

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

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SAN FRANCISCO, CALIFORNIA

OCTOBER, 1960

Supervisor Reports — Growth And Gains in Past 3 Years

By NEWELL J. CARMAN, Supervisor

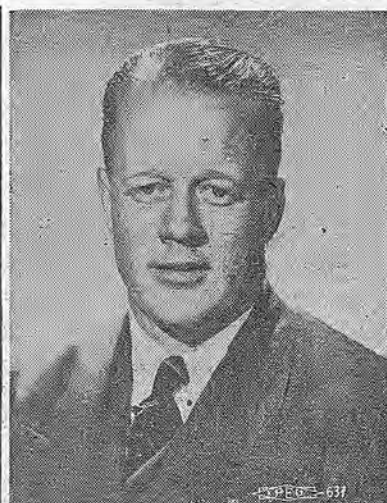
The report unfolded below is one of genuine accomplishment by the Officers and Members toward improvement of Local No. 3's stature in the Labor Movement and the community.

This same period has been one of difficulty for the Labor Movement. As a result of labor legislation, the day-to-day functions of a labor union have been tremendously complicated. This report is one in which the membership may be proud because without their sincere cooperation and understanding from the majority the task could not have been so successfully accomplished.

In spite of the significant additional expenditures of the Local Union in connection with such items as a 37 man By-Laws Committee, an enlarged Executive Board, a referendum election of delegates to the International Convention, staggering increases in the cost of insurance and bonding required by law, the added cost of 12 district meetings instead of one, and in spite of a significant reduction in revenue from permit and initiation fees resulting from policies and procedures designed to protect the work belonging to the membership of Local No. 3, an 11 per cent increase in net worth of the Local was achieved. The full and complete story told by this report deserves the careful study of all members of our organization.

A report devoted to the state of Local Union No. 3 would not be meaningful if it were static. To understand how well Local Union No. 3 has been faring, we must start from some date in its history and relate what has happened since then.

This report will start, therefore, with mid-1957, when supervision of Local Union No. 3's affairs by the International commenced, and will bring you up to date. The subjects covered



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have been organized under four headings: financial report, collective bargaining report, health and welfare and union government report. The details given under the financial report are necessary because figures do not actually speak for themselves.

I. FINANCIAL REPORT

The most recent of the regular every six months certified audit of Local Union No. 3's books by Price Waterhouse & Co., Certified Public Accountants, discloses that the total net worth of the Union increased by eleven per cent (11%), from July 1, 1957 to July 1, 1960. The balance in particular accounts is as follows:

ASSETS			
CASH:		July 1, 1957	July 1, 1960
General Fund:		\$ 112,446.61	\$ 304,033.26
Good Standing Fund:		30,973.07	67,469.12
Burial Expense Fund:		49,100.28	98,751.33
Defense Fund:		206,398.98	305,247.17
Office Funds:		2,650.00	2,700.00
TOTAL CASH:		\$ 401,568.94	\$ 778,200.88
INVESTMENTS:			
Securities:			
General Fund:	\$275,000.00	\$250,000.00	
Burial Expense Fund:	100,670.39	103,270.39	
Total Securities:	\$ 375,670.39	\$ 353,270.39	
Carpenters, Engineers, Laborers and Teamsters Association:	125,670.39		125,000.00
TOTAL INVESTMENTS:		\$ 500,670.39	\$ 478,270.39
PROPERTY AND EQUIPMENT:			
Real Estate:		\$1,687,514.84	\$1,694,728.00
Other Property (Net—Less Depreciation):		203,487.40	149,560.42
TOTAL PROPERTY AND EQUIPMENT:		\$1,891,002.24	\$1,844,288.24
DEPOSITS:		\$ 836.35	\$ 225.35
TOTAL NET WORTH:		\$2,794,077.92	\$3,100,984.86

Details are as follows:

A. CASH

The Union's bills are paid by checks drawn on the commercial

account of the General Fund. The rest of the General Fund is kept in a savings account and in (Continued on next page)

SUPERVISOR REPORTS

FINANCES

- Net Worth—Up 11 per cent
- Income Down — Protection Up
- Costs Up—Results Up
- Members' Money—Safe

COLLECTIVE BARGAINING

- Wage Increases — More to Come
- New Benefits Won

HEALTH AND WELFARE

- Healthy Reserves

UNION GOVERNMENT

- By-Laws Approved
- Membership Participation
- Election Procedures

CONCLUSION

- Continued Success Predicted

Local 3 Election:

Ballots to Be Mailed Nov. 15, Tallied Nov. 29

On the order of Supervisor Newell J. Carman, acting under direction of General President Joseph J. Delaney, an election of Officers and District Executive Board Members of Operating Engineers Local Union No. 3 will be held next month.

All mechanics of the election, including mailing of the ballots, opening of the Post Office Box, counting of the ballots and certification of the election results are in the hands of the nationally-known firm of Price-Waterhouse & Co., independent Certified Public Accountants.

Conduct of the election is in charge of the Election Committee composed of one member from each District of Local Union 3, nominated and elected by secret ballot at the District meetings. The Election Committee will be present at the mailing of ballots, and at the opening of the Post Office Box and counting of ballots.

Each candidate also has the right to have an observer at all stages of the election, with the right to check the lists of eligible voters, to check the ballots, and to observe the mailing of ballots, opening of the Post Office Box and counting of the votes.

The observers may challenge the eligibility of any voter, and the ballots of challenged voters will be set aside, pending determination of their validity.

All of the above provisions are in accord with the new By-Laws which have been adopted by the membership of Local 3, and which Supervisor Carman ruled shall govern the election, modified only to meet requirements of time.

Nominations were made under Special Order of Business at 13 District Meetings between Oct. 10 and Oct. 14, at time and date specified in the notice of Nominations and Election sent to every Member by Supervisor Carman.

The Election Committee has met and passed on the eligibility of candidates, and a full and complete Sample Ballot, as it will be received in the mail by

Governor Appoints Clem to Safety Body

SAN FRANCISCO — Business Manager Al Clem of Operating Engineers Local 3 was notified last week of his appointment by Governor Edmund G. Brown to serve as co-chairman of the Miners Extraction section of the Governor's Conference on Industrial Safety.

the members, is printed on the back page of this edition of Engineers News.

Any Brother who believes he is eligible to vote and who does not get a ballot within a reasonable time after November 15 should contact Price-Waterhouse Co., 120 Montgomery St., San Francisco, EXbrook 2-1032, to find out why he has not received his ballot.

General Pres. Delaney Approves Early Vote

By AL CLEM, Business Manager

As your Officers had hoped and expected, having given the new By-Laws a resounding vote of approval, the Membership of Local No. 3 regarded an election of Officers as the next order of business. At its September meeting, the Executive Board confirmed that judgment.

Accordingly, at the September meeting of the International Executive Board in New York, Supervisor Carman and I presented the case for an early election of Officers to General President Delaney and Secretary-Treasurer Wharton. As you know, President Delaney accepted our recommendation, and Supervisor Carman has ordered the election.

Now it is up to you, the Members, to do your part. After the post office ballot box has been closed on November 29th, and the ballots have been counted, let us hope we have a clear decision on whom you want as the leaders of your Union.

The new By-Laws entrust each member with the responsibility of informing himself regarding the candidates and issues—AND THEN VOTING. That, of course, is precisely what democratic, self-government means.

I am confident the Membership of Local No. 3 will demonstrate their acceptance of their responsibilities by setting a new record in the number of votes cast in the forthcoming election of their Officers.

VACATION INCREASE

Effective October 1, 1960, your Vacation contribution has been increased to 15 cents for each hour worked.

If you will recall, contributions for a Vacation Plan under all construction agreements in Northern California and Northern Nevada started on October 1, 1959, on the basis of 8 cents per hour.

The increase in Vacation contribution by the employers is called to your attention so that if you are terminated, you can make sure that your employer pays you the proper amount.

* * *

VISITING MEETINGS

During the past month I have had the opportunity of attending membership meetings in San Francisco, Santa Rosa, Salt Lake City, Oakland, Sacramento and Stockton.

I regret only that the pressure of other union business prevented me from attending all of the area meetings. In attending these meetings, one always learns something that will be beneficial to myself or the other officers of the Local Union.

* * *

THE PRESIDENTIAL ELECTION

This is the last issue of Engineers News before the November 8 General Election. The AFL-CIO Executive Board, the Building & Construction Trades

(Continued on Page 12)

Supervisor Reports Gains of Past 3 Years

(Continued from Page 1)

securities, where the Union gets a return on its money. In order to increase that return, \$200,000.00 was transferred from the commercial account to the savings account during the period.

B. INVESTMENTS

(1) Government bonds in the amount of \$25,000.00, which—having matured—were no longer earning interest, were turned in on February 26, 1958, and the proceeds were deposited in the General Fund.

(2) The Union exercised stock options to add \$2,600.00 worth of stock to its \$100,670.39 stock investment in P.G.&E. (The P.G.&E. stock and the Southern California Edison stock, owned by Local No. 3, are carried on the books at par value, which is approximately \$25,000.00 below their present market value.)

C. REAL ESTATE

(1) On December 29, 1958, the Union sold an undeveloped parcel of land in Stockton for \$33,192.91, and the proceeds were deposited in the General Fund.

D. OTHER PROPERTY AND EQUIPMENT

(1) The airplane and the launch were sold for a total of \$18,500.00, and the proceeds deposited in the General Fund.

(2) The depreciation, which is deducted from the 1960 figure shown above, is \$153,650.00. That is \$27,945.00 more than the depreciation deducted from the 1957 figure, and reflects sounder accounting procedures.

INCOME

Gross income from July 1, 1959 to June 30, 1960 was \$1,840,350.28. That represents a decline in adjusted total income of \$43,433.48, comparing that period with the year July 1, 1957 to June 30, 1958.

Adjusted total income is reached as follows:

(1) \$39,675.00 was deducted figure given above for 1957 to 1958, as not, properly speaking, being income. It came from the turning in of the matured government bonus (\$25,000.00), the sale of the launch (\$11,000.00), and the remainder from the sale of other surplus equipment.

(2) \$118.56, realized from the sale of obsolete office furniture, was deducted from the 1959 to 1960 figure, for the same reason.

(3) Gross income money which is deposited in the Burial Expense Fund, the Defense Fund, and the Good Standing Fund. Since it is therefore shown in the balances of those accounts, and is not available to pay the general bills of the Union, that money was deducted in computing the adjusted total income figure.

The reasons for the decline in adjusted income are as follows:

A. INITIATION FEES

(1) From July 1, 1957, to June 30, 1958, initiation fees amounted to \$230,417.29. In the same period from 1959 to 1960, initiation fees came to only \$167,866.58. That was a drop in income from new members of \$62,550.71. (In 1956 to 1957, income from initiation fees was \$358,375.79, or \$127,958.50 more than the 1959 to 1960 amount.)

B. PERMIT FEES

(1) The July 1, 1959, to June 30, 1960, receipts from permit fees were only \$4,647.50. That is a decrease of \$25,603.00 from the 1957 to 1958 period. The decrease is attributable to there being fewer "other local" men employed in the area, as well as to the N.L.R.B. - Mt. Pacific case and the Brown Olds remedy. (In 1956 to 1957, incidentally, permit income was \$65,450.00, or \$60,802.50 more than in 1959 to 1960.)

INCREASED INCOME:

Local No. 3's receipts from

some sources in 1959 to 1960 were greater than in 1957 to 1958. For example:

C. RENTAL INCOME

(1) Comparing July 1, 1959, to June 30, 1960, with 1957 to 1958, book rental income increased by \$3,888.00. Book rental income, however, does not tell the full story. Since it is not a profit making organization in the eyes of the law, the Union is not required to show, and does not show on its books, the rental value of the space Local Union No. 3 occupies in the buildings it owns. Figured on an average of the cost per foot in current leases in the areas Local Union No. 3 owns and occupies buildings, the rental value of the occupancy (excluding parking lot and garage) comes to \$70,960.00 per year. When that figure is added to the 1959 and 1960 rental income figure of \$101,708.80, the real rental return that Local Union No. 3 receives on its \$1,694,728.00 investment in real estate comes to \$172,668.80. That is approximately 10.2 per cent.

D. DUES RECEIPTS

Dues receipts, July 1, 1959, through June 30, 1960, were \$1,518,327.37, an increase of \$58,486.33 over the like period in 1957 to 1958.

EXPENDITURES

During the year July 1, 1957, to June 30, 1958, the total expenditures of Local Union No. 3 came to \$1,860,535.87. In the July 1, 1959, to June 30, 1960 period they amounted to \$2,120,310.66. That shows an over all increase of fourteen per cent (14%). The increase in cost of some items of expense, comparing the two periods, increased far more, notably the following:

Surety bonds 791.0 percent
Liability insurance (auto & buildings)..... 80.0 percent
Supplies (day to day only) 55.0 percent
Postage 42.0 percent
Taxes (total) 33.1 percent
Telephone 31.0 percent

The total for the above items in the 1959 to 1960 period came to \$211,050.71.

Although service to the membership was expanded, economies were effected in some items, as indicated by the following decreases, comparing the 1957 to 1958 period with the 1959 - 1960 period.

Business Agents Travel Expense 2½% decrease
Business Agents Meeting Expense 100% decrease
Donations 50% decrease
Building Repairs and Maintenance 20% decrease
Total for the above expenditures in 1959 to 1960 was \$30,714.81.

SALARIES

Clerical:

Local No. 3 employs approximately 53 girls to work in its 19 offices. Their salaries came to \$289,439.77 in the July 1, 1959, to June 30, 1960, period. During the three year period of this report the average of their weekly salaries increased by about \$6.00. (Since their rates are determined by negotiations with a number of different locals of the Office Employees, their rate increases during the period ranged from 8 per cent to 25 per cent.)

