 29 Ceremony

Autonomy became a living reality for Operating Engineers Local 3 with the installation of officers in ceremonies at the Bellevue Hotel, San Francisco, the night of December 29.

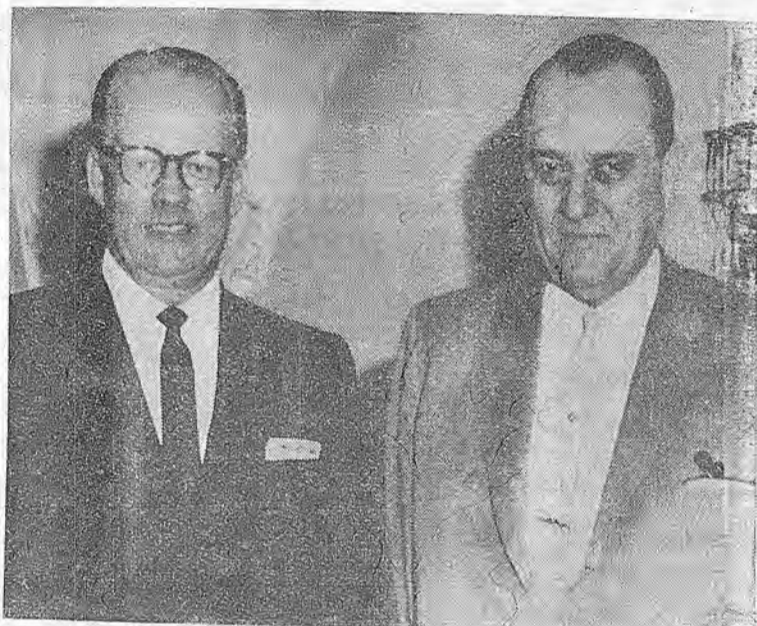
The installation took place at a joint meeting of the incoming and outgoing executive boards which was truly remarkable because of the spirit of cooperation displayed by all those present.

There was no sign of bitterness between the new and old board members. Actually, some board members who sought reelection were defeated by candidates who were their personal friends, and a spirit of sportsmanlike acceptance of the verdict of the voting membership prevailed.

The joint meeting approved the minutes of the last board meeting and then proceeded to the installation, with Intl. Vice Pres. Newell Carman administering the oath.

A number of distinguished visitors were our guests on this occasion, including Jim Twombly, President of Operating Engineers Local 12 (Southern Cal. and Southern Nevada), Bill Gray, Business Manager, of Operating Engineers Local 428 (Arizona), International Representatives Frank Brantley, Jud Minzer and Dan Molles, State Industrial Accident Commissioner Frank Lawrence, a member of Local 3, and San Francisco Supervisor Joseph F. Casey.

The new officers, who will serve until July 1963, are:
Business Manager Al Clem
President Paul Edgecombe
Vice President Jerry Dowd
Recording-Corresponding Sec. W. V. Minahan
Financial Sec. A. J. (Buck) Hope
Treasurer H. T. (Pete) Peterson
Trustees A. G. (Al) Boardman, T. J. (Tom) Stapleton and



NEWELL J. CARMAN, 7th Vice President, International Union of Operating Engineers (left) and Al Clem, Business Manager of Local Union 3, are shown here at the installation of officers ceremony, Dec. 29.

C. R. Van Winkle
Auditors H. L. (Curley) Spence, Bill Raney and Lee A. Hunter
Executive Board Members elected were:
District 1—Guy B. Black
District 2—Ernie Miller
District 3—Forrest Pritchard
District 4—Earl E. Horn
District 5—Charles Kirkwood

District 6—Jack Slade.
District 7—Cliff Martin
District 8—Wm. V. (Bill) Woodyard
District 9—Al P. Perry
District 10—Garth A. Patterson
District 12—C. C. Bruner
There was no eligible candidate from District 11, the Reno, Nev., area.

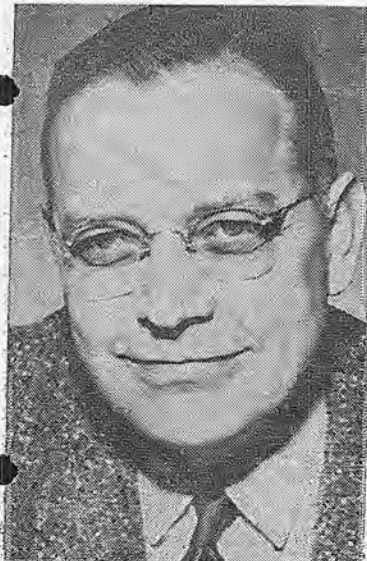
Local Union No. 3 To Be Represented At the Inauguration

Operating Engineers Local 3 has been highly honored by being asked to have a representative at the inauguration of President John F. Kennedy and Vice-Pres. Lyndon B. Johnson in Washington, D.C., January 20.

Receiving one of the coveted invitations to the historic event is Bro. A. G. (Al) Boardman, one of Local 3's trustees.

The schedule called for him to fly to the capital Jan. 17 on the United Air Lines inauguration flight carrying those invited from the Bay Area and to return on January 21.

Bro. Boardman is one of the most active of Local 3's representatives to the Democratic party in California. Through the contacts made by these brothers many benefits have been realized for the membership of this union.



A. G. BOARDMAN

HONOR ROLL OF BLOOD DONORS

SAN FRANCISCO

M. Mannix
Edward F. Kirk
Peggy Price

SAN JOSE

Lawrence Brown
John Willingham
Pete Ekberg
Jack Young
Vince Jimenez

FRESNO

Stanley Henson

SACRAMENTO

W. J. Shelton
Frank Kuhre
Walter Gano
Gary Morthole
Mrs. Viola V. Berg

VALLEJO

Ed Kirk

STOCKTON

Roy D. Brawley
H. B. "Smokey" Heuston



H. M. BRYAN
Dec. 1, 1960, Mt. View, Calif.
ANDREW GRAVLEE Jr.
Dec. 4, 1960, Tulare, Calif.
WM. R. KRUGER
Dec. 4, 1960, Folsom, Calif.
EARL D. SMITH
Dec. 7, 1960, Santa Rosa, Calif.
VIBERT W. COOPER
Dec. 12, 1960, San Leandro, Calif.
CHESTER JOHNSON
Dec. 13, 1960, San Jose, Calif.
LEONARD E. McMURRY
Dec. 14, 1960, Kelso, Wash.
CLAIR S. SLOANE
Dec. 15, 1960, San Francisco, Calif.
UMBERTO GHIARATTI
Dec. 19, 1960, Lincoln, Calif.
JAMES R. ODERMATT
Dec. 19, 1960, Sparks, Nevada
JOHN SCOLA
Dec. 19, 1960, San Jose, Calif.
FRANK STEHL
Dec. 19, 1960, Richmond, Calif.
PORTER E. VANDEWARK
Dec. 21, 1960, San Francisco, Calif.
ROBT. W. FEUERHELM
Dec. 23, 1960, Hayward, Calif.

OFFICIAL NOTICE TO MEMBERS

SPECIAL ORDER OF BUSINESS . . . Election of members to serve on the district Grievance Committee will be held at the February '61 meetings, listed below. Attend your Union meeting and vote for the men of your choice.

District meetings scheduled for February, 1961:

FEBRUARY

- (Wednesday) STOCKTON, Engineers' Bldg
- (Thursday) SACRAMENTO, C.E.L.T. Bldg.
- (Monday) SAN JOSE, Labor Temple, 45 Santa Teresa.
- (Thursday) OAKLAND, Labor Temple, 2315 Valdez.

Nevada Area members will elect a member of the executive board to represent their district. Ballots will be mailed Feb. 13. For more details on this, see Nevada report, page 7.

ENGINEERS NEWS

OPERATING ENGINEERS LOCAL UNION No. 3

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AL CLEM.....Editor and Business Manager
PAUL EDGECOMBE.....President
JERRY DOWD.....Vice-President
W. V. MINAHAN.....Recording-Corresponding Secretary
A. J. HOPE.....Financial Secretary
H. T. PETERSEN.....Treasurer

Second class postage paid at San Francisco, California

San Mateo -- Hub of the Peninsula

Brewers Island All Set to Go-- A New City on Bay Tidelands

By BILL RANEY and DAN MATTESON, Business Representatives

The Brewers Island job is apparently going to go. This could end up to be a city of 20,000 people. The Granite Construction Co. has started the preliminary work and are digging a lagoon that will wind through the whole area. This will really add something to this development making it a far more beautiful area than one sees in most subdivisions, built in the last ten years. Granite's initial project will involve about one and one-half million yards. Much of this will be done by dragline and trucks or DW 20's loading under the dragline. This company has barely started and so far have one shovel crew, 1 backhoe crew, 1 blade man, 1 cat skinner, 1 foreman and 1 HD mechanic. If this preliminary work is satisfactory we could have a twenty million dollar dredge pumping job within the coming year.

ATOMIC ACTIVITY

It was released to the press recently that the linear accelerator to go in the back of the Stanford Campus in West Menlo Park, will at least get started. As near as we can tell Guy F. Atkinson will be the general on this job. It is our understanding that the initial contract is for about ONE HUNDRED MILLION DOLLARS, with a possible equal amount to be let later on. This job could be a real granddaddy. Our information is that it will involve an open ditch nearly two miles long and as much as two thousand feet wide at the top, then a concrete culvert poured in the bottom, and then all dirt to be hauled back in again. We hope to have full information for you members by the next issue of this paper. Present estimates are that little or no dirt will be moved until Summer.