Officers and Business Representatives:

During the July 1, 1957, to June 30, 1959, period there were two (2) general increases—each in the amount of \$10.00 per week—in the salaries received by the Officers and Business Representatives of Local Union No. 3. There has been no general increase in salaries and expense allowance in 1960, although the practice of the Local in past years was to relate sal-

ary increases for the Business Representatives and Officers to increases in the rates under the construction agreements. Comparing the present salary and expense allowance of Officers and Business Representatives with their July 1, 1957 rate, there is a 9.6 per cent increase. (As stated in the collective bargaining section of this report, the average Operating Engineer construction rates increased 24 per cent from May 30, 1957, to October 1, 1960.)

Total salary and expense allowances for Business Representatives and Officers in the July 1, 1959, to June 30, 1960, period came to \$572,183.18.

NEW EXPENSES:

The new 26 member Executive Board was instituted in July 1958, and its expenses, therefore, did not start until after the 1957 to 1958 fiscal period of this report. In 1959 to 1960, on the other hand, the new Executive Board held 12 meetings. Although the increase in Executive Board Meeting cost through the direct participation of members working at the Trade amounts to approximately \$12,000.00 per year, the approval of the new By-Laws clearly establishes that the membership regards the money well spent.

SPECIAL EXPENSES:

Some of the expenses in 1959 to 1960 will not arise every year. The International Convention, for example, cost approximately \$58,000.00. That was \$20,000.00 for the election of Delegates and \$38,000.00 in Delegate expense allowance.

The By-Law Committee expenses in 1959 to 1960 amounted to \$8,017.92. In costs to date, the new By-Laws represent an investment in democracy and good government on the part of, and in behalf of the membership of more than \$36,213.32.

FINANCIAL SAFEGUARDS

Local Union No. 3, of course, makes the annual reports required by law. In addition, however, Local Union No. 3 has retained Price Waterhouse & Co. to make an audit of the books every six months, thus doubling the safeguards required by law.

A complete itemized list of all expenditures covering each check drawn is submitted to the Executive Board for approval each month. It shows the amount of the check, and to whom it was paid, for expense allowances and all purchases, etc. There are no expenditures from any fund except upon proper warrant. Finally, the most recent quarterly financial report is read at each of the twelve District Meetings.

Federal law requires all unions to file detailed financial reports. The law provides that failure to file the report, or filing a false report, is subject to imprisonment for one year and a fine of \$10,000.00. Those detailed reports are freely available to the membership for inspection. The Union furnishes copies of those reports only to the Secretary of Labor in Washington, D.C. (The report to the Secretary of Labor, incidentally, covers approximately 288 items.)

Bonding:

Everyone working for Local 3 having anything to do with money matters is covered under a blanket bond in the amount of \$100,000.00 per person. In addition to that, the principal Officers are covered under bonds totaling \$1,165,000.00.

II. COLLECTIVE BARGAINING REPORT

The average Nation-wide percentage increase in the construction industry from May 1957 to

October 1960 was approximately 17 per cent. The average Local Union No. 3-wide percentage increase in construction rates during the same period was 24.4 per cent.

During the three-year period, there were the following major developments:

CALIFORNIA: A new three year agreement was negotiated. The three (3) annual increases of six (6) per cent of the 1958 rates set the pattern for later settlements in other industries and areas. Pay in lieu of vacation, now amounting to 15 cents per hour, was won, establishing a precedent for the "pay in lieu" feature recently won in the Technical Engineer and Scrap Yard agreements. In addition, the 15 cents on 80-foot booms and increased subsistence were won. After protracted negotiations, the pension program was worked out and put into effect.

NEVADA: The new three year construction agreement places Nevada wage rates on a par with California's. The 15 cents pay in lieu of vacation and the 80-foot boom condition were also obtained at the bargaining table.

UTAH: The wage increases provided in the new 1960 - 1963 agreement, amounting to 28.4 per cent, go a long way toward bringing the rates of the Utah membership into line with the rest of Local Union No. 3's jurisdiction. Negotiations were long and difficult, but finally resulted in an agreement featuring a hiring hall, Nevada-California scales on Steel Erection and Piledriving, and a remote area wage scale.

HAWAII: In the new 1960 - 1963 agreement with the General Contractors Association, the membership receives 6 raises of 10 cents per hour, a total of 60 cents in 2½ years. That agreement is the first employer association agreement ever reached in the construction industry in the Islands. Organization of Local No. 3's jurisdiction in the Islands is proceeding at so rapid a pace that a report on it is all but out of date by the time it is written.

In addition to re-signing the independent contractors, approximately 1,500 in number, Local Union No. 3's negotiating committees and Business Representatives negotiated new agreements covering Steel Erection, Dredging, and Piledriving that, in all except the latter case,

cover Hawaii as well as Northern California, Northern Nevada and Utah. The agreements covering rock, sand and gravel, covering steel plants, building materials, and all of the other varieties of work performed by Local Union No. 3's membership, were renegotiated—and in every case with substantial wage increases and other improvements.

III. HEALTH AND WELFARE REPORT

During the three year period covered by this report it is conservatively estimated that the members of Local No. 3 received more than \$6,500,000.00 in assistance in meeting the financial burdens imposed upon their families because of sickness, accident and death.

The ability of the members to transfer from employment with one employer or industry to another without loss in coverage was increased by amalgamating six of the smaller trust funds with the Construction Division Trust Fund. Additional progress in that direction is anticipated.

The Officers, representing the membership on the Board of Trustees of the health and welfare plans, watch the income statements closely. In 1959, when most of the agreements were open for negotiations on wage increases and on the amount of the employers' health and welfare payments, the income of the funds in relation to their premium costs had dropped off. Local No. 3's Negotiating Committee, therefore, had to decide whether to negotiate an increase in the amount of the employers' payments, knowing that the cents per hour increase in health and welfare would mean that many cents per hour less in the pockets of the membership. Acting upon the advice of the consultant to the fund, the Officers decided that the premium costs, although bound to increase, could be met out of current income and accumulated surplus. They therefore negotiated the entire increase in cost to the employers in the form of direct pay check increases. After meeting the anticipated increased premium costs during the three year period, the surplus in the trust funds still comes to more than \$1,800,000.00. The latest figures on the surpluses in the health and welfare trusts are as follows:

	Surplus (Including Balance of Hours)
Northern California	
A.G.C. Division (7/31/60)	\$ 929,411.00
Construction Division (3/31/60)	597,521.00
Dredging Division (3/31/60)	58,863.00
Northern Nevada	
Nevada Construction & Industrial (2/29/60) (includes other unions)	29,019.00
Utah	
Trust Fund for Utah (8/31/60)	276,557.00
TOTAL	\$1,886,371.00

The complete reports of the accountants covering the operation of these trust funds are available at the office of the administrator for inspection by all members having a bona fide interest.

Those surplus reserves, in the opinion of the consultant, are sufficient to guarantee the solvency of the trust funds until 1962, when the matter of the amount of the employers' payments again will be open for negotiations.

Where new agreements do not expire until the middle of 1963, the negotiating committee allowed for the possibility that the rate at which employers pay into the funds may have to be in-

creased in order that the members may continue to receive the same, or improved benefits.

In the new 1960 - 1963 A.G.C. agreement for Utah, for example, a portion of the June 1962 increase may be allocated for that purpose.

The bare statistics regarding the operations of Local No. 3's health and welfare trusts, although impressive, cannot of course adequately describe or measure the benefits received by the members. Unfortunately, the letters of appreciation from the members and their families cannot be summarized within the space limitations of this report.

(Continued on next page)

OFFICIAL NOTICE TO MEMBERS

District meetings scheduled for November, 1960:

NOVEMBER

- 2 (Wednesday) Stockton, Engineers' Bldg.
- 3 (Thursday) Sacramento, C.E.L.T. Bldg.
- 10 (Thursday) Oakland, Labor Temple, 2315 Valdez.
- 16 (Wednesday) Salinas, Labor Temple, 117 Pajaro Street.

IMPORTANT!! . . . SEND IN THE "RIGHT HAND PORTION" of the card which is your billing for payment of next quarter's dues.

The No. 11 Assessment in the amount of \$6.00 was due and payable October 1st, 1960. All members who participate in the Burial Expense and Good Standing Funds have been billed accordingly. Please send in the "AMOUNT DUE" as shown on the right hand portion of your card.

The left hand portion (A) is your Membership Identification card and also your receipt for payment made. This portion of the card remains in the member's possession at all times.

The right hand portion (B) is your billing for payment of next quarter's dues. It shows the amount of your next payments (X in Section B of diagram below) and the date payment is due (Y in Section B of diagram). This portion is to be sent along with your check or money order to cover "Amount Due."

A- (KEEP THIS PORTION)	-B- (SEND THIS PORTION IN WITH "AMT. DUE")														
<p>OPERATING ENGINEERS LOCAL UNION NO. 3 OF THE INTERNATIONAL UNION OF OPERATING ENGINEERS AFL-CIO 474 VALENCIA ST. SAN FRANCISCO, CALIF. PHONE: MEADOCK 1-1565</p> <p>MEMBERSHIP IDENTIFICATION CARD WHICH CERTIFIED THAT:</p> <p>JOHN J. JONES IS IN GOOD STANDING FOR THE PERIOD:</p> <p>JAN-FEB-MAR-1960</p> <p>INITIATED: [] TRANSFER: [] WITHDRAWAL: [] BY: [] DATE: []</p> <p>REGISTERED NO. 123456 DATE PAID: [] AMOUNT: 18.00</p> <p>PAUL EDGEcombe, N. J. CARBON, W. V. MINAHAN President Local Union Manager Recording Secretary H. B. 1926 A. B. CLEM H. T. PETERSEN Vice President Financial Secretary Treasurer</p>	<p>MAKE CHECKS PAYABLE TO: OPERATING ENGINEERS LOCAL UNION NO. 3 474 VALENCIA ST., SAN FRANCISCO, CALIF.</p> <p>Important: PLEASE RETURN THIS PORTION WITH YOUR NEXT DUES PAYMENT.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>INITIATION</td> <td>TRANSFER</td> <td>WITHDRAWAL</td> <td>DUES</td> <td>GOOD STDO.</td> <td>BURIAL</td> <td>AMT. DUE</td> </tr> <tr> <td></td> <td></td> <td></td> <td>18.00</td> <td></td> <td></td> <td>18.00</td> </tr> </table> <p>DUES PERIOD: APR-MAY-JUN-1960</p> <p>REGISTERED NO. 123456 DATE DUE: 4/01/60</p> <p>JOHN J. JONES 6201 State Street San Francisco, California</p> <p>PLEASE INDICATE ANY CORRECTION IN NAME OR ADDRESS</p>	INITIATION	TRANSFER	WITHDRAWAL	DUES	GOOD STDO.	BURIAL	AMT. DUE				18.00			18.00
INITIATION	TRANSFER	WITHDRAWAL	DUES	GOOD STDO.	BURIAL	AMT. DUE									
			18.00			18.00									

Job Awards

OAKLAND, Contract awarded to Utah Const. & Mining Co., 100 Bush St. S.F. \$5,200,565, for const. Airport Term. Bldgs. at Metro. Oakland International Airport, FAAP 9-04-037-5913.

SACRAMENTO, Contract awarded to Peter Kiewit Sons' Co., 442 Post St. S.F. \$4,696,579, for abt. 3.8 mi. of 4-lane frwy. to be const. by grd. & pav. w/PCC & AC, etc., CONTRA COSTA CO.

The City by the Golden Gate

SAN FRANCISCO HAS 1st SAFETY MEETING

By PAUL EDGEcombe, GEORGE BAKER and JERRY DOWD, Business Representatives.

The first safety program meeting was inaugurated in San Francisco this month. Foremen and supervisory personnel from contractors working in District No. 1 were invited to participate in this initial step for the safety program to be introduced in all Districts of Local Union No. 3. The many engineers that attended this meeting expressed great interest toward the issues discussed on the agenda pertaining to the progress and future prospects of a successful safety program. They suggested many construction ideas that will help create an interest for Brother Engineers who desire to participate in a program to make their jobs much safer. Your representatives appreciated the co-operation and assistance rendered us on this important task. The safety film shown of visual education we believe will be the most practical method of presenting the violations that occur daily on most construction jobs.

In general work in the area is reaching the stage whereby most contractors are getting their jobs in shape for this time of the year. Most of the Brother Engineers are getting in steady time fulfilling this preparation. Although in a few instances new jobs are just beginning on the Alemany Freeway Extension, Chas. Harney has started to work. This is a good sized project, which involves a lot of piling and concrete pouring. Operations will be maintained through the winter; furnishing continued employment for Harney's steady employees.

On the McLaren Park Golf Course, work has started on the laying of the waterlines and installation of the sprinkling system. This is a \$260,000 job which will be done by the Monolithic Pipe Company and the work should not be hampered because there are many hills and hollows.

The Scrapyard Agreement has been ratified by the members and approved by the Executive Board and signed so the Brothers employed in the yards should be receiving their wage increase, along with retroactive pay.

Due to a lull or recession and lack of shipping, work on the waterfront for employees of the State dredge has slowed considerably. This previously was a three (3) shift operation for several years; but existing conditions necessitated a reduction in force. The State Harbor Commission cut off the third (3rd) shift and attempted to reduce the manpower remaining on the two (2) shifts which resulted in several meetings with the Port Director. We were able to maintain a crew of Head Leverman, Leverman, Fireman and Oiler, and two (2) deckhands and clarification for replacements in case of a vacancy. These Brothers are all good Union members and deserve the respect and compensation due them in performing this hazardous work; and Brother they are not hesitant a bit in calling it to the attention of persons concerned. Engineer Stewart, Luther Vines won a merit award for his ability to proopse the use of an Electronic sounding device used in connection with dredging operations. The Harbor Board has recommended that a cash award accompany the merit award, due to the estimated savings retained by this device. Hope you have a good time with the loot Luther, and our congratulations!

Other activities on the waterfront keep the Smith-Rice and Haviside Derricks Crews reasonably busy.

A low bid of \$33,022,000 for construction of the new Federal Office Building was submitted by two (2) Washington, D.C. firms whom we have never heard of here in the Bay Area. Site of the new building will be the square block bounded by Turk, Polk, Larkin and Golden Gate. We have no information now of the intended starting date.

We would like to call on each Brother Engineer to exercise his CITIZEN RIGHTS to vote in the national election, November 8, 1960, and also fulfill your UNION OBLIGATION by MARKING and RETURNING YOUR BALLOT in the coming election of Officers of Local Union No. 3, NOVEMBER 15, 1960 to November 29, 1960. YOUR VOTE IS IMPORTANT!

Supervisor Reports

(Continued from Page 2)

IV. UNION GOVERNMENT REPORT

The long, difficult task of the By-Laws Committee was pronounced well done by a secret ballot of the membership taken in August 1960. The vote in favor of the new By-Laws was approximately 70 per cent.

The new By-Laws incorporate the District form of government, the election of members working at the trade to the Executive Board, and the District Grievance Committees. They were approved by General President Joseph J. Delaney. The forthcoming election of Officers and District Executive Board Members, so far as possible, is being conducted under the ground rules of the new By-Laws.

Civil suits by the Union seeking recovery of certain monies from some of the former officers are pending. One such suit was settled by the former Officer making restitution.

CONCLUSION

The achievement reflected by the record summarized above is, in the opinion of the Supervisor, one that the Business Representatives, the By-Laws Committee Members, the District Grievance Committee Members, the Executive Board Members, the Officers, and the Membership can all take pride in. In their various roles, they all participated in it. There is every reason to believe that their collective efforts will continue to meet with success.

HOLLISTER, Contract awarded to Erickson-Carter Const., Mercantile Bldg., Turlock, \$1,150,000, for const. of 50-bed Hosp., 1 story wood frame & stucco, etc., Est. Cost, over \$1,000,000.

SURVEY MEN: DON'T BE AN 'IDIOTE'

AL BOARDMAN and ART PENNEBAKER
Business Representatives

In the last issue of the INTERNATIONAL ENGINEER there appeared "A Few Words about Elections." One paragraph seemed especially timely and worth repeating:

"The ancient Greeks had a word to describe people who were not active or prominent in political activities. They called them idiots. Among the idiots were, of course, some people who were not considered capable of engaging in public affairs. And—as so often happens to much-used words—idiotes gradually changed over the years into today's English word 'idiot'."

DON'T BE AN IDIOT . . . There are two elections this November; one a National Election and the other an Election within the Local Union. Each of these elections are vital to every member of this Union! When we use the word "vital" we don't mean vital in terms of personalities but in terms of your right to vote, your right to gather together to bargain, your working

conditions, your paycheck and living standards, in fact your very way of life is effected by your vote. Only as long as this Union remains strong at the bargaining table, and strong and effective in its stand, concerning legislation, can the Union protect your rights and your paycheck!

It has been demonstrated that on occasion, when properly aroused, the Technical Engineer can make himself heard. This is one occasion that the Technical Engineer should arouse himself, flex his vocal cords and prepare his soap box so that he can convince his friends of the fact that it is IMPORTANT that they participate in the elections by casting their ballots.

DON'T BE AN IDIOT . . . Don't allow someone else to make the decision about who your leaders will be and don't allow personalities to get in the way of good, sound, solid judgment!

With regard to the employment picture we are happy to report that there has been an increase in employment during

the last month and this has helped clean up the out of work list. The outlook ahead is good; with more jobs coming up in the near future.

Housing is still slow although there is now some indication that it too, will pick up. H. C. Thorne & Associates have the Army Corps of Engineers contract for the Army Engineers District No. 1 with party's working at Fort Bragg, Eureka, and Fort Ord. These are good jobs and the Army Engineers are co-operating with the Union one hundred per cent.

Job Awards

Stockton, Contract awarded to Bob Long Const. Co., P. O. Box 1623, Fresno, \$2,079,300, for St. Joseph's Hosp. addn. involv. 90-bed, 8-surg. rooms, 3-floors & basement RC addn., aprx. 75,000 sq. ft.

SACRAMENTO, Contract awarded to Continental-Nielson Co., 4621-24th St. Sacto. \$2,171,000, for const. dept. store, Arden Shopping Center, Sacto.



SAFETY MEETING—Launching a safety program for all districts of Local 3, a meeting was held in San Francisco with foremen and supervisors from contractors in District 1. Many valuable suggestions were presented at this inaugural safety meeting. Shown here at the meeting is Bro. Jack Henning, formerly educational director of the State AFL-CIO and now head of the State Dept. of Industrial Relations, in center. At right is Business Manager Al Clem and at left, President Paul Edgecombe.

What's Doing in Oakland Area

By DON KINCHLOE, TINY LAUX, WARREN LE MOINE, MORRIS CASEY and DALE MARR, Business Representatives

The Oakland area has cleared 614 men in the month of September. The jobs are still moving good and many contracts are coming up. Many of the contracts that are coming up for bid now will probably be held over until next year. The outlook for next year is very good, much better than we have had this year.

Many types of jobs are being let now. Highway work, flood control, subdivisions, tunnel jobs, and sewer disposals. Any type or kind of work you can think of, we are getting bids on now.

Our Blood Bank is still depleted. Again and again it will be written in the Engineers Newspaper asking that the brothers and their families to please donate blood to the Operating Engineers blood bank. One of our Brother Engineers called the other day and needed 20 pints of blood. We had no blood! Brothers, this could be your case with you or your family. DONATE, we need the blood badly! Appointments may be made by calling the Blood Bank at OLYmpic 4-2924.

The John McCosker job on Central Avenue in Richmond is still going slow. They are trying to put a tunnel under Hoffman Blvd. and also under the railroad tracks. This is all a very slow process because of the mud and water at this end. The job at times looks like a boom farm. At this writing we still have the following brothers on this job: Roy Epps on a dozer, Don Essary on a loader, Les Atkins as mechanic, Ernie Rider as compressor operator, Lewis McAfee on a backhoe and F. R. Gillespey as oiler.

Bro. Bob Brodgen has two of his rigs here. Bro. Bob is running one himself with Bro. Al Olsen oiling for him. On the other rig R. M. Daigh and C. J. Daigh operating and oiling respectively.

John was originally digging this with a dragline but changed his operation and is now digging with a Ropto owned and operated by Bro. Bob Teverbaugh with Norm Thompson, oiler.

EBMUD AT SOBRANTE

Lee J. Immel Co. from San Pablo was awarded the job of excavating some 750,000 yards of muck for the Sobrante Filter Plant in El Sobrante, a part of the S.B.M.U.D. expansion program. Lee has 3 loaders loading doubles and hauling the dirt to another of his jobs in Richmond. He is moving some 4500 yards per day. Bro. Ervin Cox is running this job with the following brothers working: Lewis Lively on a 977 loader, Rich Avilez on a 977 loader, Don Miller on a D-8 dozer, Jim Basham on a loader and Don Stewart on a dozer.

Immel has leased all the cats and rubber from the Peter F. Giordano & Sons Co. from San

Jose. Pete himself is running this spread and is moving some 8,000 yards per day. It is a fairly long haul at times but it going pretty good. The following are working this equipment: J. W. McCarty is mechanic, Sal Giordano is greaser, Robert Charleton is on a D-8 dozer, George Cole on a DW-21, Elmer Strange with a sheepsfoot, Dale Todd on a Euclid, George Smith on a DW-21, Wm. C. Hawley on a Euclid, Bud Wells on a D-9, Hugh Rogan on a DW-21, Donald Payne as gradesetter, Howard Baker on a D-8, N. Barbano on a tamper, Wm. Miller on a Euclid, Sam Sunseri on a push cat, Glen Cochran on a Euclid, Bob McDonald on a dozer, and Prentiss Nunn on a blade.

Heim Bros. has the clearing with Joe Heim in charge and Carl Iness running the dozer.

Yuba Martinez-Benicia bridge has started construction of the superstructure for the Highway 21 link expected to become part of a major north-south state route.

The bridge which will replace the last operating ferry boat in San Francisco bay will connect mid-county communities to the Sacramento Valley. Some 2,188,000 cars are expected to use the bridge when it is first built.

Much of the traffic now forced to use Carquinez Bridge and Highway 40 and 17 to travel north and south is expected to be diverted to this area. According to planners the sensible route from San Jose to Sacramento would be on Highway 21.

The bridge is slated to be opened for traffic in late 1962. Construction of the substructure is now 35% complete according to the Yuba Erectors Division of Yuba Consolidated Industries Inc., contractor for the job.

The bridge part of the 80 million dollars Carquinez project will cost \$14,238,465 according to Yuba engineers. The 6,215 foot long structure will have two traffic lanes each way and a 10 foot dividing strip. It will be 138 feet high allowing ships to pass under without lifting a span as is done on the nearby railroad crossing.

The most unusual engineering feature of the job is the substructure. The bridge piers in the channel actually hang on eight to ten "stilts" which reach down into bedrock. The con-

crete pier bases are poured at Richmond with hollow cells and floated into position. There the caissons are extended down to bedrock and filled with concrete.

The piers are tied to the six foot wide caissons and the cells are filled with concrete. The piers actually hang on to the caissons. The upper part of the structure is then poured by a slipform method. Steel trusses will extend across the bridge on ten of these piers.

EICHLER GREENRIDGE

One of the largest and most difficult engineering and mass grading operations is now well underway at Eichler Home's new East Bay development near Castro Valley.

The 260-acre project, known as Greenridge, will be built in four separate units, with a final total of 450 residential lots. On each hillside lot will be built an award-winning Eichler home, featuring the latest ideas in contemporary design and construction.

By all standards the mass grading operation at Greenridge must be figured as one of the most ambitious earthmoving projects in the Bay Area due to the ruggedness of terrain, the hardness of the materials, and isolated and remote fill areas requiring precipitous haul roads which must be carefully laid out and maintained. The almost granite-like rock encountered throughout the tract has made equipment maintenance a major factor in the success of the operation with "shut-down-time" being held to a minimum.

The transformation of the Silva Ranch into a 450-lot residential subdivision is under the engineering supervision of Wilsey, Ham & Blair of Millbrae. The major task of the project consisted of cutting 20 to 50 feet of rocky material from the tops of two ridges and filling a canyon 200 feet wide, up to 100 feet deep, for almost a full mile. Lots are being built on top of the cut away ridges, and in the filled valley floor.

To date more than 1,000,000 yards of dirt has been moved by the general contractor, Freeman Paving Company of Palo Alto. Ray Morgan, general superintendent for the firm, re-

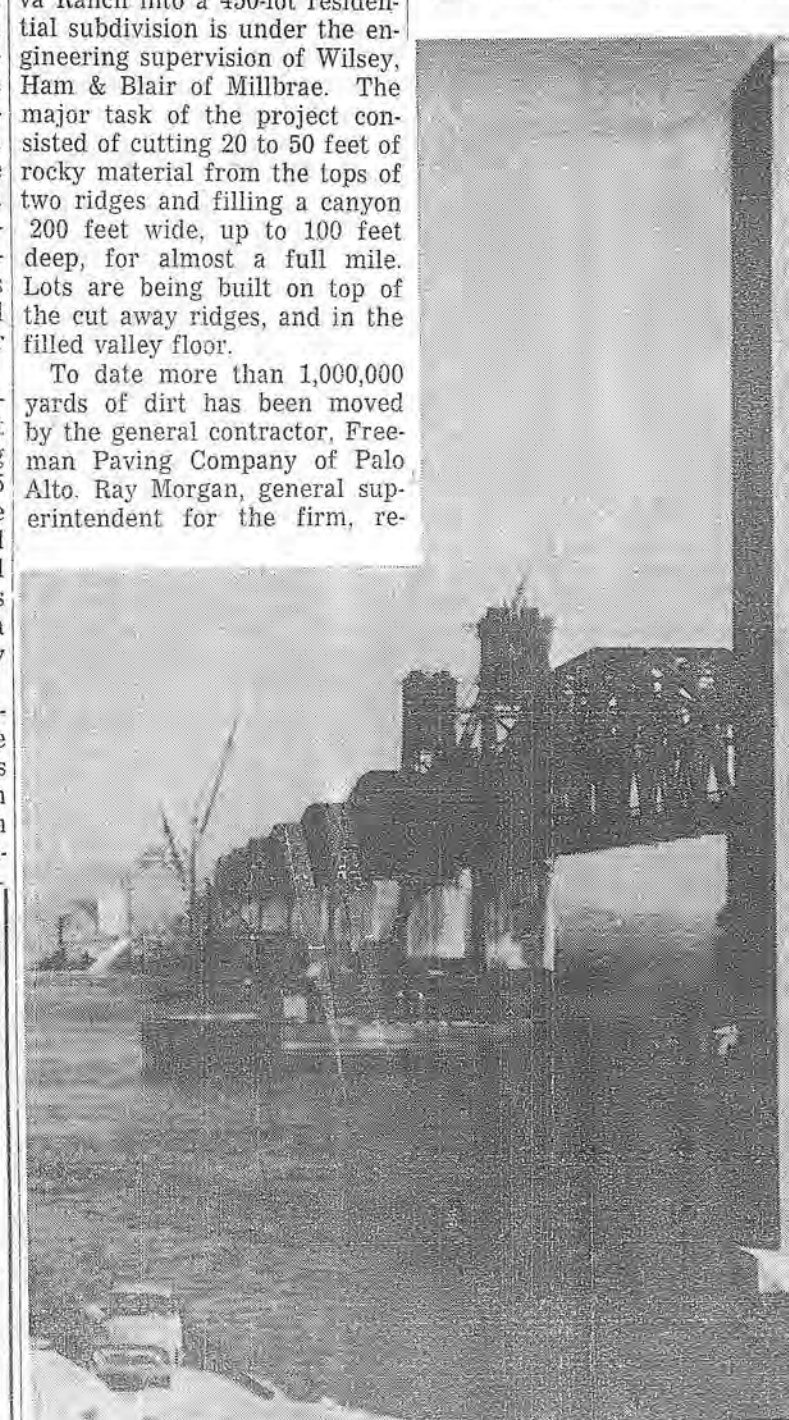
ports that when the job is completed this spring that over 1,735,000 yards of dirt will have been moved during the year's work. Freeman is also the contractor for the street paving, curbs, gutters, and sidewalks.