Buzz Haskins has a good start on his grading job on Skyline across from Pacific Heights. Buzz also has a couple of other small spreads working on two new school sites, one on Junipero Serra Blvd. below Winston Manor No. 2; the other on Ponderosa off El Camino in South San Francisco.

Ratkovich Construction Co. are real busy on the Airport job. They have two pits in operation at this time, a Belt Loader and one 54B loading truck at the Crestmore Pit, one 54B and a NW 6 loading trucks at the Pacific Heights Pit, as well as a 20 spread working here. The weather has been in Nick's favor on this job and his fill is in good shape if rain comes now.

Dale Williams moved in on the new housing development one-half mile north of Half Moon Bay, and will be doing the underground work there.

Piombo Construction Co. will finish their job one-half mile

south of Half Moon Bay on Higgins Canyon Road, by the end of the month. A wooden bridge was replaced by a 12-foot metal culvert with a 25-foot fill over it.

Lowrie Paving are completing the resurfacing of the Coast Highway both north and south of Half Moon Bay. This job was spread over about 20 miles of the Coast Highway.

Utah Dredge are still operating full capacity on the Port of Redwood job. They have had their problems here. The mud is very soft and light, so the problem is to get a channel dredged that will stay to depth. They have another problem on the fill area where the mud is being pumped. It has been a job for the helicopters to move sections of the discharge pipe to the levee as well as in some cases transporting the men to and from the levee area.

A new agreement has just been signed with Mario's Green Giant Equipment Rental Co., located at 950 El Camino Real, Millbrae. Mario Ottonello is the manager and owner and Jim Burns is the mechanic. Both Mario and Jim will be happy if you will drop by in the event there is any type of equipment you may have use for. He has a complete line from small hand sanders through air compressors and loaders. Stop by and do business with a brother member of Local 3.

One of our Heavy Duty mechanics working for Fisk Firenze & McLean was not feeling too well so he went to see his doctor who immediately rushed him to Mills Hospital. Item 1 was three pints of blood were needed immediately, with two more pints to follow the next morning. Brother Fred Darling is now on the way to recovery but will be hospitalized for three or four weeks. His recovery is due a lot to the fact of whole blood transfusions, and we are happy that we were able to help Fred. This brings us back to the subject of replacing this blood so that we would be prepared for another emergency if one should arise. Drop by or call if you can donate blood and we will arrange for the time and if necessary will furnish the transportation. Let's get that very important blood back in the blood bank real soon.

Field Survey Notes

SURVEY MEN BATTLE ARMY ON LOW PAY

BY AL BOARDMAN and
ART PENNEBAKER
Business Representatives

In travelling around the jurisdiction of Local No. 3 we find a lot of Technical Engineers out of work. The weather has been good for this time of year and it is a bit discouraging to be on the out-of-work list while the sun is shining. Although there seems to be a lot of work on the drafting boards, there is no money to build the projects. Of course an expanding economy is essential to the promotion of new building but to date the Republican administration has been doing its best to squelch an expanding economy. We can only hope that the new Democratic administration will take action as soon as they take office, and rectify this.

Your Union representatives are presently doing battle with the U.S. Army Engineers. It is our hope that they will include the prevailing rate of wages for Technical Engineers in all bid proposals. If this can be accomplished it will mean that fair firms paying decent union wages, could successfully bid on this engineering work. The way it is, with no "prevailing wage" base it is too easy to use unskilled and incompetent workmen at substandard wages to do the work. A letter to your Congressman requesting that the Technical Engineers prevailing wage rates be incorporated in the U.S. Army Engineers bid proposals would be appropriate at this time.

A full time Safety Representative has been assigned to the field, in order to help solve the many safety problems confronting the members of Local No. 3. When you see an unsafe condition or practice on a job, or when you are asked to work in what you feel is an unsafe manner, report it to your district representative immediately so that he can contact the Safety Representative to investigate the matter. Cut down the odds against you . . . THINK SAFE . . . WORK SAFE . . . assure yourself that you will go home each night . . . not to a hospital!

Job Awards

STOCKTON, Contract awarded to Stolte, Inc. & Lee Stephens (JV) Oakland, \$2,206,943, for const. El Dorado & Center St. o'passes.

SACRAMENTO, Contract awarded to Fredrickson & Watson Const. Co., Oakland, \$6,946,163, for abt. 5.7 mi., 6-lane frwy., etc. E. of Yolo Causeway u'Xing abt. 4 mi. W. of Sacto., YOLO CO.

SACRAMENTO, Contract to Grafe-Callahan Const. Co., L. A. \$3,431,743, for abt. 0.7 mi. lgth. two-lane tunnel, etc. to be const., Hazelview Summit Tunnel, DEL NORTE CO.

SAN JOSE, Contract awarded to Leon M. Wheatley, 4112 El Camino, Palo Alto, \$556,749, for const. school facils., etc. loc. at El Cajon Dr. & Mira Lome Dr.

SAN JOSE, Contract awarded to Samuel E. Barth, San Jose, \$986,200, for const. schol. facil. loc. on Hopkins Dr. & Evelyn Ave., San Jose.

MODESTO, Contract awarded to Erickson-Carter Const. Co. Mercantile Bldg., Turlock, \$284,613, for const. shower & locker bldgs., & appurt. fac. at Modesto Jr. College site, etc.

The City by the Golden Gate

SAN FRANCISCO HAS A GOOD OUTLOOK

By PAUL EDGECOMBE, JERRY DOWD, and
GEORGE BAKER, Business Representatives

Proposed building projects in the San Francisco area added to the numerous jobs that are now in progress should, from all indications, furnish employment for many Engineers throughout the year of 1961.

Preliminary work is underway for clearing the site for the new twenty (20) story Federal Office Building which was contracted to the Roscoe-Ajax Construction Company of Washington, D. C. This Company has sublet the demolition work to the Aarons Wrecking Company of Sacramento who presently have two rigs and a loader knocking down and removing all the old buildings in this block square area. The demolition work is expected to be completed in approximately 6 weeks in order for the excavating firm of Devincenzi & Haskins to get into action. Ben C. Gedwick's firm will drive the piling and Bethlehem Steel will erect the structural steel. It is estimated that more than 1,000 local craftsmen will be employed in constructing this large project . . . at a cost of more than 37 million dollars.

After many months of political harangement the City fathers have approved the construction of the Portsmouth Square underground garage. Haas & Haynie are the prime building contractors. Devincenzi Bros. have started the excavation in conjunction with the P & Z Drilling Company who are drilling for the foundation. Ben C Gerwick Company are driving the piling.

Considering this time of the year activities have been very progressive with not too much time lost on account of the elements.

Several other projects will be started soon; namely, M. & K. Corporation constructing the South East Senior High School at Mansell & Holyoke Streets, contract price \$4,032,000 . . . A new elementary School costing \$707,750 will be constructed by Joseph M. Bettencourt a contractor from Gilroy . . . Barrett Construction Company have a \$253,900 remodeling job at the St. Francis Memorial Hospital.

Dirt moving and freeway construction is maintaining normal seasonal operations. Guy F. Atkinson Company have kept 35 or 40 engineers employed at the Diamond Heights Project subgrading the streets putting in underground facilities and maintaining the equipment with their shop crews on the job site. Chas. Harney Company have been able to get a good start on the Alemany Freeway link, the weather has not hampered the operation to any great degree.

The proposed 17 million Dollar quay terminal has been temporarily disrupted by action of the Port Authority. Bids were opened but no award has been made to date. This project will entail all phases of the construction industry which would furnish employment for many engineers, especially dredgers.

In general, the outlook for increased employment in the area will be on the upswing as soon as the weather obstacles are relieved.

At our last regular meeting in District No. 1 on January 4th, 1961 an election for Grievance Committeemen was held. The newly elected grievance committee members for the year 1961 consists of Brothers Gil Hager, Jack Lloyd and Ed Davis. We congratulate these Brothers on

their election and also want to thank the members in District No. 1 for the fine attendance and participation in the activities of their Local Union.

We are happy to report that two of our old time members survived the Thomas Hotel fire on Mission street, last week. Brothers Charlie Davenport and Dan Todd, both in their eighties came through O.K. and we're mighty proud of them. Many younger people perished in the fire.

Aloha From Hawaii, The Volcano State

IT'S 'WINTER' IN HAWAII TOO

By HAROLD LEWIS, RUPERT
H. TEVES and BERT NAKANO
Business Representatives

January 1, 1961 was once again brought in with many traditional Hawaiian Luaus and merry-making which was enjoyed by all. Like the Christmas week end, the New Year week end was not marred by a single accidental death, a record which we can be proud of, and it is hoped that the same caution will be exercised throughout the rest of the year.

As of this writing, work in the construction field has not picked up. Our "winter" rains have not helped the pocket books with a few jobs shut down two and three days a week.

M & K's highway job did not go into full swing in December because of the delay in the shipment of equipment and material from Alaska and Seattle. The second week of January was bedlam for the families in the vicinity of the project who had been living in peace and quiet for many years. Dirt moving on M & K's Kahuku job is about done and major excavation on their Koko Head project should be finished about mid February; however, at this writing there is still about seven miles of ditching and cable laying to be done and about four miles of water line work.