Other sub-contractors on the development are: MGM Construction Company of Concord, who is installing the water system. Mills Excavating Company of Millbrae, who is constructing the storm and sanitary system. The Rodriguez Company, who is building the concrete water tank, and the Justice Company of Oakland, who is doing the lot grading and erosion control work.

During the past 11 years, Eichler Homes, Inc. has constructed over 6,500 homes in San Francisco Bay area and has won more awards for excellence in design and construction than any other builder in the nation. Eichler Homes general office is located at 2151 St. Francis Dr., Palo Alto. The project manager for Greenridge is Don Marek.

The installation of the Berkeley Ready Mix & Berkeley Asphalt plant is quite interesting. The engineering involved in designing and setting up the two plants right alongside each other. The Asphalt Plant is a Standard 4000 lb. Batch plant. All storage of aggregates is above ground, in eight 300 ton tanks. Individual remote controlled feeder belts feed onto the reclaiming conveyor. The drier and feeder belts are all handled by the fireman at his regular station.

Three types of asphalt are stored above ground in four 10,000 gallon insulated tanks which are heated by hot circu-



MARTINEZ-BENICIA BRIDGE—Taking shape here is the new back-bay freeway bridge just a bit up-river from Martinez and Benicia, looking across from the Martinez side. It will parallel the railroad bridge, shown at right in picture. (Picture from Oakland office, Local 3.)



JAMES F. LAMBERT
Sept. 1, 1960, Sparks, Nevada.
T. H. DAVIS
Sept. 4, 1960, Albany, Oregon.
KNUT SELLGREN
Sept. 7, 1960, West Sacramento.
DAVE C. WRIGHT
Sept. 8, 1960, San Bruno, Calif.
RALPH GILBREATH
Sept. 9, 1960, Citrus Heights, Calif.
ADOLPH LAPORTE
Sept. 12, 1960, Santa Clara, Calif.
N. W. SPENCER
Sept. 12, 1960, Oakland, Calif.
CRAIG D. MORT
Sept. 13, 1960, No. Sacramento.
JOHN PISENTI
Sept. 22, 1960, Stockton, Calif.
GARY JOHNSON
Sept. 23, 1960, Irvington, Calif.
WM. G. FULTON
Sept. 24, 1960, Coarsegold, Calif.
RAY PALMER
Sept. 24, 1960, San Francisco.
JAMES BAILEY
Sept. 27, 1960, San Gabriel, Calif.
LESTER D. MECHAM
Sept. 28, 1960, Riverton, Utah.
MARTIN CHEO
Sept. 30, 1960, Santa Clara, Calif.

lating turbine oil, all automatic on a 24-hour basis.

The Ready Mix plant is a Noble Plant, and the storage is identical to the other, except only 6 tanks. Each plant has its separate railroad spur and unloading pit. The various aggregates are unloaded and run up the belts and onto shuttle conveyors which are positioned over the desired tank by remote control from the unloading pit.

Now comes the interesting part. The actual mixer tower, or main plant, is divided into six bins, and they are fed or kept full completely automatically. As one material is used, and the level in a bin drops approximately three feet, the rotating chute turns to the bin, two belts start moving, the gate at the bottom of the desired tank opens, and material is sent up to the plant. When the level is up to full, the gate shuts, the belt runs 60 seconds to clear, then the rotating chute moves to the next low bin and the cycle starts all over again. If all bins are full, the belt stops. The whole crew of both plants are justly proud of the installation and enjoy showing them off.

Brothers Martin Kenoyer, Pete O'Neil, and Harry Leonesio have been at the Asphalt Plant since opening day approximately 5½ years ago. Brother George Dobyne started when the Ready Mix plant opened. Nearly "O-Timers" there are Bob Vaughn, Tom Strange, Joe Parkinson and Rolph Lapacek. General Manager of both plants is well known Dick Kendall, and dispatcher of the Blue and Gold Mixer Trucks is jolly and well liked Larry Coleman.

ABOUT THE BROTHERS

Many of you will remember Bro. Howard Webb who worked out of this hall for many years. Bro. Howard has left the work of the engineers on equipment to be an engineer of a Beer Tap.

He has bought a bar at 2000 Grove. Monty's is the name. He has cold beer, wine and sandwiches. If any of you are in the neighborhood, stop by and say hello.

Bro. J. G. "Tiny" Burns is getting along real well after a long siege of illness. Bob "Tiny" for some time has been bothered with ulcers. He finally decided to do something about it and turned in for surgery. He had a real bad time but we are very happy to announce that "Tiny" is now at home at 2470 Greenwood Drive, San Pablo, doing real good.

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Redding District To Kick Off 36 Inch Pipe Line From California-Oregon State Line

By J. B. JENNINGS and S. N. McBROOME, Business Representatives

Canadian natural gas is on its way to Tulake and other parts of California. The line passing through Shasta County near Burney, will carry natural gas from Edmonton, Alberta, Canada, to the California-Oregon line and south 320 miles to the PG&E gas terminal at Antioch.

Jim McCollum, San Francisco publicity manager for PG&E, said that the 40-foot pipe sections would be linked into 80-foot sections at the wrapping yard. Workers will wrap the pipe, three feet in diameter with asbestos

paper coated with tar. The wrapping protects the pipe from both erosion and corrosion. Without the wrapping, moisture would rust steel pipe. The expansion and contraction of pipe lengths due to temperature changes would scratch the pipe against rocks in the ground, setting up ideal conditions for additional rust.

PG&E has set up an office at the rail head of the McCloud River lumber company to receive the carloads of pipe needed for the job. Bids on the project construction were opened September 13 and the contract was awarded to H. C. Price Co. of Bartlesville, Okla. Work is due to start by October 17th. The work in the northern part of the state will be the roughest part of the job in California due to the rugged terrain through Siskiyou and Modoc counties.

Once the transmission line is past Redding the job should be easier going. One of Price's representatives stated they would use approximately 90 Operating Engineers at the peak of operations. It is anticipated they will actually start laying the line by the latter part of November. There is a tremendous amount of clearing to be done which the contractor plans to handle himself rather than sub it out.

Scheumann and Johnson construction company has been awarded the contract to build the \$4 million Spring Creek power plant. A spokesman for the bureau of reclamation says the Seattle firm expects to begin work on the plant by November 1st. The contract was awarded in the bureau's Denver office according to H. E. McInnis, assistant project construction engineer. The firm bid \$4,126,456 on Sept. 16 to get the award. Their bid is \$350,000 under an engineer's estimate by the bureau. The power plant will be built near Keswick dam as part of the Trinity River project. The plant's two 75,000 kilowatt generators will spin from water dropped 1500 feet from the three TRP reservoirs—Trinity, Lewiston, and Whiskeytown. The plant must be completed by July 1963. This will employ a number of Brothers and should be a good job for the winter months.

TRINITY DAM FINISHED

The last load of clay was tamped into Trinity dam September 22. At the peak of construction work the dam meant jobs for 1200 men. During the past season the payroll had averaged 500 Engineers. Trinity Dam Contractors the construction combine which build the 465 foot high dam will keep a crew busy for possibly another year. Rock facing must still be placed on the dam's upstream and downstream sides.

A gravel road must be built across the crest of the dam. This will be done in the next few days. TDC crews must also complete lining of the diversion tunnel with concrete and install the huge penstock steel pipes which will lead the river water under tremendous pressure into powerhouse turbines. TDC has a separate contract to build the powerhouse itself with Guy F. Atkinson. This job is expected to take another year.

Though the dam is virtually completed, water continues to flow past the structure through a diversion tunnel. The gates will not be closed on the dam until there is more water in the Trinity River. When the fall rains cause the river to rise, the diversion tunnel will be closed and water will be allowed to back up. This will permit crews to complete concrete work in the dry diversion tunnel. The closure will create a lake two miles long and about 150 feet deep.

When the outlet works are completed, the water storage can start in earnest. The resulting lake will be more than 400 feet deep near the dam. Completion of Trinity dam will not mean much slackening of activity in the Lewiston area. The bureau of reclamation's Denver headquarters is already considering bids for construction of the 90 feet high Lewiston dam, to be built nine miles downstream from Trinity dam.

Lewiston dam will also be an earthfill structure. It will regulate the flow of water from Trinity dam and will divert water into the Clear Creek tunnel, which will carry a 20 foot diameter stream 11 miles under the mountains into the arid Sacramento valley. Bids will be opened for the Lewiston dam in late November or early December. The contract will be awarded about January 1st, 1961 and work will begin when the weather permits. The Lewiston reservoir will hold 14,600 acre feet of water. Shea, Kaiser Morrison is under way on the alignment on the Clear Creek tunnel, employing some 60 to 65 operators.

The \$6,215,577 Whiskeytown dam is being constructed by Gibbons and Reed of Salt Lake City. Reservoir clearing has begun and crews are preparing to core out the diversion tunnel to divert Clear Creek so the base of the dam can be established in the old channel. Winston, Green and Drake is now underground on Spring Creek tunnel job with approximately 65 Brothers employed. The job is on a three shift operation.

The work on this job consists of two tunnels, one 8300 feet long and the other 4500 feet long. They will also construct a 3100 foot steel lined cement reinforced siphon which will connect the two tunnels. This latter job will cost \$11,617,104 and is a complicated feat for engineers since there are three curves to the tunnels and siphon. An appropriation of \$50 million for the Trinity River project was requested from congress by the California state water commission. The money would be budgeted in 1961-62 for continued construction on the Trinity project as planned by the bureau of reclamation.

The appropriation would include: Trinity dam—\$3,300,000 to complete construction; Whiskeytown dam—\$7,400,000; Lewiston diversion—\$1,500,000; Lewiston fish hatchery—\$800,000; Clear Creek tunnel—\$4,700,000 to complete construction; Spring Creek tunnel—\$10,300,000; Trinity power plant—\$4,800,000. Clear Creek power plant—\$4,800,000; Spring Creek power plant—\$7,000,000; Transmission lines from project

power plants to Cottonwood—\$4,000,000; Cow Creek project—\$1,000,000. The transmission lines and Cow Creek construction are being studied by the bureau.

IN AND AROUND REDDING

Work in and around Redding has held up very well this year with many jobs within the city limits. Construction of Benton tract's streets, sewers and water mains will begin within the month, City Engineer Dick Ward said. The Cleverdon company of Lafayette was awarded the contract for construction for \$357,724. Their bid was about \$22,000 below Ward's estimate. Shasta county supervisors saved the county almost \$26,000 when they rejected the lone bid on Bonnyview road construction last month and readvertised for bids. They accepted the \$68,168 bid of the B&B Construction company of Redding to widen much of Bonnyview road to 40 feet. The Calavaras Cement operations have gotten into full swing the past thirty days with Isbell Construction near completion on the dirt work. M&K Corp moved in and got their operations started with approximately 20 Engineers. There are a number of sub-contracts on this job that have not yet started but once the buildings and silos are completed then the machinery will start to move in and will be a break for some of the crane operators.

SUSANVILLE

Work around Susanville has started to pick up with Johnson, Drake and Piper kicking off their prison camp job. At a recent meeting a company representative said they are endeavoring to get the foundation poured so they can have shelter to keep the job in operation throughout the winter months. Fredrickson & Watson, Oakland contractors, are doing the excavating for this job. Work for the Operating Engineers this year will be spotty but by spring of 1961, this job will have approximately 25 to 30 Engineers employed.

ALTURAS

Merrill Dubach, Project Manager for Westbrook & Morrison-Knudsen states they have almost completed their operations out of Alturas. That will just about wind up the work picture in this area for 1960 but there are already a couple of highway jobs slated for the 1961 budget.

YREKA

Work in and around Yreka has started to show a slight decline in the month of October. Although Morrison-Knudsen is still moving along with a crew of 20 operators on the COPCO dam project.

SAFETY REPORT

This is the type of report we would like to make 12 months out of the year. NO ACCIDENTS for the month of September reported by the Brothers on any of the jobs in the six northern counties. An excellent record—let's keep it up.

The employment status out of Redding has been great for the year of 1960 and with the work picture for 1961 will produce more jobs, new hiways and new dams. The division of highways are now in the drawing board stage on the relocation of Highway 99 which will bypass the

San Mateo -- Hub of the Peninsula

Jobs Continue In High Gear In the Peninsula District

By BILL RANEY and DAN MATTESON, Business Representatives

The work picture at this writing is still quite good, despite the lack of real large projects in the area. The rain which we had slowed down the work temporarily, but was not heavy enough to do too much damage.

The very large Callan project in the north end of the County is still in the dark. We were hoping by this time to have the information that would tell us that the job would go. We have such projects as the Brewer Island deal near the San Mateo Bridge, and the 19th Ave. extension job, or the Linear Accelerator job in back of Stanford. Any of these will assure much work for you Engineers this winter, if they would start. If they don't we still have indications that there will be many large commercial buildings erected in the next few months as well as a number of public expenditures such as schools, police stations, sewers, paving, highways, etc.

Willie Frank still has a spread running, some of which will go through the winter.

Nick Ratkovich is out of the

outskirts of Redding and is scheduling it for the 1961 budget. This will be approximately 16 miles of new freeway with ramps, and overpasses branching off to the city of Redding.

The 15 cents an hour vacation pay became effective October 1st. This office has notified the contractors throughout the district of the increase but would also like to call the Brothers attention to the fact. Be sure and keep your records accurately. In the event of a discrepancy at the end of your employment with a contractor or at the time you receive your vacation, it will certainly be of value to you to have a complete work record.

The following is a letter we received this month from one of the Brother's wives: Dear Mr. Jennings:

My husband and I wish to thank the members of the Operating Engineers who have donated blood to the Blood Bank and made it possible to replace the 3 pints of blood I needed when I was operated on August 8. In this case the donors were William Gregory, Henry Franz and Francis A. McCready.

As we don't have the addresses of these men, we would like them to know through you that we very much appreciate this and we know that others who have found it necessary to need blood donations feel as we do, that this is a very worthwhile project that the union undertakes each year.

Also, we want to thank Jeanie for the time she took in arranging this replacement and the time she takes in getting the members to donate each year to have this reserve. Again we say "Thank You." Sincerely, Mrs. Dorothy Gilliam.

With our blood drive coming up shortly, this letter should serve as a stimulant to keep the Redding District at the top of the list as it has been in the past two years. If you will kindly call the office we will be more than happy to furnish you with the time and place donations will be taken. Let's keep Redding at the top of the goal another year, fellows.

SAN FRANCISCO, Contract awarded to Chas. L. Harney, Inc., S.F. \$145,538, for resurf. O'Shaughnessy Blvd. and other streets.

hospital and we hope he corrects some problems and will continue to work all winter.

Utah Dredging Co. have ironed their major problems and will probably go about two more months, three shifts, six days. There seems to be a good crew there now, as the turnover of engineers has dropped to a minimum.

NEW WORK

Wenrick & Associated were low bidder on the Water Supply system for Woodside.

Glanville Plumbing Co. were low bidders on Sewer Construction and Treatment Plant for Pacifica.

The O. E. Anderson Co. of San Jose were low bidder on the Christopher Columbus School, which will be in Daly City.

Midstate Const. Co. low bidder on the Pauline Brown Elementary School, Daly City.

Barrett Const. Co. were awarded a \$92,500 contract for improvements to piers and north concourse at the San Francisco International Airport.

Lowrie Paving were awarded the contract with a bid of \$49,746 for resurfacing Airport Blvd., Baden Ave. to N. City limit, and traffic island installation.

Bids will be opened Thursday, October 13, for improvements at Broadway and El Camino, in Redwood City, modification of traffic and highway lighting system and left turn storage lanes.

Your Local Union has various showings of a SAFETY film scheduled in the area during the next few weeks. Watch for it! No operator or oiler should miss this one. This film has been compiled through the efforts of your Union and the State of California. Most accidents happen in one-half a second and you are stuck with the results for the rest of your life. If you don't care, your family does.

"B" DAY—OCT. 29!

"B" Day will be here again on October 29th. This is the big bi-annual event when all Building Trades Unions vie with each other to help themselves and their families. Your Blood Bank is wholly supported by you. Should you or your family need blood in an emergency, and yourself or your brother members have given any, all it takes is a phone call. This "B" day bit is a Saturday morning deal—7 a.m. to 12 noon. Each participant receives a good bracer, and a sumptuous breakfast prepared by your Business Representatives, and served by the girls in the various Union offices. It's real "Funsville." The first building off El Camino when you enter the grounds of the Peninsula Hospital in South Millbrae, is the Blood Bank Building. Bring your wife also. She too is eligible to donate to the Blood Bank Fund.

Brother Les King has opened a Douglas Station at Whipple Ave. and Bayshore, Redwood City. Les worked as a dredge-man for five years prior to opening the station. He offers first quality gas at 2c off. Grease jobs and tune-ups, pick-up and deliver, tires and batteries. See "Les" if you are in the vicinity of Redwood City.

SEN. KENNEDY'S POSITION

On-Site Picketing:

"No union member should be denied the right to picket sites that require him to work side by side with non-union members." (Sd. Trades Dept.'s Six Annual Legislative Conference, March 1, 1960.)

Sen. Kennedy has given wholehearted support to our proposals for just treatment and has sponsored bills to give the building tradesmen relief from the inequitable restrictions of on-site picketing.

Prevailing wages (Davis-Bacon):

Sen. Kennedy has vigorously supported measures calling for payment of prevailing wages (Davis-Bacon) on federally-assisted work. For example, in 1956 he was instrumental in having a prevailing wage for the first time included in the highway program. Again in 1958 he voted to have prevailing wage provisions included in the Community Facilities Act.

Moreover, Sen. Kennedy has demonstrated his belief in the prevailing wage principle by supporting measures designed to modernize the Davis-Bacon Prevailing Wage Act so as to include fringe benefits. In 1955 he cosponsored in the Senate, S. 2185 which would have modernized the Davis-Bacon Act.

Construction Needs

SENATOR KENNEDY'S POSITION

Senator Kennedy's goal is: "A decent house and a suitable environment for every American family."

"The first steps must be to reverse the disastrous high-interest rate policy..."

"Increase our efforts to clear slums and renew cities."



Kennedy? Nixon? Here's Record

VOTING RECORDS OF KENNEDY AND NIXON

(R-means Voted Right or Paired Right; W-means Voted Wrong or Paired Wrong; A-means Absent or General Pair).

	KENNEDY			NIXON		
	R	W	A	R	W	A
Agriculture	5	6	5	0	3	0
Civil Rights	15	1	5	0	3	1
Civil Service, Postal Pay	5	0	2	2	1	0
Consumer	9	1	4	1	4	1
Controls: Prices, Rents						
Wages	21	0	1	5	10	1
Defense	2	0	0	1	2	0
Education	3	0	0	0	1	1
Health	2	0	0	0	3	1
Housing	15	0	5	0	5	0
Labor	10	0	0	1	6	1
Labor-Management	23	0	0	0	8	0
Offshore Oil	14	0	0	0	4	0
Public Power,						
Natural Resources	13	7	2	0	0	0
Public Works	3	1	0	0	0	0
Small Business	2	0	0	0	0	0
Social Security,						
Public Assistance, etc.	6	1	2	0	4	0
Taxes	9	2	2	1	8	2
Unemployment	11	0	0	0	1	0
Veterans	2	0	0	0	0	0
Miscellaneous	5	0	1	0	2	1
TOTAL	175	19	29	19	64	9

VOTING PERCENTAGES

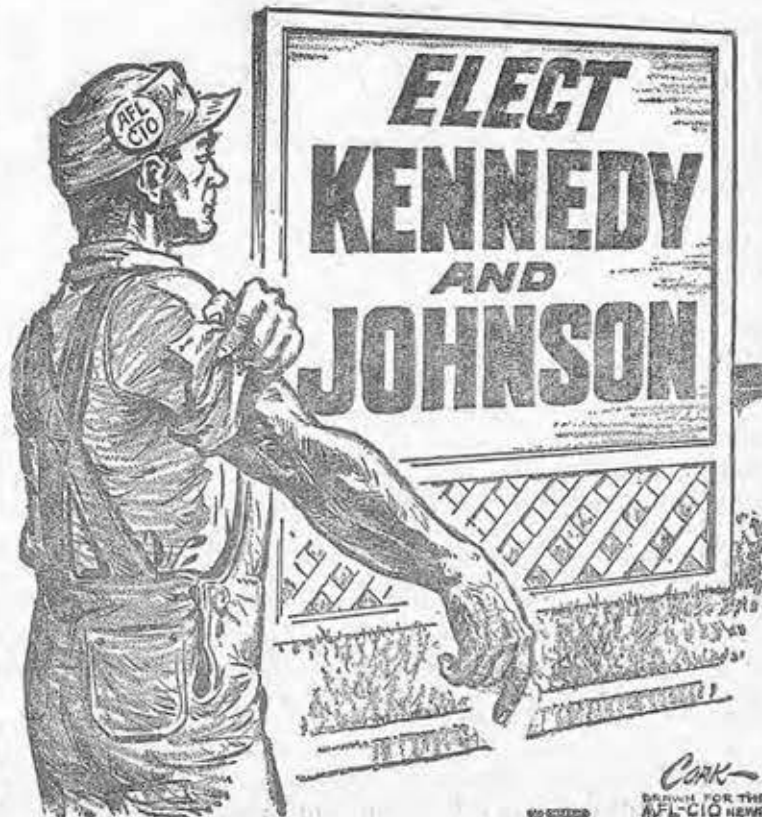
Kennedy 90.2% Nixon 22.9%

Voting Percentages on Labor and Labor-Management Legislation

Kennedy 100% Nixon 6.7%

STILL IN DOUBT?

The Job Ahead!



O. C. JONES & SONS
GENERAL CONTRACTORS
Cedar & 5th St. BERKELEY
Landscape 8-3424
Member A.G.C.

Barricade & Warning Lite Company
The only supplier of barricade and warning lites in Northern California who are all members of Local 3
Oakland: OLympic 8-3923 San Jose: OYpress 3-3132
Fresno: OLinton 1-8121

FRESNO DISTRICT WORK STILL FAIR

By JOSEPH "JOE" MILLER, J. D. "JIM" MONROE and
B. F. "TINY" HELLING, Business Representatives

FRESNO DISTRICT continues to be fair, with most members working. We still have men on the out-of-work list due to normal job turnover. Some projects that have been underway for the last year or two are now laying off some of their personnel as their jobs near the end. Other jobs are getting started now and absorbing some of the slack.

PLEASE VOTE IN NOVEMBER !!! As you have all been informed by now. You know that you are faced with two important elections in November. Both of which are of vital importance to the future welfare of yourselves and families. One is within your own Local Union, as you will be electing a staff of officers and Executive Board members to serve you for the next two and one-half years.

In the other you will elect the next President of these United States of America along with members of Congress and your State Governments. We cannot say enough about how important it is for you to vote. Please cast your ballot in both of these important elections.

We also urge all members to vote yes on proposition No. 1 which is the \$1.75 Billion dollar water program for the construction of Dams and related facilities in Northern California. Soon after you read this edition of the Engineers news you should receive your ballot for the election within Local No. 3. When you get your ballot don't lay it aside for later, be a good active member and read your ballot right away, make your choice of Candidates, mark your ballot and mail it back as per the instructions. Please vote.

Pollard Concrete sets up newest and most modern Hot Plant operation on west coast at Sanger. This Hot Plant has completely streamlined the methods of Hot Plant Operations and is as close to being automatic as they can get. It is fed direct from the Rock Plant by conveyors and the oil is electrically preheated at night on a system similar to that of an air conditioning control unit. Photos appearing here show the plant and master control panel. Brother H. T. Peterson is standing observing the plant and Brother Joseph Miller is standing and talking about the plant with the plant engineer. Brother Hill Bowen, an outstanding Engineer in this field of work.

FRESNO SHEET WORK

The Fresno Paving Company was low bid for \$86,590 to resurface 6.5 miles of Fresno streets, this Company also has started work on McMullis grade near Helm and also have a few members working at Blue Canyon. The Baldwin Construction Company will start black top October 10th on their job out of Los Banos. This Company has seventeen miles of new road going to Merced. They have a crusher and hot plant set up about ten miles west of Los Banos and have been crushing about three weeks. The superintendent on this job is Red Covington. Ray Clark has the sub-contract to do all the finish blade work ahead of the black top. Northrup Company have about one more month of clearing on the San Joaquin River out of Dos Palos. This company is also bidding on the clearing at Terminus. The additional work on the San Joaquin levee job is still being held up, but should be up for bid soon. The J. W. Briggs Company is working all the hours that they have daylight for at Tioga Pass, trying to beat the snow. Richardson Brothers also have a

job at White Wolfe out of Yosemite Park. This Company will work till they are snowed out. Thomas Construction Company was awarded a contract for \$497,290 to grade and surface four miles of road out of North Fork. The Merced Freeway job is moving right along. The Miles Sierra Company have about twenty five members working on import and compaction. The Scott and Scott Company have run into financial difficulties on their resurfacing job on hiway No. 168 near Shaver Lake and have shut the job down. The bonding Company have not announced who will finish the job. To date we have collected all wages for the Brothers on the job and are now in process of collecting vacation pay. Any of the Brothers who have claims on the job, should turn it in immediately. The L. B. Wells Company are working on their resurfacing job at Sequoia Park and at various smaller jobs in the Visalia Area.

The Ted Baun Company were awarded a contract for \$173,414 for resurfacing west of Lemoore. The Gordon Ball Company started paving operations on Highway 99 near Tagus Ranch on October 4th.

The Calumet Construction Company have started work on a rip rap and guaging station at Success Dam, they have subbed part of the work to Fred Galenti Company.

SUCCESS DAM

The Guy F. Atkinson Company are coming to the end of operations on Success Dam. All that remains is topping out the dam and clearing and clean up work, with a few thousand yards of rock excavation in the spillway.

The D. Gerald Bing Company were awarded a \$1,465,000 contract for additional taxiways and parking aprons at Lemoore Airbase.

Watkin and Sibbald were also awarded a \$51,740 contract for landscaping at the base. The Baldwin Company were also awarded additional hanger work at the base. The Bethlehem Steel Company are doing most of the crane work on the base. The Winston-Green Company at Terminus Dam continue about the same pace, with very little turnover on this job.

In regard to vacation pay, many of the Brothers are not getting their checks because they have not asked their employer for them. If you quit or are terminated for any reason, go to the Company office or if no office, ask the Superintendent for your vacation pay, giving your correct address so that it can be mailed to you. Or in you have been working for the same contractor, you are entitled to your vacation after October 1st for the preceding year. Also with the advent of wet weather coming on, be sure your employer has your telephone number.