Kaiser's Hawaii Kai project is still slow, the rain didn't help, but their batching, crusher, concrete pipe, and block plants are progressing rapidly. An estimated fifty members will be put to work when these plants go into operation about the first of February.

M. Miller Co. has not had any work lately but is keeping a crew busy with equipment rentals.

The brothers working on Hiways Transportations job in Niu Valley have taken a beating the last year. The work calls for a one and a quarter miles cut in the valley and a fill in the low land at the mouth. The haul road is at a steady incline, and even if it drizzles, the pulls won't move. They have not had a full week in about three months and credit must be given these brothers for sticking to the job.

What's Doing in Oakland Area

By DON KINCHLOE, "TINY" LAUX, WARREN LEMOINE, NORRIS CASEY and FRAN WALKER, Bus. Reps.

As the year 1961 opens, we find continuous progress is still being made on many jobs as the rain has not hit as yet. During the year of 1960, the Oakland office cleared approximately 5,000 brothers. At present there are many brothers on the out-of-work list but we are looking forward to a good year with much work in this area.

Again, we must ask that any of the brothers who can donate blood call the Blood Bank at OLYMPIC 4-2924 to make an appointment. During this period when many of the brothers are out of work it would seem a good time to donate. Our blood bank is depleted, and members still are calling in to request blood for themselves or their families. Let's really try to remedy this situation by building up the Blood Bank.

Remember, the Oakland office is open each Thursday evening from 5 to 8 p.m. for your convenience. If you have any grievances or problems to discuss with your business representatives and cannot get in to the office at other times, then come in on Thursday evening.

BRIONES DAM—GUY F. ATKINSON, CONTRACTOR

The Briones Dam will be EBMUD'S fifth and largest terminal reservoir. It will hold half again as much water as either San Pablo or Upper San Leandro reservoirs, five times as much as Chabot Reservoir and 20 times as much as Lafayette Reservoir.

The gracefully-curved earth, fill dam, 270 feet high and two-fifths of a mile long at the crest will take three years to build and will cost \$13,888,094. It will take another 1½ to 2 years to fill the reservoir with 22 billion gallons of water (67,516 acre feet).

Briones Dam and Reservoir is a key project in EBMUD'S \$283 million, 10-year expansion program. It is intended, primarily, to provide storage for the east of the hills area (Orinda, Moraga, Lafayette, Walnut Creek and San Ramon Valley). However, it will be versatile enough to supply water to any part of EBMUD's 245-square-mile service area.

The dam embankment, 50 feet wide at the crest, with a base width of 1,520 feet, will require 10-million cubic yards of earth. The reservoir it will create will cover 725 acres of an 8½-square mile watershed. The dam will straddle Bear Creek, on an east-west axis, at a point 1.3 miles from the intersection of Bear Creek Road and San Pablo Dam Road.

The construction has necessitated the closing of the portion of Bear Creek Road between San Pablo Road and Hampton Park Road. However, traffic can traverse Briones Valley via Hampton Park Road, the still open portion of Bear Creek Road and Upper Happy Valley Road.

In conjunction with the dam, a 7½-foot Briones Aqueduct, nearly a mile in length, will be constructed from the reservoir to an Orinda Control Works to be built in conjunction with the construction of Lafayette Tunnel No. 2. The tunnel, a \$5-million project, is about one-third complete. Included in the dam construction will be a 243-foot outlet tower, a 3,300-foot tunnel from the outlet tower to the Briones Aqueduct, and a 1,565-foot spillway into Bear Creek, with a capacity of 4,114 cubic feet (30,700 gallons) per second.

EBMUD engineers say that when the reservoir is filled to capacity it will be possible to supply the Orinda Control Works with water at a rate of 336-million gallons a day for a period of nearly seven weeks. By comparison, the present average daily consumption in the entire EBMUD service area is less than 160 million gallons a

day, and the most water ever consumed in one day by East Bay homes and industries was 249.5-million gallons on June 2, 1960. However, water consumption in the District is expected to reach 340-million gallons a day by the year 2000.

SO. ALAMEDA HOUSING

The Southern Alameda Housing program is moving along very well. The Lido-Faire project is still moving very rapidly with Active Construction doing the sub-grade. Gallagher and Burk is finishing off with the paving.

The Glenmoore Garden project is moving along slowly with Vincent Rodrigues Company doing the underground work and having a little trouble maintaining the speed called for by the builders.

The Volk-McLain project at Dublin is moving very rapidly with P & E Construction Company doing the dirt work and they have just completed a large section of the program with very good success. They are now looking forward to the beginning of another large section. San Leandro Pipe Co. is doing the underground work on this project.

The Rock, Sand and Gravel companies are progressing rather slowly at this time but are looking forward to having a more prosperous year this year.

The E. M. Penn Construction Company of Baldwin Park was the low bidder on the Alameda County Water District's 15,000,000 gallon Patterson Reservoir in Fremont, with a low bid of \$539,035. They have 182,040 cubic yards of earth to move

with Freeman Paving doing the dirt work and Charlie Pestana doing the engineering work on the project.

The Pacific States Steel Mill is moving along in low gear at this time but should speed up production in the very near future.

The East Bay Excavating Co. is doing a very rapid job of widening Mission Boulevard, south of Hayward, and are looking forward to an early completion providing the weather holds out.

The Case-Hood Co. has the extension of the O. K. Mitty job and is now getting under way. We have dispatched six men to the job at this writing and with the weather permitting, the project will get into high gear in the near future.

Engstrum, Nourse and Stolte from San Francisco are about 20% completed on their chemistry building job for the University of California in Berkeley. They just recently started construction on a new laboratory building for the University. This will be a new six-story concrete building which will take approximately one year to build. Fessenden Co. from El Cerrito, did the job of leveling off the location and hauling off all the surplus dirt.

O. C. Jones and Sons have one of their gradealls digging the footings and foundations, with Bro. Joe Brooks operating and Bro. Walter Grant as oiler. Brogden Bros. have one of their truck cranes here also. Bro. Chuck McKinney doing a real nice job of pouring concrete with Bro. Bob Devall as his oiler.

The Learner Co., one of the bay area's largest dealers in scrap iron has spread out to a new area. They have leased the Out Fitting Pier and the Graving Dock No. 5 of the Old No. 3 shipyard at Richmond and are going into the ship scrapping business in a big way.

They, at present, plan to cut up the ships, load them in barges and take them to their other yards for processing. In time, they will no doubt put in a railroad spur to handle the hauling. They will have from 1 to 4 whirleys running at all times and two or more smaller rigs. So we should keep a few of our brothers working here. At present we have Bro. Ken Norris and Bro. Marvin Collins

operating whirleys and Bro. Frank Monteroso oiling.

Another new has been added to the Bay Area. Rosendahl Corp. from Richmond just received delivery on a new 65 ton Lorain truck crane. Rosendahl, who has a large fleet of cranes, spread from Oakland to Paradise, California, and at this time keeps quite a few of our brothers busy all the time. Last spring they put on the market and sold a number of their older and smaller rigs. They now have a fleet of 25 to 35 ton cranes and now the new 65 ton. Bro. Stan Garber who has been around here for quite some time has been assigned to this rig. Bro. Stan has had it out on a few jobs and says it is really a wonderful machine. Bro. Bob Pacini is his oiler. Bro. Bob says it is fast on the road and very easy to handle which makes it adaptable for many jobs. The picture accompanying this article shows this crane in operation at the Airco plant in Richmond.

Bro. R. R. Wilhusen, who is selling equipment for Tool Equipment Co. has added a new line. He is now selling the Quickway mobile crane. Quickway has recently come out with a new 25 ton series. Bro. Dick has a demonstrator in his yard and tells me he can make a real good deal. His office is at 10794 San Pablo Avenue, El Cerrito, California.

ABOUT THE BROTHERS

Bro. E. A. "Sandy" Sanders, from Richmond, who suffered a heart attack last spring has recently been released for work by his doctor. We are happy to hear this and wish "Sandy" all the luck and good health in the world.

The Frederickson and Watson Construction Company of Oakland, California, have the job of extending the runways for the big new jet airliners and aircraft parking apron at the Oakland airport. This is about a \$1 million job. They will have approximately 300,000 yards of sand to move. They used a 90 ton compactor which was pushed and pulled by five cats. This compactor was used to compact the runway and also to find any soft spot or mud in the runway. These soft spots then excavated out and new clean sand put in and then re-compact.

Basalt Co. of Napa, has sub-contracted the levee which is all

Fresno District

(Continued from Page 4)

therefore the Subs are reluctant to call for an operator. However, the situation at this time is well in hand. The rock plants and hot plants in the Fresno area have slowed up considerably during the past month. Some of them have shut down their operations over the holidays and are waiting to see what the new year will bring, and what the new President of these United States is going to do.

According to newspaper releases there are some good jobs coming out during the next month. We will keep you informed on these as we get the facts. We do expect this spring to be much better than last year's.

BLOOD BANK: Brothers, our blood supply for the membership in Fresno is running low, as we have had to draw from it quite heavily during the past few months.

If you are able to donate and have the time to go down and give a pint please do so now. We need it for those Brothers who may have to go to the hospital in emergency or require major surgery.

Give your blood at the following place, 2155 Amador, Fresno, and tell them that it is for the Operating Engineers Local Union No. 3 Blood Bank. We had one donor during the month of December, STANLEY HENSON.

Thanks and with best wishes for a healthy and prosperous New Year.

sand and which is nearing completion.

The crew working for Fredrickson and Watson under the supervision of Bro. C. H. "Tex" Strickland are Gene Steadman, foreman, Wilford Anderson and Norman Cabassi on the B pulls, Phil Freed and Roy Kimmitt on dozers, Bill Nelson on a N.W. 80 dragline with Jim Standley as oiler, Carl Prince on a Grade-all, Lee Strickland as oiler, Burl Prince on a blade, Charles Cudl on a cat and can, Kenny Davis is grease monkey, Al "Tommy" Thompson as mechanic and Wayne Stokes as grade setter. This job is good for four or five months for the brothers.

Utah Construction Company of South San Francisco has the contract to build a million dollar air terminal building on this project and they are progressing very satisfactorily on this job. We have several brothers working on this project.

JOB AWARDS

SAN FRANCISCO, Contract awarded to W. Lenkeit, S. F. \$207,887, for const No. Point Collect. Swrs. Sections D-6 & D-7, 5th St. & 6th St. Divers. Struct. & intercept. swrs.

O. C. JONES & SONS

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

BLAKE BROS. CO.

Producers of
ASPHALTIC CONCRETE
READY MIX CONCRETE &
QUARRY PRODUCTS
P. O. Box 1002 Richmond
Western Drive BEacon 2-5193



Rosendahl's new 65-ton Lorain truck crane on a job at the Airco Plant in Richmond. Bro. Stan Garber is the operator, with Bro. Bob Pacini as his oiler.

NEVADA AREA WILL ELECT DIST. EXEC. BOARD MEMBER BY REFERENDUM VOTE

By H. L. "CURLEY" SPENCE and TOM ECK, Business Representatives

Business Manager Al Clem has advised us that during the month of February, 1961 the members of District No. 1 will have an opportunity to vote for a District Executive Board member.

The election will be conducted by the nationally-known firm of Price Waterhouse & Company, certified public accountants. The accountants will mail the ballots out on February 13th, 1961 and they will open the Post Office Box to which the ballots are addressed at 10 a.m. on February 27th, 1961.

Please exercise your right as a free American citizen and a member of Local No. 3 by taking part in this election. VOTE EARLY. Mark and mail your ballot as soon as it is received.

SAMPLE BALLOT SAMPLE BALLOT OPERATING ENGINEERS LOCAL UNION No. 3 OFFICIAL BALLOT Election of District Executive Board Member District No. 11 February, 1961 In order to vote for a candidate make a cross (X) in the square [] beside the name of your choice. Ballot Box Closes - February 27, 1961 at ten A.M. (Vote for One) AL RAINS []

VACATION PLAN The Operating Engineers Northern Nevada Vacation Plan is now in operation. First off it is very important that all the brothers who worked in Northern Nevada (Local No. 3 territory) since October 1, 1959, notify the Nevada Construction and Industrial Workers Health & Welfare Fund office at 140 North Virginia Street, Reno, Nevada, of your current mailing address or telephone that office at Reno, Fairview 9-0380 or Fairview 9-0127 and be sure to give them your social security number as that office is where the checks will be made up and mailed from. The checks were to have been mailed the first two weeks in January; however, like any new thing, bugs developed at the last minute causing delay and the people in that office hope to have the checks in your pocket by the first of the month. Certain items such as printers errors, etc., were some of the reasons for this delay and in the future you should receive your checks the first part of each January. For those not acquainted with the plan, this is the mechanics of how it works. For each hour you worked under Operating Engineers Local No. 3, classifications under the A.G.C. Agreement in Northern Nevada from October 1, 1959, through September 30, 1960, the Employer paid 08c per hour for each hour you worked. This amount is credited to your account whether you worked for one or a multitude of Contractors during that time. This amount of hours multiplied by 08c minus the tax is the amount of vacation check you should receive. Hours accumulated from October 1, 1960 through September 30, 1961, will be paid you in January, 1962 at the rate of 15c per hour, and will continue from year to year as per Northern Nevada A.G.C. Agreement negotiated by your Officers and Business Agents.

ALONG THE HIGHWAYS The Wells-Cargo job on Highway No. 40 (Interstate Highway No. 89) west of Lovelock getting off to a slow start. The cold weather has been a hamper as well as a few other small items. Gene Hamdorf, Superintendent, has a fine crew of brothers to get this job rolling such as Foremen Jack Chatelle, Charles Bingham and Ben Mattice. On the Blades are Brothers Larry Davis, Jr., quarter brother Delbert Haddox and the long lost face of Brother John Montgomery. On the Dozers E. M. Benson, Gene Akins, Howard Dyer, Ray Miller. On the DW-21's is Wilbur Meier, Mario Souza, Bob Ellis, Bob Vicks and Mick Whalen with Brother Herman Koger and his trusty oiler Henry West on the Dragline. Brother Oscar Moser doing the Grade Setting and Leo Galloway greasing. Brother Jack Cyrus is the Master Mechanic and has himself a couple of real nut busters like Ed "The Squirrel" Jones and Sargent Shira. When the weather breaks and the warm mornings are upon us, this outfit hopes to go two shifts and we hope this is in the not too distant future. The Silver State Construction Company Project at Golconda is coming along in fine shape. The scraper work is coming to an end but these brothers were for-

Work Is Slow in the San Jose District

By A. J. HOPE, WM. HARLEY DAVIDSON and AL DALTON, Business Representatives

In spite of the fact that there has been very little rain this winter, there is very little activity in the construction field. Our "Out-of-work" list is long with new names being added every day. A. J. Raisch Paving Company have started excavation on the San Jose Airport. This job should be busy on an excavation contract on the new Subdivision near the

wing of the Santa Clara County Hospital on the San Jose - Los Gatos Road. Bill Smith Company have completed all the grading on the school job on Kooser Road and recently were the low bidders on a good sized job for the I.B.M. plant on the Monterey Highway. Santa Clara Sand and Gravel Company are still showing a lot of activity. They are furnishing the material for the Campbell Construction Company on the Freeway and have their three quarries working at full capacity. Work has slowed down considerably at the Permanente Plant, with a number of the men being laid off every week. SANTA CLARA, MT. VIEW AND PALO ALTO

Bahr & Ledoyen are still quite busy in the area around Palo Alto. They are laying Hot Stuff on several new building jobs and their quarry is busy as usual. Bilardi Construction Company are busy on Blossom Hill Road and another Subdivision off Kooser Road. They expect to start soon on a school job on Leigh Ave., which will keep the men busy for some time. Williams & Burrows are still working on the reservoir on Cox Ave. They expect to start the gunite work next week. They recently started work on the new

couldn't stay too long for he wants to go back fishing at Pyramid. Incidentally, lots of the dear Brothers go fishing out at Pyramid Lake and they do more dirt moving than they do fishing, especially when the following brothers get out at the same time, Leonard Miller and Lou Gates. The Shay Brothers and "Orin," George Miller's office manager, say the fishing is good, but the dirt moving is the main topic of conversation. LaGrange Construction Company, better known as "The Little Man," John Delagrane has most of his operators up around Lake Tahoe in California. His main office is still in Reno, Nevada. We don't have much official business with Bro. Johnny at this time, but the main one in the outfit is Mabel, and she is here and keeps the home fires burning and really runs the company for "The Little Man."

George Crifall Company in Reno with the fine men working for him, has a real good outfit. Mr. Clyde Rasar, office manager, is an outstanding man. He treats all of the brother Engineers working for the company the right way. Brother Ted Lenzora has quite a job on the backhoe for George Grifall at the Horseshoe Club in Reno. Brother George Mull is the Finish Blademan for Grifall, at the Dillworth Junior High School in Sparks, Nevada. Brother Ray Ferretto is the Foreman for the Grifall outfit and Ray is quite the "Bossman." He keeps all of the Engineers working at something so they don't lose any time and keeps George happy.

Brother Roy Tucker is working for McKenzie Construction on the Truck Crane and sometimes on the skip loader. That Tucker boy is just the boy that can keep things in line on a job. Brother Clifford Rodney "Tucks" oiler keeps that Tucker guessing at times for Cliff's a real oiler, he doesn't fool around at all. He is on the ball all of the time. Dodge Construction, Inc., has a county job near Central, Nevada in Mason Valley, Lyon County. Quite a few of the dear Brothers will be moving in on the job sometime soon. It will be a good winter job, but it is a short scheduled job. Ralph "Jughead" Stephens said he may go down to the job for a week or ten days, but he

J. & M. Company are working on a fair-sized pipe job on Coffin Road. M. L. Raymond were the low bidders on a \$52,062 sewer contract for the City of Santa Clara. E. T. Haas are busy on their Storm Sewer job on Junipero Serra. This job will extend to the Palo Alto Golf Course and should keep the Brothers busy for quite a while. SANTA CRUZ, SALINAS AND MONTEREY