HAMILTON AFB. Contract awarded to Max Drill, Inc., Newark, N.J. \$1,015,000, for repr. impvts. & modif. to exist. 505 unit Wherry Proj., Hamilton AFB. Inv. IFB 04-602-60-126, Proj. Ham 220(0) Command.

Northbay Area Dust Is Not Yet Settled

By F. A. LAWRENCE, L. C. SOLARI and A. S. SMITH, Business Representatives

As this news goes to press it is somewhat damp outside but hasn't settled the dust as yet so all jobs still in full swing.

Cherf, Sandkay & Cheney right on schedule at the Nicasio Dam job. Road all graded ready to pave. Two shifts resumed—hauling dirt off the hills for the fill. At the rate they're going the job should wind up in about five or six weeks. Sorry to report General Super Russ Hopkins battling the pneumonia bug, we hope for a speedy recovery so we'll see him back on the job soon.

E. A. Forde Co. putting select material on the Nicasio Dam road. They have the paving job. It will depend on the weather as to the length of time that will be involved there.

Syar & Harms moved in a blade, compactor, and a shovel, expect to get started next week, redesigning taxiways at Hamilton Airbase.

Carrol Madsen's spread working in Petaluma leveling a hill for fill to go into new school grounds there. Working three electric pulls, two dozers, and a blade. Brother Joe Silva is running the job.

Received a letter in this office from Mrs. David F. Willis telling of the death of her husband and young son. David Willis was a brother member until 1958. She asked if anyone remembering them would care to drop her a line she would appreciate it. The address P.O. Box 92, Bodega, Calif.

This office is holding a vacation paycheck for Brother Allen Charney—if he will contact this office and furnish us a current address we will be glad to forward same.

Brother Al Hansen, on sick list, dropped in to see us—is convalescing and looking good. Hopes to return to work next spring. Wishes to be remembered to all his Brother members.

VALLEJO NEWS

Granite Const. is under way at present with quite a spread working on the irrigation canal job at Vacaville with Super Jim Gaither in charge. Foremen—Robert Mayfield, Wm. H. Ellis, Bob Hesse, D. W. 20 operators—Eugene Vierra, Ernie Binstock, C. J. Blakenship, Wilmer Drewery. Blade operators—Sidney Flock, G. M. Stover, Nick Marazzo, Mechanic—Raymond Hogan. Stanley Hanson on a Dozer. O. L. Burns on a John Deere Tractor. Norman Goodwin on Crane—his oiler Glen Hardy. Roy Hutchinson on the grease truck. Instrument man—Tom Grose. Rodman—George McCants. Grade Setters—Homer Edwards, Roy Ellis, Floyd Foft, Alfred Green.

Basalt Rock is keeping three paving crews busy at the present mostly on county and city streets. They are also keeping their plant crews working steadily, and have just put on a extra shift at the Napa Quarry. This company has quite a lot of work lined up for this fall and next spring, they have the paving on the Frederickson & Watson, Gordon Ball, and Charles Harney jobs to name just a few.

Frederickson & Watson is making progress on the Vallejo-Benicia road job.

McGuire & Hester has two sewer jobs in this area at the present a \$38,133 job at Winters and a \$13,414 job in Vallejo.

Bids will be opened October 13th for the job connecting the Fredrickson & Watson job and the new Benicia-Martinez bridge.

Gordon Ball is laying C.T.B. on the south side of Highway No. 40 at Cordelia in preparation for paving and building the grade on the north side.

Pipelining Inc. has 14 thousand feet of pipe lining to put in for the City of Vallejo at Rockville.

On the Latipac-Perini Development on San Pedro Rd. M.G.M. has a contract for 15,000 feet of 6 to 36 inch sewer line to lay, 10,000 feet 12 to 18 inch storm drain, and another 15,000 feet of sewer line. Should be through in about two weeks. Bro. Art Langford Super, Harry Nelson foreman for Laborers.

Bro. Huntsinker on loader, Bro. Gilbert Isabel on trencher, Bro. Virgil Kitchen oiling, Bro. Hensley on trencher, Bro. Murphy oiling, Bro. Herb Herbert on Hoptoe and Bro. Jim Jorgensen oiling, Bro. John Pressley on a cat, Bro. Garner on a loader, and Bro. Bill Tremble on a dozer.

STOCKTON AREA IS STILL SLACK

By WALTER M. TALBOT, DANNY O. DEES, GLENN L. DOBYNS
Business Representatives

The work load in this district is still slack for this time of year with not much prospect of any change until New Hogan Dam and the Third Aqueduct for the East Bay Municipal Utility District get under way.

The main contract for New Hogan Dam is to be awarded on October 25th and the formal dedication will be held on November 10th. The proposed program for next year includes \$5,500,000 for work on the dam, which is scheduled to provide flood protection to Stockton in the winter of 1963 and irrigation storage in 1964.

C.F.-F.M. & Graver Tank and Manufacturing Co., who were low bidders on the \$14,000,000 aqueduct job, have indicated they do not expect to erect their plant near Lockford until February, 1961. This, of course, means that the actual excavation for the pipe line will be some months later as they plan the erection of the plants necessary for the manufacture and lining of the pipe with concrete and a stockpile of pipe when excavation starts.

Barker Corporation, of Stockton, was low bidder for approximately two (2) miles of grading and surfacing on State Route 88 in Amador County. The job starts two miles west of Pine Grove and extends into the center of this mountain community. The bid was for \$299,617, however, this job also is not expected to get under way until spring with the exception of clearing rights-of-way and crushing aggregates.

The Simpson-Lee Paper Mill in Ripon, being constructed by Miller-Davis and William C. Tait Co., is keeping several brothers employed. The sub-contractors on this job include A. Teichert & Son, E. C. Braun Co., Kelly Bros. Crane Service, Ray Crain, A. J. Clow Crane Service and Larry Aksland.

E. C. Braun Co. of Berkeley, was low bidder on a \$28,560 trunk line sewer job on Holly Drive in Tracy.

Claude C. Wood Co., of Lodi, was the successful bidder on the resurfacing of Turner Road in Lodi.

I. L. Croft & Son, Inc., will have completed the Luther Pass job on Highway 89 by the time this article is printed and they have already started excavating on the two (2) miles on Highway 88, which adjoins the completed job, and plan to work until the snow drives them out.

The labor dispute at the Pittsburgh-Des Moines Steel yard in Stockton, between the Teamsters' Union and the Company, has put Brothers Lester Tucker, Clarence Ragan, Edgar Stephenson and Hank Swarthout out of work as they respected the Teamster's picket

The State is calling for bids on two road jobs this month, one in Calaveras County between Angels Camp and Murphys, and the other in Amador County near Sutter Creek. We have hopes of both these jobs starting before the rains come as this type of soil and runoff would permit some winter work.

Also the Federal Government has appropriated \$1,260,000 to expedite San Joaquin River flood levees which will give this district some much needed work in the delta area.

The contractors engaged in the business of leveling land are enjoying the usual seasonal rush between harvest time and the winter rains to put the land in shape for next year's crops.

Stolte, Inc., have the contract for the Carpenter Street Bridge in Modesto and have just completed pouring the concrete for the last footing. They are now setting the staging for the deck work. This will keep Brother Ledgerwood, on the truck crane, and his oiler, Brother Brown, busy for some time. Standard Materials, of Modesto, are laying all the base rock for both of the approaches for this bridge.

M. Malfitano & Son and Vega Engineering and Grading Company on the Crows Landing Levee still have a lot of dirt to move. Lee Stephens recently moved in with two cats and rubber tired rigs, along with a blade to hurry this job along.

George Reed Construction Co. has started work on a new subdivision at Ceres. They have approximately three weeks work left on the realignment of the highway to Pine Crest and the Sonora area. This Company have numerous small jobs in the Ceres and Sonora area.

M. J. Ruddy Construction Co., of Modesto, are paving most of the streets in Sonora. The narrow streets in that mountain town have presented a terrific problem to maintain traffic while the streets are being paved. The cement treated base on the Highway 120 job, out of Sonora, has been completed and by the time this article is off the press they should be laying the hot stuff.

The Modesto office recently obtained two signed contracts, one with Carl Williams, working on the Columbia Air Base, and the other with Alfred Bonora, both contractors from Sonora.

PERSONAL NOTES:

Our sincere sympathy goes to the family of the late Brother John Pisenti, who passed away September 22nd.

ROSA-UKIAH HOPES FOR DRY SPELL

By RUSSELL SWANSON
Business Representative

This area has just had a touch of rain so far and it is our hope that the same conditions prevail this year. If my memory serves me correctly, it rained on the 26th of September in 1959, and then held off until January. The recent rain shut down a few jobs for a couple of days, mainly for safety reasons. It accomplished something too, because it scared some of our farmers, and home owners, into completing fills and walks, so that now all of the gravel plants (including the small timers) are busy.

MEETING TURNOUT EXCELLENT

Brothers, may I at this time thank you for your excellent response in turning out for the special called nominating meeting which was held in Santa Rosa, October 10th. I realize that it was practically impossible for some of the brothers to make an appearance for varied reasons, mainly because of the distance which has to be traveled after having worked overtime. I further realize that the season is getting late and those overtime hours won't be as plentiful in the winter months. At that time please make an effort to attend. Our next regular district meeting will be held at the Moose Hall on December 8th, so please continue the showing and turn out for the next meeting.

VOTE

Be sure to cast your ballot in the forthcoming General Election. The date is November 8th, and remember that there are candidates which have been endorsed by the Labor movement, and the only reasons that the candidates are able to receive these endorsements is that they will give Labor a fair shake. Two names which I personally want you to remember are Everett Matzen and Clem Miller.

We in the labor group know that the only way to receive good legislation representation is to have our friends in the legislature. We know that Everett Matzen who is running for the 7th District seat in the Assembly has done an excellent job in representing the Butcher's Union and also while on the Sonoma Co. Grand Jury his reputation was excellent. Presently as a Petaluma City Councilman, he has called the shots as he sees them, and we know that the Labor movement will be fortunate in having an Assemblyman such as Everett Matzen. The other name mentioned is that of Clem Miller who is in Congress and we hope he stays because of the support and help which he has given us. He has been a very agile representative in Congress and is continually seeking additional work for this area; such as, highways, dams, etc., which is a sure aid to the Operating Engineers so far as employment is concerned. Again I would like to stress the two names—Everett Matzen and Clem Miller. Be sure to vote.

WORK

The job situation from last month has not changed to any measurable degree. The only big job which we are anticipating is that of the \$3,800,000 Freeway between Windsor and Healdsburg. The bids should be called for most any day, but at this writing the date has not been set. The out of work list

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

Fall is definitely in the air these days. At this time of year there are certain individuals of our membership who are just existing until the deer season opens on October 22nd. About three weeks before the opening they acquire a glassy stare and their thoughts are not on their work. I am acquainted with some few of these brothers and I understand the cause of their ailment. All the contractors have the same complaint—keeping men on the job during the hunt. In Utah they should declare a holiday for the entire deer season.

Gibbons & Reed Company submitted a low bid of \$224,500 for covering the Samuel C. Park reservoir. This reservoir is located on Wasatch Blvd. near 3100 South. This was low of seven bids submitted. The Engineer's estimate, \$298,675.

In another bid opening, Weyer Const. Co. submitted the low bid of \$88,623 for construction of a concrete bridge over the Jordan River at 9th North. This job includes paving of Ninth north from 14th West to Redwood Road. Engineer's estimate for the bridge was \$91,422.

One of the better jobs still making progress in the area is W. W. Clyde's freeway job running about 4 blocks west of our Union Hall and is approximately 85% complete. Clyde's bid on this job was \$2,600,000. They are using a Kolman Loader and an elevating grade to load trucks for an average 4½ mile haul. This job recently cut to one shift. Members now on the job are as follows: Brother Lionel Jensen making many miles with the blade, Brother Dan Haslem doing a good job on the elevating grader, Brother Cliff Stephenson on the T. D. 24 dozer, Brother Byron Young on the big Michigan with a dozer on it.

Brother Leonard Benson on a D-8 dozer, Brother Charles Hager doing some dicing on the fills and an old Brother on the spread cat is Les Dix. Brother Bill Calloway is doing the compacting with some very fancy equipment. This job is being run by Brother Grant Haslam and very capably. Brother

does have a few names on it, but as a whole we have been fairly fortunate once the season started, and most of the Brothers have been busy. We cannot at this time see where it would be advisable for brothers to travel long distances from other areas seeking immediate work in this area. We wish that we could so advise but the outlook for new work for the rest of the season is not as sharp as we would like to see it.

BLOOD BANK

Brothers, when you have time, please donate blood. The supply is low and the reserve is needed. Thank you.

On the job the other day I saw something that looked like a Pogo-stick. After investigating I found that I was wrong and it was only Chet Yardley who is a local owner-operator with compacting equipment. From now on I think I'll call him "Pogo Stick Chet."

Howard Seacord is still in the hospital and wishes us to say hello to all of the Brothers. This office certainly wishes Howard a speedy recovery and hope that the recent foot operation is a complete success. I was in the hospital talking to Gene Leonard the other day and he is in real good spirits. Gene suffered a heart attack and will be off work for a while but he certainly hasn't lost any of his wit and the twinkle in his eye is still there. Hurry up and get well, Gene.

Grant Haslam is an old timer for W. W. Clyde Company and also with our union and is responsible for the up-keep of the equipment. Brother Rube Griffiths who knows just about everything with regard to keeping the equipment going, is ably assisted by Brother Mike Maloney.

SOUTHERN UTAH

Jobs in the South are still going trying to beat the weather. Floyd Whiting's job at Helper and Thistle are steadily moving with very little turnover. The rock work on the project should go all winter.