Due to the good weather, work has held up very well in this area. Crow Brothers are busy on the Cabrillo College job. At the present time they are employing about 25 Engineers and expect to put on more men soon. Cecil Smith have started work on the new State Park on New Brighton and Sunset Beach. They are putting in the parking strips and paving the roads. Ted Baun is showing good progress on his Hall Road job just out of Watsonville. The Fort Ord Housing job has been a life-saver for a lot of the Brothers. Due to the sandy soil condition and the weather it looks like they will be busy throughout the winter. P.C.A. have completed their new sand plant in Marina. It is one of the finest in the area, with all the modern features. The following Brothers are employed in this plant: H. P. Timms on the Dredge; Ted Roberts, Classified; J. P. Barbier on the Dryer and Screens; W. Skinkle, the Welder; and W. Britton operates the Michigan Loader. Salinas is also a very busy area, including Greenfield and King City. This should be a very good area for work during 1961! San Benito County Water Conservation District calls for bids Jan. 15, for opening between Feb. 15 and March 1, 1961, on the new \$1,675,000 Hernandez Dam on San Benito River. It will be 120 feet high and hold 18,000 acre feet of water when completed. PERSONALS

We would like to thank the following Brothers for their donations to the San Jose Blood Bank during the past month: Lawrence Brown, John Willingham, Pete Ekberg, Jack Young and Vince Jimenez. First, let's clear up a common misconception. Many members believe—in error—that their Health & Welfare Plan will cover blood when needed. This is not true! Among the general exclusions in the plan are blood and blood plasma. True, the administration of blood and blood plasma in a hospital is covered but this does not include the blood or blood plasma itself. And blood costs money when it is not available from the Blood Bank—up to \$35.00 a pint. We would like to take this opportunity to extend our sympathy to the families of Brother Chester Johnson and John Secla who passed away during the past month. We were pleasantly surprised to see Brother Phil Marquiss in the hall the past week. Brother Marquiss has been ill for the past several months and it was a treat to see him looking so well. Our best wishes to Brother Jerry Austin and Charles Gage who are confined to the hospital, for a speedy recovery. Brother Cole Lucas is very handsome in his new Captain's Hat! He is the proud skipper of a 38-foot cabin cruiser named Mary Ann.

THE APPRENTICE CORNER

(Continued from Page 6)

U. C. Medical Center, is well and back to work after having a tonsillectomy during the Holiday season.

PROFILING (Ninth of a series)

Arthur Almquist, age 18, has been a member of the apprenticeship program for the past six months.

Art has been serving his apprenticeship with the Golden Gate Dairy, located on Guerrero Street. Mr. Joseph Scattini, Chief Engineer, selected Art from a group of five applicants. Working under the guidance of Mr. Scattini and his engineers, Art is learning the installation, maintenance and operation of a vast refrigeration system.

Art was born here in San Francisco and is presently living with his parents at 1430-27th Ave. He attended grammar school here and graduated from George Washington High School. His hobbies include hunting, fishing and raising tropical fish.

JOB AWARDS

NIMBUS STA., Contract awarded to Baldwin Contrg. Co. Inc., P.O. Box 311 Marysville. \$498,500, for const. solid rocket plnt. Engr. Bldg. 2015 B. addn. Area 20, Aerojet Genl. Sacto. Plt, Nimbus Sta.

NIMBUS STA., Contract awarded to Dave Whelan Pump & Heat. 2940 36th Ave., Sacto., \$257,985, for const. Fuel Prep. & Sispens in Bldg. 0313 & addn. to Boiler Hse. 0376 Area 03, Aerojet-General-Solid Rocket Pl. Nimbus Station.

ENTERPRISE, Contract awarded to Thomas W. Lisota, Redding, \$273,994, for const. Mistletoe Elem. School.

UTAH NEWS ROUND-UP

By T. J. STAPLETON, M. F. BOWMAN, JAMES HALL, JOHN THORNTON and JAY NEELEY, Business Representatives

Of great interest to Utahns is the convening of the 1961 Legislature. This year finds a Democratic majority in both the Senate and the House, with 11 Republicans and 14 Democrats in the Senate and 36 Democrats and 28 Republicans in the House.

Many important issues will come up during this session which will certainly be of interest to you Union members and the working people of the State of Utah. In the next News Articles we will inform you of some of these bills which will effect all of us.

Besides our State Government, we Americans are seeing history made by the inauguration of our Democratic President, John F. Kennedy. We look with great expectancy and hope that his integrity, honesty and wisdom will lead us toward a new era in history. We also know that this is a crucial time in world history and a difficult time for any president to take over. President Kennedy made the following statement which sums up the task he has before him and also the philosophy which he has concerning this task.

"We stand today on the edge of a new frontier; but the new frontier of which I speak is not of set promises, it is a set of challenges. It sums up not what I intend to offer the American people, but what I intend to ask of them. It appeals to their pride, not their pocketbook; it holds out the promise of more sacrifice instead of more security. Are we up to this task? Are we equal to the challenge? All mankind waits upon our decision. A whole world looks to see what we will do. We cannot fail their trust, we cannot fail to try."

The News Report at this time of year becomes most difficult. It probably is no less a chore when things are booming, but to have something to write about makes it more desirable.

Rust Engineering Company was announced as low bidder on the Material Handling Facility at Garfield. There has been no activity there as yet, but we expect it at any time. This Company has worked in our area before and our relationship has been most congenial.

W. W. Clyde Company finished the Garfield Dyke job just before Christmas. This was a better job than was anticipated. When it finally got underway there was a number of brothers, eleven in all, who sweated it out with very little loss of time.

Without our two good jobs going at Bingham our situation in Salt Lake would be real bad. These two jobs are occupying the time of nearly 100 of the brothers. At the last check there were 44 Local No. 3 members working for Morrison-Knudsen Co. on a two shift basis, six days a week. At Western Contracting Corporation's job they have 54 members on the same schedule. These jobs have lost very little time and we have heard that some of the boys are praying for snow.

Alder-Childs Company is putting on some temporary buildings to be used as offices on the West Farmington sewage disposal plant. This will go as soon as weather permits.

Frank Barben Company added a couple of operators recently. Grant "Pinky" Collett and Mac Ashworth went to work on Barben's fill job to supplement Brother Kay Durfey and Rex Dougherty. He talks as though there may be a place for a couple more soon.

NORTHERN AREA

At this writing we hate to concede to Old Man Winter, but his "Frosty Punch" couldn't be avoided and he has almost all of the work in this area down. Although most of the boys have jobs to go to when the freeze is over, right now the frost goes deeper every night and it certainly upsets the activity at the new Air Force plants at Hill Field and Lampo.

Most of the water line jobs have all had to stop because of the ice and cold. This coming year should be about the best we have seen in these parts for some time; at least there is every indication at this time we will have a good construction year, as soon as the weather permits.

PROVO AREA

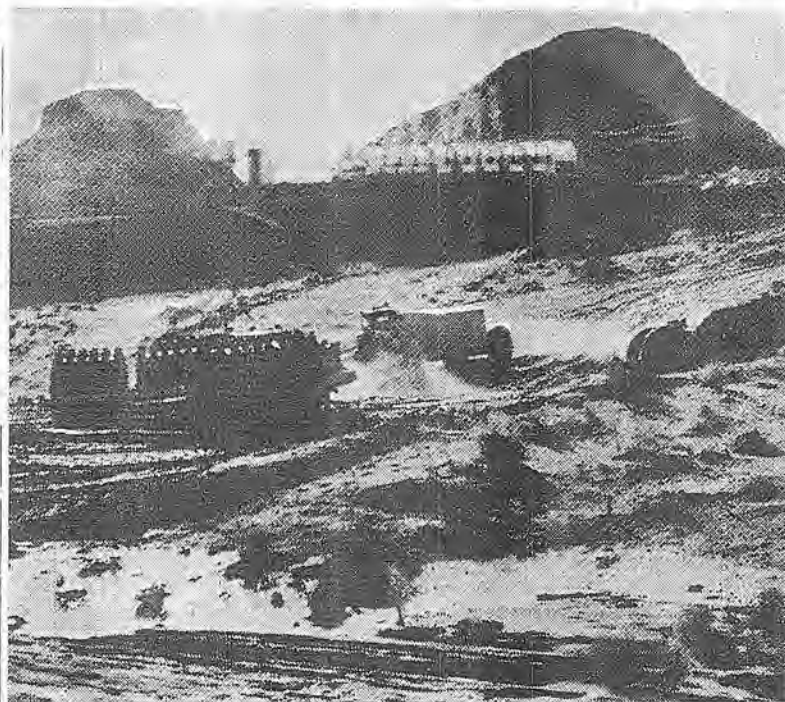
At the starting of a New Year we often look back at our accomplishments and look ahead to our hopes and ambitions for the new year. We eagerly await the winter thaw and cold weather so we can resume the road and dam projects and look forward to the starting of the new contracts that are being let during the first portion of the year. The prospects for all types of construction looks good in this area for the coming season.

Morrison-Knudsen Company has had fairly good weather and have been able to keep some of the boys busy and it looks as though they may be able to stretch the Orem Freeway job out until the first or middle part of February.

There is something stirring at Geneva Rock Products and from the rumors it sounds like they anticipate adding a pre-cast operation to their Sand & Gravel operations.

At Arch Dam (Flaming Gorge) they have given us some statistics which may be of interest to you.

"Two hundred and thirty-eight feet of the raise in our Spillway Tunnel has been driven and the Cable Control Tunnel has been holed through with over 4,880 cubic yards of muck excavated. Thirty thousand, three hundred and ninety cubic yards of concrete has been placed in the Dam, 3,272 cubic



FILL AREA, GLEN—Photo taken at dusk shows W. W. Clyde equipment belaboring soggy fill area on Arizona project seven miles northward from Glen Canyon Dam Bridge toward Utah border.

yards placed in the Powerhouse Retaining Wall, 2,784 cubic yards in the Powerhouse and 2,633 cubic yards in the River Outlets.

This year we have placed 39,079 cubic yards of concrete in the Sam and Powerhouse. Three hundred and fourteen thousand, six hundred and sixteen tons of aggregate have been produced at the Aggregate Plant, equivalent to 155,200 cubic yards of concrete. Aggregate Haul Units have transported 74,079 tons of Aggregate from Henry's Fork to the Batch Plant, at the site, which is enough aggregate for 41,167 cubic yards of concrete.

Three hundred and ninety-nine thousand, eleven pounds of reinforcing rods have been placed to date in the Dam and Powerhouse Areas. (Picture of Dam on this page).

We would like to encourage the men who are out of work to drop in and fill out a Questionnaire to determine preference status.

SOUTHERN AREA

There is very little activity in the south due to the weather. We still have a few jobs going with skeleton crews; however, Floyd Whiting has shut down both of his projects in Thistle and Helper.

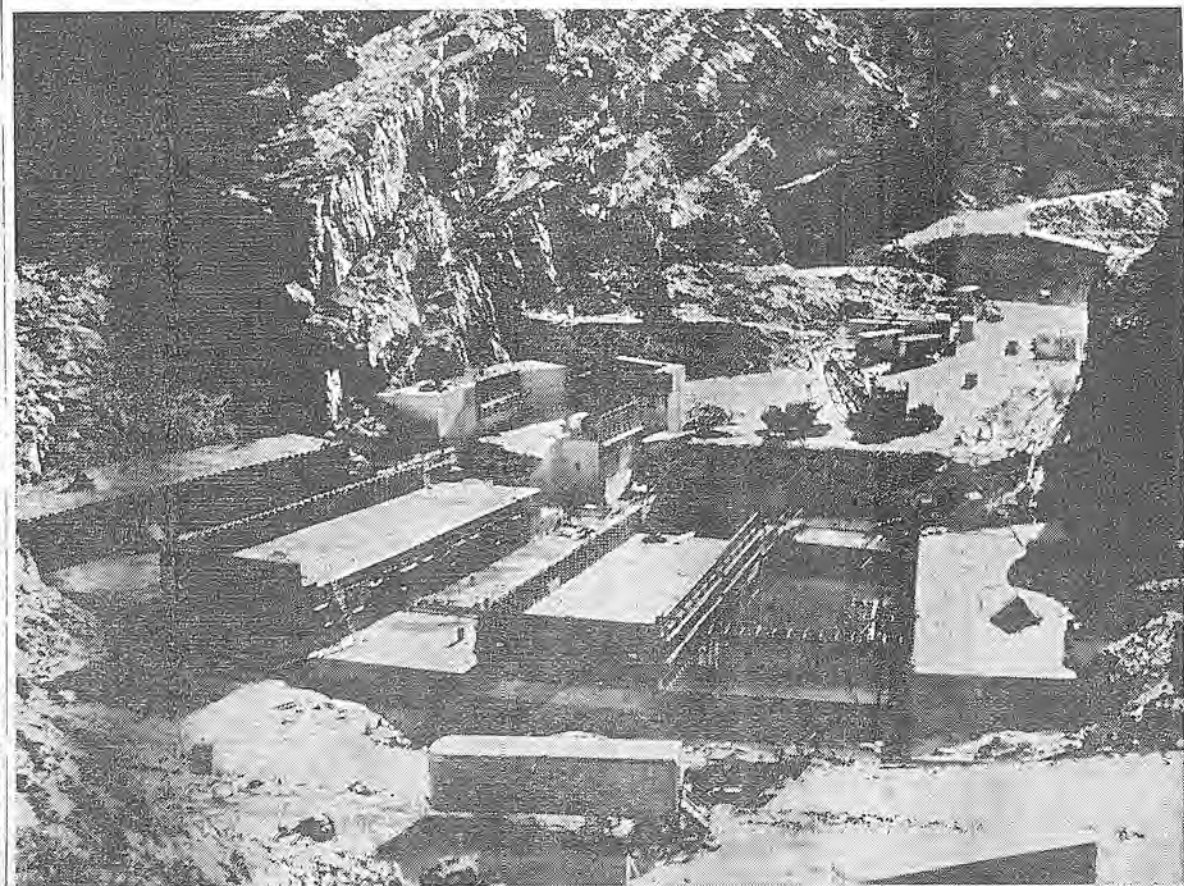
W. W. Clyde still has about 15 operators at the Arches Mon-

ument job at Moab, which will last from two to three weeks. Jim Reed is going to try to continue his job through the Winter despite the handicap of the deep frost.

Stout and V. C. Mendenhall are going strong in the St. George and Hurrican area; however, it doesn't look as though they will need additional men until spring.

Of interest was an article in the Intermountain Industry Magazine relative to the Strong Co. and W. W. Clyde project in Kane County from Alton Junction southwestly, in which it states that the Strong Company had to excavate boggy areas up to 40 feet deep. Similar conditions were encountered by Clyde crews on a seven mile project along Highway 89 stretching seven miles north from Glen Canyon Dam bridge. One cut area .3 miles long had to be ripped up to 43 feet deep and sluffing was a constant problem. However both contractors are proceeding some 10 to 14 per cent ahead of schedule. The \$773,78 Kane County project is being pressed toward a July, 1961 completion.

One 800 x 300 ft. area, a virtual peat bog, some 18,000 yards were taken out and replaced with 1,000,000 yards of coarse fill. Armco multiplate 366 ft.



FLAMING GORGE DAM is going up rapidly as this view of the base construction shows. The job by Arch Dam Constructors has as its motto: "Safely Done in '61."

Compensation Quizzes

Question

Has there been any change respecting the right of employees to ask for a change of physician?

Answer

Yes. Upon request of the employee for a change of physician, the employer or insurance carrier is allowed a maximum of 14 days in which to provide a change. If the employee is not notified within that time of the panel from which he may choose a physician, the employee may select a physician of his own choice and the employer or insurance carrier shall be liable to pay the reasonable cost of treatment.

Question

Have added benefits been provided in cases where an employee received an award allowing him 70% or more permanent disability?

Answer

Yes. The rule is unchanged that if an employee gets an award allowing him 70% or more permanent disability he is entitled to a life pension for all disability over 60%. However, the amount he receives as a life pension is increased by one-half. This only applies to injuries occurring on or after September 18, 1959.

long and 144 in. diameter was laid on the base. The culvert was composed of 8, 5 and 1 gauge sections for maximum strength. John Strong is superintendent for the contractors and many of you members have seen the operators in action on this project or may be one of them yourself.

KENNECOTT COPPER

We would like to urge all of the Kennecott members who have not turned in their membership books to do so. Give them to your steward, business representative or bring them in to the Salt Lake office. Your cooperation will be appreciated.

PERSONAL NOTES

The death of one of our good brothers, Douglas Olsen, was reported to us Saturday, January 7th. Doug has been a member since 1942 and was known as an expert roller operator. Our sincere sympathy to his family.

Brother Ralph Taylor walked into the Salt Lake office the other day and is showing much improvement. His morale is good and we know that it won't be long before he will be able to man a machine once more.

Brother Art Casey was also in the office and looks very good after the serious illness which he had.

Brothers Clarence Bruner and Hank Steffens have both undergone surgery but are improving satisfactorily.

One of our brothers, Therlow Fenn, suffered a compound fracture and near amputation of the right hand near the wrist, in an accident which happened while he was at work at the Utah Sand and Gravel Company yards. We wish him a speedy recovery.

HAWWARD, Contract awarded to O. C. Jones & Sons, Berkeley, \$167,854, for widening of Tennyson Rd., Mission Blvd. to Whitman St.

N. RICHMOND, Contract awarded to James E. Roberts Co., 980 41st, Oakland, \$613,250, for const. low rent Housing Proj. Cal-11-9B, No. Richmond.

GILROY, Contract awarded to O. E. Anderson, Inc., San Jose, \$961,192, for two story 50-bed Hospital Bldg. & conv. exist. hosp. to resthome connect. to new bldg.

SACRAMENTO HAS WORK WHEN DRY

By ERNIE NELSON, EDWARD G. HEARNE, WM. E. METTZ, HAROLD HUSTON and AL McNAMARA, Business Representatives

Brothers, work continues to be slow in the Sacramento area, although due to a lengthy spell of rainless weather many of the members have gone back to work. Our out of work list is not nearly as large at this time as it was last year but one heavy rain would doubtlessly change that.

Several contracts have been let in the last few weeks and each new one makes the coming work season look like it may be a better one than last year.

Brothers, we are faced with a serious situation in this area and we must turn to you for help. Our blood bank is completely exhausted due to an unusually high demand upon it. We have donated to two different heart operations and several operations in the past few months and they used our supply up. If at all possible call the Sacramento Blood Bank and make an appointment to donate a unit. The next person who needs blood may be you or one of your loved ones.

A. Teichert & Sons were the successful low bidders on the widening of highway 40 from Arden Way to Marconi Ave. The existing freeway is 4 lanes and presents quite a bottleneck to outbound traffic during the evening rush hour. Four eastbound lanes of traffic from town funnel into just two lanes and widening this to six lanes may help to relieve the situation. Teicherts bid was in the neighborhood of \$977,000. Work should be started on this job in the immediate future.

Teichert was also the low bidder on relocating Jefferson Boulevard across the barge canal in West Sacramento. Traffic will be carried across the canal on a single leaf bascule bridge that will also carry Sacramento Northern rail traffic.