James Reed Company has got his job started at Moab. This company is going to try to work all winter but he said it would only be 40 hours a week.

W. W. Clyde Company has not as yet started his project at Moab, but this should go all winter.

Whiting & Haymond's job at Panguitch, Filmore and Delta are all coming to an end fast. Whiting Brothers have about three weeks left on their oil job at Panguitch. Strong Company has 30 operators on their job at Glendale. This has been a very good job and will be a good job for most of the winter.

Stout Company has a good crew of operators. This job will work all winter. V. C. Mendenhall Company is really going strong on their job at Cedar City, Utah.

At Utah Construction Iron Mines, things are looking a little brighter with the company starting up the Comstock.

PROVO AREA

Arch Dam Constructors have approximately 90 engineers employed at this writing. They have two cableways in operation and are placing concrete in the dam. Clarence Bruner is the Steward on the job and with that many operators there are always numerous problems.

Above Flaming George Dam, between Manila and Vernal, Wheelwright Construction Company has a good job for the Bureau of Reclamation. The deer are so thick up there I don't see how the boys get any work done. Max Hunter is superintendent on the job with Con Searle as Grade Foreman. Bert Carr is on the push cat, Jerome Ludwig and Chuck Wellman on the 20's, Howard Bame and Jim McLain on the dozers and Ervin Hufaker is the nut buster.

Deer season opens on the 15th so you can be sure there will be no road building on that job for a few days after that.

Other new work in the Uintah Basin is a road job at Bridgeland that Germer, Abbott and Waldron subbed to Vernal Sand & Gravel Company. They have most of their old hands on the project with our old friend Art Cramer as superintendent. W. W. Clyde was low bidder on the road from Jensen to Red Wash. We expect them to start moving equipment any day now.

Around Utah County things are pretty much the same as last month with the exception that Consolidated Western did not get started on the No. 3 blast furnace as was mentioned in the last writing. It has been

postponed four times to date and the last we heard is that if we don't get started on the 15th of October it won't go until next Spring. Of course anyone who has ever worked for GWS knows anything can happen.

This area could use some good construction projects and we think a change in State and Government politics would help the situation so we urge all our members to be sure to register and vote. Also, it is every member's duty to take an active part in our own union affairs; so when you receive your ballot in the mail, we would like you to study it and vote, not just put it to one side and forget about it.

KENNECOTT COPPER

On September 28, Brother Lester Meham was fatally injured in an accident at Kennecott Copper's Bingham Mine. This occurred at approximately 7:25 A.M. As there were no eye witnesses it is somewhat a matter of conjecture as to the exact cause.

At the time of the accident, the Joint Safety Committee of all the Local Unions at the Mine was meeting in the office of the Mine Safety Engineer preparing to make a Safety Inspection of an area of the Mine. Two Utah Safety Inspectors, Mr. V. C. Pett and Mr. John Holmes were present at this meeting and were going to go along with the Joint Safety Committee.

The Company, the State Safety Inspectors and Brother Everett Hibbard representing this Local, made an immediate inspection of the accident and it was generally concluded that this accident was caused by the loss of control by Brother Meham on a steep ramp.

It was brought out at this investigation that Brother Meham had not been given much time on this machine in order for him to become fully acquainted with its operation. In fact, it was brought out, and was later confirmed by your stewards, that other dozer operators had been sent to operate this machine without ever having been near the machine.

For some time now, your stewards have been requesting the company to set up a more realistic program of training men in all departments. We feel that the present methods are

inadequate, and that perhaps an Apprenticeship Program such as we have in other areas of our Local would be more ideal. This Local is as interested in turning out better qualified operators as individual operators are in becoming the Best Operator.

IF YOU HAVE NOT HAD ANY EXPERIENCE ON A PIECE OF EQUIPMENT DO NOT ATTEMPT TO OPERATE IT. BE SAFE not SORRY!

Let's all of us do all that is possible to make our jobs safer.

Offering condolences to a member's family is not an easy thing to do. If each of us make a sincere effort to work and play safely at all times, these hard tasks of offering condolences will be minimized.

PERSONAL NOTES

The following Brothers have been ill and hospitalized; however, in checking with them, we find that all are improved. A speedy and full recovery is wished for Brothers Ralph Taylor, who was in a serious automobile accident; Bud Burns, who has been very ill; Jim Stevens, still in hospital; Art Casey, still ill; Douglas Reeves, released from hospital and improving; Phil Thorley, improving after a very serious heart operation.

Brother Odell Anderson was thrown from a DW21 while working for Wilson Smith at Fruitland, Utah. Not seriously injured but will be laid up for about 30 days. Brother Mark Jones is now out of the hospital and doing well.

IMPORTANT: The new telephone number for the Salt Lake Office is HU 6-7401.

A prominent oil operator said to his wife: "Whew! I had an aptitude test this afternoon. Thank goodness I'm the owner of the company!"

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FIRST RAIN IN REDWOODS

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

At this writing Gibbons & Reed are progressing very well on their approach job to the Oregon Mountain tunnel on Hiway 199. Brother Mick Herndon superintending the job with 43 engineers employed, working 2 shifts. Pending weather they expect to complete their contract by November 1.

At Smith River the Pelican Bay plant is working their regular crew. Things are very slow in the black top line. They are doing small jobs at Brookings, Oregon and Crescent City.

Arthur B. Siri Company have completed the excavating and black topping of the Safeway Store parking lot at Crescent City.

The building is progressing very well, it being a slab-lift building.

Singleton Const. Co. of Redding is moving materials preparatory to starting work on the Crescent City High School Extension.

Two North-west rigs and a 977 loader are working at the Mercer Fraser quarry at Trinidad getting rock out for the north Jetty repair job.

The Manitowac rig belonging to Morrison Knudson is set up and in operation to place material on the jetty.

B&R Const. Co. of Oakland is General Contractors on the McKinleyville High School, they are well underway on their underground work and have started some of the building.

J. L. Connor, Jr. progressing nicely with a small crew of engineers placing riprap on Hiway 299 west of Willow Creek.

At the Martins Ferry bridge, Peter Kiewit & Sons' expect to pour the cement deck on the bridge and complete it this month.

The hiway job between Weitchpec and Orleans still experiencing trouble with slides, a crew of about 27 engineers employed there, working 10 hour shifts. The company moved in a crusher to make 30,000 tons of crushed material which should be completed in about 10 days. This job is being done by Slate Hall & Hamilton of Portland, Oregon.

McIntosh & McKnight of Willow Creek furnishing the concrete for the three bridges on the Weitchpec job.

FIRST RAINS CAME

We in the north part of Local 3 experienced our first rain of the season. Hope it just settles the dust and the men continue to work longer.

South of Eureka Morrison Knudson at Weott is on the last leg of their dirt moving on 101, not very much to go. Mercer Fraser Co. is rolling on the cement treated base on this same job. Stolte Inc. of Oakland making good progress on the piling and center piers on the Myers Flat bridge, Morrison Knudson is moving a few thousand yards of approach material for them on the south end.

Hastings & Roads Inc. doing fine on their slide job at Piercy on 101 and their little recreational dam job at Benbow south of Garberville.

Clifford C. Bong Co. of Arcadia doing real well on the Fortuna Freeway. This is sure a nice company to work with. John Reed the Super, a real nice man and runs his job by the book, which makes us all happy to say the least.

Morrison Knudson & Westbrook in the finishing stages on

the Blocksburg road job out of Bridgeville.

John Burman & Son have their Multi-Plate in at Burr Creek on Hiway 36 and now making the dirt roll on the re-alignment, Brother this was sure needed.

Fadel-Granite making progress on the Ruth Dam. They are getting as much preparatory work done as possible this year so they can really roll in the coming spring.

As we have already stated we have had our first rain and only hope it holds off now for a long while like it did last year.

That seems to be it for this time, hope we have more next month, see you then.

As a concluding thought you know there is only one way to elect anyone, that is to VOTE.

Highway Work Lagging In Enforcing of Safety Rules

By GLEN DOBYNS and DALE MARR, Business Representatives

The opportunities for highway contractors in the accelerated national construction program will be accompanied by many construction problems. A critical problem will be the availability of trained construction manpower. Men without previous construction training will be hired by the highway construction industry.

How well the construction industry and the individual firms which comprise the industry will meet the challenges will be written in the credit and debit ratings on premiums for Workmen's Compensation, Public Liability and property damage insurance. "Safe construction practices mean profitable operations" is not a catch phrase.

Accident prevention in the highway construction industry is in its infancy. The development of the reporting program within the Highway Division of the Associated General Contractors of America even though rewarding, is but a first step. The positive action taken by highway chapters and their individual members during the months ahead will tell the people and their legislative representatives whether or not this industry is willing and able to regulate safety on construction jobs.

Tangible rules, regulations, codes or manuals can be applied to highway construction safety only with an accompanying recognition of human behavior. This must be so if we are to accept the findings of safety engineers who generally confirm that 85 per cent of all industrial accidents are attributable to unsafe acts by people and 15 per cent result from unsafe conditions.

The habits and attitudes of people which create this 6 to 1 ratio emphasizes the difficulty found in applying accident prevention measures and rules to a group of work men that may be no larger than 25 in number and spread over several miles of territory.

There are two very important needs in any safety program. They are: communication and

AROUND TOWN

The Van Vaulkenburgh sewer line project in Sparks is making much better progress lately as they are through the heavier cuts and the water table is not the problem it has been. All they have to keep their eyes on now are the power poles, back yards, fences, water lines, gas lines, horses and a few other items like that there.

The two spreads headed out by "Big Mike" Vicurivich and Brother L. L. Kiethley have some real fine engineers making ditch, getting that pipe in, backfilling and landscaping, such as Brothers "Dollar" O'Coyné, Kiethly, Pete Ekberg and C. Oldham on the rigs with their oilers, Brother "Puch" Puccinelli, Vern Pickrell, Jim Day and Jim Zinn.

Then there are brothers "Red" Glover and Bill Powell on the Michigan Loader and Cat dozer respectively and those guys really got it made in the

shade and they know it. This gang looks like they are set till December and that's good considering all in all.

Geo. E. Probasco's gang on the Greenbrae project in Sparks just seems to keep on going and going. Those tractor loaders, ditchers and backhoes, blades and rollers are always buzzing around like a real going ant hill, with such a crew of Engineers as Brothers "Doc" Kendricks, "Curley" Ovie Trott, Denny Hancock, Edgar McNeil, Billy Duran, Donald Hanneman, Donald Marks, Jr., and Jesse McConnell. Just got a report that Brother Ovie Trott is back in the hospital.

SEEN ON THE HILLSIDES

Dodge Construction, Inc., have just about got their Highway 395 job at Washoe City by the tail with quite a stretch already paved, but a rough rock cut yet to go. A number of the brothers were transferred to their job at Warm Springs on Highway No. 6 as they finished out here and that should keep them busy into the winter months just ahead.

The NACON Company has finished their State Highway 11 job at Jack Creek and have moved everything to their Highway 50 project at Eureka. From all indications they will get the dirt and the rock excavations completed this season and a goodly portion of it graded. Not too much hope for the hot stuff till next Spring though.

The following crew on this job: Brothers Bert Roark and Larry Cawelti on the blades and Brother J. Campbell, Omer Pruitt and A. "Missouri" Travis on the S-18's. Euc scrapers with Brother Gene Carroll on the big (380) Michigan Pusher. Doing the nut busting around the spread is Brothers Harold Thompson and Bruce Rabenold.

Wells-Cargo has a mine stripping job out of Palisades with a couple of pulls and a dozer uncovering the iron ore. This is a wet one as the pit is below the Humboldt River bed and those pumps really get a workout. This could develop into a good long time job for some of the brothers with a possibility of working all winter.

The Silver State Construction Company's highway 40 job at Golconda in the go ahead stage as always. That is a real much moving outfit. The 21 spread and the cat and can spread looks like they should be good till Christmas while the drills and the shovel gangs will no doubt work all winter on that big rock cut.

The Isbell hot gang on the Clear Creek paving job will have completed that section by the time this appears in print. Then after they pave the main drag through Carson City most of them will be transferred to the Walker Lake project in an attempt to pave highway 95 north of Hawthorne before the bad weather sets in.

Isbell's excavation crew at Walker Lake have just about got it in the bag with the exception of a stretch to clean up and finish. A major portion is already finished and tacked just waiting for the paving crew to go to town.

Isbell's highway 395 job from Reno to the Stead Air Base is just getting rolling as the company is now able to release some equipment from some of their other jobs that are coming to a halt due to completion or seasonal shutdowns and transferring men and equip-

ment to kick this job off. This project will keep quite a crew of the Isbell hands working through the winter with maybe a lost day now and then for bad weather conditions.

The great George of the George Griffal Company of Reno, Nevada, has lots of work and he keeps all of his men working. He has such a good crew of Operating Engineers that they really keep the reputation of the great George up.

By the way Brother Don Wood was appointed by the President of Local 3, Brother Paul Edgecombe, to serve on the Grievance Committee to replace Brother James Mott until the next District Meeting which will be on December 15, 1960, in Reno, Nevada. I think Brother Wood will make a good member on the Grievance Committee. That Griffal outfit really gets out in front in lots of ways.

I see Brother William Games and Brother Delbert Pergrossi digging around for Earl Games Company, also Brother Les Jacobsen on the dozer landscaping and what have you. The outstanding greaser for Games Company Brother Lawrence Lemenza, he really keeps things greased from one end to another.

Out at Martin, Iron Works Inc., Brother Lester E. "Red" Warren and Brother Alfred Mabrier really keep Martin Truck Cranes busy around Reno, Nevada.

Brother Lester Olson, the oiler on Reno Iron Works, has been off work for a week on account of an accident; however, Brother Wayne Straight, the operator has Brother Ted Spears helping out oiling until Olson comes back.