This company has a large crew of operating engineers on site preparation work for the new senior high school in Folsom. The school is to be located in back of Elkhorn Village between it and the Sacramento River.

Pacific Dredging Co. has completed dredging operations on the upper seven miles of the Sacramento Deep Water Channel and the harbor turning basin in Lake Washington. There will continue to be cleanup work on shore until some time this summer but the big end of the \$7,031,988 job is over.

Chicago Bridge & Iron Works has moved in and started to put steel on their job in Sacramento's south area. They are putting up an elevated water tank of 3 million gallon capacity which we are informed, is the largest of its kind in the world. There are two engineers on the job which is scheduled for completion in approximately ninety days.

On the 13th of December, bids were opened for the construction of the Department of Motor Vehicles, Sacramento Headquarters Office Building No. 2, to be located at Twenty-Ninth Street and First Ave. in Sacramento. The name of the job is a real mouthful to say but it is a good sized job. The general work, putting up the building itself and ground work, went to Heller Const. Co. & Nielson Const. Co. of Sacramento. Their bid was \$3,666,000. Yuba Erectors is putting up the steel at this time.

Electrical work went to Patterson, Emerson & Comstock, of Oakland for \$985,518. Mechanical went to Monterey Mechanical for \$2,178,467 and the elevator work went to Valley Elevator Co. for \$602,334.

The entire job had a combined price of \$7,432,319. A good sized job any way you look at it.

Yuba Erectors have enough work in the area that they have been able to keep at least one truck crane and often two working in Sacramento for the past several months.

Louis C. Dunn of San Francisco was low bidder on a job to build additions to the existing facilities at the West Coast Relay & Transmitting Station near Davis. The bid was \$1,080,484.

Associated Engineering and Contractors are well along on their part of the new Hunt Foods plant in Davis. They have laid off two of the operating engineers and have only one man working at present.

Yuba Erectors has all the steel up on the building and has moved their three truck cranes out. They had seven engineers on the job for awhile.

This job has run along quite smoothly for the most part but there is always one fly in the ointment. We have had our hands full with the outfit that is putting the roof on. Seems like carpenters all want to be fork lift operators. We feel that they have finally changed their minds though as we have two engineers on the job.

Work is underway on a 1,482 foot television tower at Walnut Grove. The tower will be located one half mile northeast of the junction of the Sacramento River and the Delta Cross Channel. Ben C. Gerwick, Inc. is driving the piling and putting in the concrete footings. The Dresser Idaco Co. of Los Angeles will put up the tower itself. The tower, aimed at providing better television reception for Sacramento and the surrounding area will be used by channels 3, 10, and 13.

The following people have donated blood in November and December:

W. J. Shelton.
Frank Kuhre.
Walter Gano.
Gary Morthole.
Mrs. Viola V. Berg.

The following people have mail and checks in the Sacramento Office:

L. Allen, William H. Akins, Gaylord M. Anderson, Vernon Bowman, Thomas Baxter, Roy Frank Bell, Roger H. Coffman, Chas. D. Cotten, Daniel Chandler, D. E. Campbell, Dennis Caldwell.

Edwin D. Card, Cecil E. Daily, James R. Davis, Sam Davis, J. L. Dickinson, Alfred Fontaine, Manuel M. France, R. S. Guild, Kenneth K. Geoghegan.

Frank Guthrie, Bert A. Gilcrease, Elwood Henry, Edson G. Hamm, S. O. Jones, Marvin Jenkins, Larry M. Kizer, Robert E. Larsen, Jessie W. Lewis, V. L. Mullinis.

Donald McPherson, Geo. Murdock, D. Murphy, E. B. Pratt, Ralph Pritchard, John Pranich, Robert Pooler, Grant Pitzer.

Jack Riley, Leslie Roger, Claude Sitton, Walter E. Simmons, W. E. Sinnoms, Russell G. Shahan, John Vaughn, O. L. Woods.

HIGHWAY 40-TAHOE
G. S. Herrington Construction Company of Auburn, Placer County was awarded a \$23,722 contract to construct bus stop

facilities on U.S. Highway No. 40 at the Weimar Overcrossing and at the Colfax-Grass Valley Road Interchange in Placer County.

Work around the north end of Lake Tahoe has slowed down to almost a standstill. There is still some grading to be done on the new Safe Way store being built at Tahoe City.

George E. Miller Construction Company have started clearing the right of way for the three miles of highway on the Truckee short cut between Truckee and Kingsbeach. This consists of constructing approximately three miles of new roads which will eliminate most of those real bad curves on this stretch of road. There is 163,500 cubic yards of roadway excavating, 1,502,000 station yards overhaul, 41,000 tons aggregate subbase, 60 tons of asphalt and 420 tons of sand cover. The total amount of corrugated metal pipe 8" to 84" is 1836 feet. There will also be 1,350 cubic yards of rock slope. They have 100 working days to complete this job.

Isbell Construction Company are working their plant at Hobart Mills two shifts trying to get all their sub base material stock piled for their highway job to be placed next spring when the weather breaks. There is 102,000 tons of sub base material needed and 30,000 tons of plant mix to lay. This job despite the heavy snows and rain have kept a lot of our brothers busy.

A. Teichert and Sons Inc. have just completed their resurfacing job on Highway No. 49 at Auburn Highway No. 40 underpass.

Madonna Construction Company is making some progress on the \$47 million section of U.S. Highway No. 40 from Alto, Placer County, to Baxter, Placer County. This section of four laning includes an underpass, which will make the turnoff to Dutch Flat, Placer County. The state division of highways was worried when one of the mountains on this job started to crack and slide. The company immediately started working two shifts and cleared all the slide area. This five mile stretch of freeway is noted for having lots of springs, and slides can start at any time. At the present time there are 19 of our brothers working on this job. Here's hoping they will get to work most of the winter.

HIGHWAY 50

On Highway 50 from Placerville to the stateline work has slowed down, but a lot of the brothers are still working.

Piombo Const. Co. at Placerville are still working. They have six DW 20's and a 80 shovel moving the dirt and rock. H. F. Lauritzen Co. have been driving the steel piling for the over passes and will be back this summer to finish the rest.

J. W. Briggs Co. at Riverton have cut their crew down to two dozers and a 80 shovel. Traffic is a big problem on this job, so they are trying to get the rock cut out this winter.

Fruin and Colnon have finished Junction Dam and have moved out. This has been a good job for the brothers. This dam was built in the coldest place in the canyon so a lot of the boys were glad to finish.

Pacific Bridge Co. at Jaybird Powerhouse are in the finishing stages. They are taking up the track on the pen stock and making their last concrete pours as they come up. They have eleven engineers left on the job and

they will stay until everything is cleaned up.

Gibbon & Reed are still pouring mud on the Camino Dam. If everything goes alright and weather permits they will make their last pour around the 28th of January. They have a job up in the Redding area and most of the equipment will be moved up there.

Peter Keiwit & Sons at Union Valley have a small crew working on the pad for the dam. Weather has been holding them up, but when it is right dirt will start moving fast.

Walsh Const. Co. on the Camino tunnel are still pounding away at the rock. Not much turnover on this job, you see the same faces everytime.

Chenny-Cherf-Sandkay, up above Georgetown will be through with the cats by the time this paper comes out on their ditch for Irgatwn District. The back hoe's still have a month or more of digging.

Piombo & M & K Corp. have a few men working at Stumpy Meadows pouring concrete and getting things ready so they can start moving dirt this Spring.

BATCH PLANTS: The brothers on the batch plants are getting full time. This type of work has held steady the past month but the volume compared to last year is way below. Teichert's keep their crews going between plants as the need requires. P.C.A. is following the same pattern with our engineers. Granite Construction, of course, retains the same two brothers. Sacto. Ready Mix & Folsom Ready Mix keep the brothers on the payroll and are getting some repairing accomplished. Arden Ready Mix is doing some remodeling and additions on their plant on the American River. Brighton Sand has one man at the controls getting a check each week.

HOT PLANTS: Brighton Sand & Gravel are down to a day now and then but keeping some of the crew busy doing repairs. McGillivrey Const. have a day a week run for the county patch crew, cut-back is the word of the day here. A. Teichert have been able to keep the brothers busy with some remodeling on the side. Granite Const. Co. on Power Inn Rd. has had three days run this past month, but have the engineers hiding out.

ROCK PLANTS: Looks like a pretty good winter here for the operators. No overtime and pos-

BERKELEY, Contract awarded to Lathrop Const. Co. Berkeley, \$1,140,000. for parking struc. "D", Univ. of Calif. Berkeley.

sibly some short weeks but most of the contractors plan to go when they can to keep the stockpiles of aggregates ahead of supply and demand. P.C.A. at Fair Oaks are still going on a two shift basis. This plant has run two shifts for the past 22 months, let's hope for the same in the future. A. Teichert has been able to hold onto all of the brothers with some repairing when they can. Brighton has laid off a few brothers but as of latest reports will get an early start when the sun shines once again. McGillivrey Const. is down for repairs and will go again on road-rock as soon as possible. Granite Const. keep the same smiling faces around putting out choice aggregates. H. A. Anderson and Titan Rock at Folsom are producing materials for their own use and go on a hit and miss basis.

UNDERGROUND: Krpan Bros. manage to go with a full crew at Citrus Heights. This is a tough job, deep ditch and narrow streets. But the brothers have the right equipment and ingenuity to keep going. Stockton Const. also has their problems with some 30 foot ditch. Safety has been the main item here as for slowing the job down. The soil changes from hard-pan to sand in a matter of a few feet, therefore different modes of construction are required to protect the employees as well as get the pipe laid so the company can show a profit. McGillivrey has had good luck on their sewer job off of Howe Ave. and Hurley Way. It was tough digging but the job was in the center of the paved street so the wet weather hasn't affected our operators. Valley Engineers have a rough go on the Eldorado Hills Estates job, rock all the way, but we have a crew of go-ahead operators at the controls and they are getting the pipe laid. Van Valkenburg has the waste pipe on this project and have the same problems as Valley. They have everything under control though with all the brothers happy. Prodonavitch are finishing up their job off of Rocky Ridge Road in Placer County. This has also been a real rock job but again our competent engineers showed a profit for the company.

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Congratulatory Messages Are Received by Local 3

Congratulations have been received by Operating Engineer-Local Union No. 3 on the return of autonomy effective January 1, 1961. Following are some of the messages:

From Frank Converse, International Vice Pres.—

"I want to congratulate you (Business Manager Clem) and the rest of the newly elected officers of Local No. 3 for the fine work that you have done in clearing up the situation that existed in Local No. 3, and you must have done it in a very worthwhile manner to win the confidence of the big majority of the members.

"Please accept my wholehearted congratulations, and I want to extend to you my cooperation as well as to your associates.

"With kindest personal regards and every good wish in the New Year . . ."

From Paul O. Larson, International Vice Pres.—

"My congratulations to you and all others on your slate for

a most deserving election victory. Local No. 3 will continue its outstanding progress under your team's leadership."

From Jack McDonald, Russ Conlon and the other officers of Local 302 (Seattle.)

"Congratulations and sincerest best wishes to you and all of the newly elected officers of Local 3. Be assured of our continued cooperation with your membership."

From W. A. Gray, Business Manager of Local 428 (Arizona)—

"On behalf of the Officers and Members of Local 428, I should like to express to you and the other incumbent Officers of Local Union No. 3 our congratulations on being elected by the membership of your Union to your respective offices.

"I am confident that the Officers-elect merit the trust that has been evidenced in this election, and that Local 3 will continue to prosper under this competent leadership."



THE EXECUTIVE BOARD of Local 3 held its first meeting since return of autonomy January 8, an all-day, very productive session.



FROM THREE STATES came the Officers, Business Representatives and Dispatchers of Local 3, January 7, for a meeting on problems of the Union and for mutual exchange of ideas.

Analyze Your Accident—Then Take Action On It!

By DALE MARR and GLENN L. DOBYNS, Safety Representatives

Gathering accident statistics and analyzing them, is, in the main, a lengthy, boring, cumbersome and expensive process. Time is money, so don't waste the time of yourself and your associates in the time-consuming process of analyzing accidents.

Don't do it—unless you wring the last bit of information out of your analysis and, secondly, but infinitely more important, utilize this information to its fullest in your endeavors to reduce your accidents and injuries.

Of course you must analyze your accidents. How else are you going to know how to best utilize the resources at your disposal in order to achieve your optimum effectiveness in reducing or preventing accidents. I am sure you have all heard the salesman's credo: "Plan your work and then work your plan." Let me advance the question, "How can you possibly plan your work, much less work your plan, unless you have at your disposal the information you need to develop a plan of accident prevention?"

I submit to you that accident analysis is basic. It's fundamental. No accident prevention program can really be successful or effective without first analyzing your accidents and, secondly, using this information gained from the analysis to give you direction in developing your plan.

I am sure that if I were to ask any safety engineer if he had ever known a safety engineer who laboriously developed monthly and annual accident analysis reports and then did not use them, I would get an affirmative reply. I know I have. And I can tell you honestly that he wasn't doing the job of accident prevention that he should have been doing.

CONCENTRATE YOUR FIRE!

Because he did not plan his work, he could not work a plan. So all his efforts had a "shot-gun" effect instead of a rifle effect. He spread his efforts over such a wide area that he spent entirely too little time, energy and effort on those problems which would have paid off handsomely.

There are many benefits or advantages to be gained from the analysis of accidents. May we suggest that you think about

the problem and we are sure that other reasons or benefits will suggest themselves to you.

Should also like to point out that it is just not possible to analyze accidents unless you first investigate your accidents and then prepare complete reports of accident investigations.

Experience has proved that the most effective way to reduce accidents is to concentrate on one phase of the accident problem at a time, rather than to try to stop all accidents at once. There are many different ways in which the problem can be approached on this basis, any one of which should prove effective.

In conclusion, allow me to return to the point which I stressed at the beginning—"Don't analyze your accidents unless you fully intend to utilize the information that you obtain from your analysis." "If you don't you are wasting your time and you will never know what the factors are that are causing the majority of your accidents."

As an after thought—if each and every member will report any accident—no matter how trivial it might seem to their Business Representative, it will be a great help in the future to have a concise record of all accidents in our organization.

JOB AWARDS

SACRAMENTO, Contract awarded to Heller Const. Co. & Neilson Const. Co., Sacto. \$3,666,000, for const. Dept. Motor Vehicles Sacto, Hdqtrs. Ofc. Bldg., No. 2, Sacto, in SACRAMENTO CO.

SAN RAFAEL, Contract awarded to Granite Constr. Co., P. O. Box 900, Watsonville, \$1,282,673, for furn. & Inst. aprx. 45,320 lft. 33' 1. D. stl. pipe or RCP, stl. cyl. etc., frm. a connect. w/exist. No. Marin Transm. Ln., loc. aprx. 0.8 mi. W. of Laguntis, to connect. w/the Nacasio Dam outlet pipe.

JOB AWARDS

SAN FRANCISCO, Contract awarded to Erickson, Phillips & Weisberg, P. O. Box 338, Concord, \$2,405,638, for reconstr. East Bay Portion of lower deck of S. F. Oakland Bay Bridge.

SAN FRANCISCO, Contract awarded to Rothschild, Raffin & Weirick, 875 Sansome St. S. F. \$2,300,000, for women, S. F. for bldg. addn. etc.

FRESNO, Contract awarded to Cala Const. Co., Box 539, Orange, \$1,189,092, for earth work, Pipelines & struc., Lats. 57, 9, 5, 93, 60, and sublaterals, Stone Coral Irrig. Dist., Friant-Kern Canal Distrib. Sys. nr. Fresno, TU-

Good Beginning on Autonomy

(Continued from Page 1)

master contract with the construction industry in the new State of Hawaii.

The very figure—1,165 contracts—is impressive by itself, but it will be even more impressive to those who know how much work is involved in keeping that many contracts up to

LARE CO.

LAS VEGAS, NEVADA, Contract awarded to Nomellini Const. Co., P.O. Box 1528, Stockton, \$1,542,000 for const. of a 125-dwelling unit.

RAIN IN THE REDWOODS

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

Brothers, we hope a short report this time will take care of the situation as we sure would be repeating ourselves to a great extent.

The weather is terrible most of the time and the only job doing much is the Ruth Dam which has to shut down at times for mud and weather. The rest of the contractors do what they can when they can.

At this writing we have only placed one dozer operator and one mechanic on the Hazelview tunnel. Should be a few more brothers to go to work soon.

The last information we received on the south approach is that it is to be let on or about February 1, this should be a good one with some 3 million yards in it, as you probably know this is on Hiway 199 out of Crescent City some 60 miles.

Ore-Bet Co. making some progress on their bridge and approaches at Pecwan.

Ben C. Gerwich has the cutting edge all set for the caisson for the reactor on the PG&E Atomic Steam Plant under sub-contract to Bechtel Corp. by the

time this goes to press they should be pouring concrete and lowering this structure.

Delphia-Early and Crow have their Trinidad by-pass sold and only one day to spare, that's sure cutting it real close to say the least.

Clifford C. Bong Co. working as the weather permits on the Fortuna By-Pass.

We still have no information as to when the Fields Landing or the Meyers Flat jobs will be let, all we can come up with is early in the year, so let's hope this is true.

The rest of the work in the area is small and scattered too numerous to mention.

Brothers, that about does it for this time. See you next month.

date—consulting with the membership, preparing the contracts, negotiating them, legal consultations and so on and on.

A bright spot with exciting potential and very heartening performance to date is the State of Hawaii.

Our staff there has been busy indeed. Add to the problems faced in any territory largely unorganized, so far as our work is concerned, the fact that we are confronted in Hawaii by two organizations not affiliated to AFL-CIO, with expansionist ideas and no respect for rightful jurisdiction.

Despite these obstacles, we have achieved the master contract mentioned above. All the dredging industry is organized 100 per cent, and all the crane services. There are only five excavation contractors on Oahu, the main island, that are still unorganized, and these five employ only some 150 people who fall under our jurisdiction.

There are 47 contractors who have signed the Oahu General Contractors Association agreement and 11 more firms signatory to contracts with us who not belong to the General Contractors Assn.

We can say at this point that we are 85 per cent organized in the Construction Industry, and we have campaigns contemplated or under way which can add materially to this percentage.

Not the least cause for satisfaction is the fact that we had no work stoppages of any consequence during the year just past.

All of this adds up to a heartening beginning, and we are confident that the prospect for the rest of the year is one of continuing achievements.