Brother Roy Tucker and Brother Clifford R. Rodney, the truck crane crew for McKenzie Construction, Inc., runs back and forth from Nevada to California, working hard most of the time.

Brother Don McCowan has everything under control out at Tholl Paving, Inc., shop. Everything is running fairly smooth around the Tholl outfit ever since Johnson quit and went to work for Helms C. C.

Brother Leland and Howard Eckley from the Eckley C. Company has started their job in Mason Valley near Central, Nevada, and will be starting their job on the Peavine Dam real soon. They have Brother Don Gordon around Reno as their foreman. Brother Johnny Arvin is the foreman on the Caliente, Nevada, job. Brother Henry (Hanko) Kiechler on the Super "C" for Eckley. That Hanko is a real Super "C" operator.

Brother D. E. Stacey and Mr. F. G. "Big" Riley really keeps things moving for Ready Mix Paving Company. Brother Richard (Chief) Kingston, the foreman on the Orvada, Nevada, highway job. Brother George "Whitey" Cates on the blade at Orvada. Brother Melvin Lee on the blade here in Reno, Nevada, for the Ready Mix Paving Company.

Helms C. C. has a job up near Lake Tahoe on the California side. Some of the brothers will be going up to that job real soon. Brother Cal Scolari has found himself a home working for Helms also Brother Anthony "Tony" Madeiros has it made around the outfit. Brother Howard Luzier will be the boss man on the California job. That Luzier boy will make Helms a real good boss man.

THE NEVADA ROUND-UP

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

JOB AWARDS

CARSON CITY NEV. Contract awarded to Isbell Const. Co., Reno, Nevada, \$1,666,548, for const. prnt. primary Hwy. sys. (WASHOE CO.) Nev. on U.S. Hwy. 495 from nr. N. City Limits of Reno, etc.

SACRAMENTO, Contract awarded to Piombo Const. Co., San Carlos, \$2,635,394., for 2.6 mi. 4 lane frwytog. w/ramp & conn. graded & paved w/AC on cem. tr. base 5 brdgs, const. etc., Washington St. in Placerville, EL DORADO CO. (111-E-D-11 Pler. D, E) Contract No. 61-11V13C8-1.

Check your dues book—don't go suspended.

PARISH BROS.

General Contractors — Highway and Public Works

PHONE 330

P. O. BOX 6

BENICIA, CALIF.

Sacramento Area Is at Season's Peak

By E. M. NELSON, EDW. G. HEARNE, BILL METTZ, HAROLD HUSTON and AL McNAMARA, Business Representatives

The Sacramento area is at the peak of the workload. We have had a very good year after a late start. All we can hope for now is a late winter and an early spring for we have a lot of work to start on next year.

SHIP CHANNEL MOVES

Pacific Dredge has moved through the plug in the channel and are working up stream from the Lisbon trestle on the final cleanup. The levee crew never has it very easy but we must say that they are a lot better off now than when they were pumping out of the turning basin. As any of you know who have been levee hands, there is no such thing as an easy job for the levee crew.

When Pacific's dredge San Diego moved out into the channel, Elmer Wendt's crew of skimmers started right in to put the plug back into place across the entrance to the turning basin so in case there is high water in the Yolo bypass it will not back up and empty into West Sacramento.

Hydraulic Dredging Co's dredge Papoose is still pumping and will be doing so for a long while yet.

Many of you who read the Sacramento Bee may have read that the Corp. of Engineers has been given sufficient funds to finish all the work now in progress and to call for bids on the next section of channel. This is certainly welcome news for the Brothers in this area as it will provide employment for many of them who follow dredge work. This next section will be, as we understand it, a job of approximately \$7,000,000. and bids will be called in November.

Also to come up this fall is the dredging of the barge canal from the Sacramento River, through the barge locks which are nearing completion, and into the turning basin.

We are sorry to say that we have heard nothing further about the highway fill to be put across the Yolo bypass. We reported in last months Engineers News that bids were going to be called in September but to date nothing has happened on this.

About the biggest single job in the Woodland area at present is the job being done by Woodland Concrete & Excavating Co. two and a half miles Southeast strutting 12-2 acre sewage of Woodland. This firm is componds for the City of Woodland at a price of \$48,062.

When we said this was the biggest job in the area we did not include the levee job of Teichert's because it extends all the way from Yolo to where Cache Creek empties into the Yolo bypass. This job has many pieces of equipment on it and will go well into the Winter.

All the Rock, Sand, and Gravel plants on the west side are producing at capacity but they seldom have to work over a 40 hour week to meet the demand for their products.

A. Teichert & Son has moved their equipment shop from the rock plant at Woodland to the new shop recently completed at Davis. This is a much nicer shop to work in than the old one.

Meanwhile, back at Sacramento, work is still progressing on the South Sacramento Freeway being built by Gordon H. Ball Inc. Work is now thirty percent completed on the freeway that extends from just north of Calvine Road to U Street in Sacramento, a distance of 7.7 miles.

Dirt work on the project is 90 percent completed at this time. The route of the project

is generally west of the present highway and east of Franklin Blvd. Work is also underway on several structures over the freeway. This phase of the work is being done by Lew Jones Co. of San Jose, the same company that had the original contract to clear the route and construct bridges and other structures at 16 locations. This was a \$2,300,000. contract and has been completed in a little over a year. Jones has three pumping stations in various stages of completion at three previously constructed overcrossings which will serve to pump rain water out of the underpasses.

When this job is completed it will eliminate a real bottleneck in traffic moving in and out of the south area of Sacramento.

Since most of the equipment on Ball's job is on rental they have a very small but, efficient crew of mechanics and welders. Master Mechanic on the job is Brother Ernie Flint and he has the following Brothers working for him. Brothers Jerry King' and Lowell Thomas Jr. are doing the welding and W. C. "Red" Thurman is the mechanic. Keeping the rigs lubed are the grease truck oilers, Dallas Snider and Bill Scott. As we said before, small but efficient.

AT AERO-JET

The brothers are getting some good work with the specialty crafts now. New contracts have been let for construction of a staging facility building for \$668,000 to Baldwin Construction in Line No. 1, S. & Q. Construction Co. was low bidder in the test area for special test equipment for \$202,213, and a \$181,000 award for a shipping building went to Associates Development Co. A. Teichert will do most of the site preparation work with a go-ahead crew of engineers. This outfit has a smooth operation going and go 100% with the agreement. P.M.I. have about finished the pipeline job that connects all of the test area to one central propellant storage facility. Pacific Crane & Rigging have leveled off none with three operators on the job. The Schrader Co. are cleaning up the railroad right-of-way on the new line into the test area. This company keeps a crew of engineers busy all year throughout Local 3's jurisdiction. Wismer & Becker are still going with two top operators servicing the specialty crafts. J. Callahan has added another engineer since receiving a contract for all painting on a time-and-material basis. Delta Construction are busy with a crew of three brothers on small jobs.

MATHER FIELD

Anro & Rossi are going steady with the underground work at Capehart Housing. They keep ten to twelve operators and oilers going. This is a man's job as far as the trenching is concerned. The equipment is really taking a beating trying to dig in this type of material. Alexander is going along trying to work the lots into final grade for the top soil. We have had good relations with this company.

THE ROCK PLANTS

All the rock plants in the suburban area are going all out. The demand on all types of material has been great. P.C.A. at Fair Oaks are on a two shifts basis, A. Teichert's at Perkins

the same, with no let up in sight. Brighton keeps a day shift crushing and a night shift repairing. Granite is on a 6-10 week, McGillivray's are holding tight with 5-8s, H. A. Anderson crushes aggregates one week and then runs A.C. the next, no real big rush here but they manage to keep our brothers steady on the payroll. Fair Oaks Gravel & Sand never changes—the same smiling faces at work, with an occasional hour overtime.

Batch Plants — A. Teichert takes the lead in yards produced with P.C.A. a close second. These brothers here are old-timers at batching all kinds of mixes so they are in demand. Sacramento Ready-Mix are up in the top bracket now, with about twelve trucks going. Over at Granite's we find our engineers getting full pay checks.

Sub Divisions—Lentz Construction are way out in front in this department, with seventy percent of the equipment used as rental. This company is getting lots of work and are going along with the contract 100%. A. Teichert is getting their fair share of the work and keep several crews busy with all the trades on top as well as underground. Brighton Sand, McGillivray, and Granite are holding their own but have recently laid off quite a few of our boys. Here's wishing them luck with future bidding.

Chicago Bridge and Iron Co. are erecting 2 steel tanks for the Southern Pacific Railroad which will store 200,000 gallons each of jet fuel for the Beal Air Force Base. This job is located at Rockland, and brother Chuck Taylor is operating the D-6 side-boom cat. C. Norman Peterson is digging all the lines to tie in to the tanks. Completion of this job is scheduled for Dec. 1, 1960.

Gordon H. Ball Inc. have been moving right along with their construction of the new Sierra College on Lee Mines Road at Rockland. Martin Iron Works have one crane working now setting some of the steel structures for the buildings.

G. S. Herrington was low bidder on the digging and laying of 3600 feet of 8 inch water lines which will run from Boardman Canal to the new Sierra College in Rockland. At the present time there are six of our brothers working on this job.

Sutherland Construction Co. have just moved into their new shop & office in Auburn. Most of the engineers are working on small jobs scattered over Placer County.

Don Da Roza Inc., of Dutch Flat, Placer County, was low bidder on the completion of the State Highway Division's Whitmore Maintenance Station near Baxter, Placer County. The bid on this job was \$848,486. Included in the project are five new buildings including a three story dormitory with dinning facilities for 68 crew members who will maintain U. S. Highway 40 when it is relocated as a freeway over Donner Summit.

J. W. Briggs & J. N. Conley were awarded a \$7,423,104 contract for the first of three jobs to relocate 10 miles of U. S. Highway 40 as a freeway over Donner Summit in Nevada County. This job consists of the grading of nearly seven miles of the route from where it connects with the completed freeway at the east end of Donner Lake to the vicinity of the new 7,239 foot summit two miles to the north of the present 7,135 foot Donner Summit. Grading on the remaining 3.5 miles from near the new summit to Soda

Springs with an undercrossing at Castle Peak and over crossing at Soda Springs is expected to be put out to bid in 1961. At the top of the grade six lanes will be provided to avoid congestion due to slow moving trucks and other vehicles. At the present time this job has a lot of our brother engineers working two shifts. This job should take at least three construction seasons to complete & possibly four.

On the 125 mile stretch of Highway 40 between Sacramento and the Nevada State line 90 miles of freeway are open to traffic, most of the work having been done in the last three years. Five sections were completed in 1959 alone. Gaps in addition to that over Donner Summit remaining to be closed are between Monte Vista and Emigrant Gap and between Emigrant Gap and Hampshire Rocks. The 13 miles between Monte Vista and Emigrant Gap are under construction, with nearly eight miles to be opened to traffic later this year and the remainder next year. Plans for the 11.5 miles from Emigrant Gap to Hampshire Rocks are in the final design stage.

ON HIGHWAY 50

In the Georgetown area Cheney-Cherf & Sandkay are going right along with their canal job for the Georgetown

water district. They have a Northwest 80 backhoe digging the ditch, eight dozer and scrapers leveling up the right away and a Lima shovel digging out the rock. They plan on working all winter if they possibly can.

Piombo Construction and M. & K. are going as fast as they can on the Stumpy Meadows Dam. They have the key-way just about finished and are working on the spillway. They are not going to move any fill into the dam this year as they are afraid it will wash out with high water.

On Highway 50, Piombo has started their job at Placerville with three dozers clearing and a backhoe putting in pipe. They have some D.W. 20s and dozers that will be in by the time this paper comes out.

J. W. Briggs Co. at Riverton have a full crew going trying to beat the rain. They are going to move a shovel in on the rock as soon as the rain shuts the cats and rubber down.

Pacific Bridge are moving fast on their penstock and powerhouse.

Gibbons & Reid are going quite a few hours on their pour on the Camino Dam.

Walsh Construction are in around 900 feet on the Camino tunnel and it will be an all winter's job for the brothers.

Hubner and Michner have started the clearing on upper Union Valley with twelve cats and some more coming in.

Marysville Hoping For Good Weather

By: C. R. Van Winkle, C. E. Cockayne, W. R. Weeks and Ira Bashaw, Businss Representatives

This month's report will be short due to more important matters that need the space. It will consist mainly of a prayerful hope that we will be blessed with good weather so that the late starting season may be stretched out as far into the winter as possible.

It will also consist of the notice to the many brothers who have or are inquiring of the chances of additional or more work starting in this area this fall is somewhat remote. And the advice that the "out of work" list is getting longer instead of shorter.

DON'T FORGET TO VOTE:

Before the next issue comes your way Election Day will have come and gone and then it will be too late to wish you had voted, that is, of course, if you haven't. So we would like to take this means of reminding you of those candidates in this area who have received labor's backing:

- CONGRESS**
Dist. 2 — Harold T. "Bizz" Johnson, (D)
Dist. 3—John E. Moss, Jr. (D)
STATE ASSEMBLY
Dist. 4—Reg. Watt (D)
Dist. 6—Paul J. Lunardi (D)

Absentee Ballots

As we have had a number of the brothers move in from other areas there has been a number of inquiries regarding the securing of an absentee ballot. Here is, briefly, the rules:

1. Write to the County Clerk of the county in which you are registered for an "application for an absentee ballot."
2. Fill out the applications as indicated and mail back between October 19th and November 3rd.
3. When your ballot is marked fold it and place it in the "identification envelope," fill out the declaration on the envelope and return it to the County Clerk WITHIN SIX (6) DAYS AFTER THE ELECTION.
4. If convenient, application

can be made and the voting can be done in person in the office of the County Clerk.

STUDY THE PLATFORMS, THE ISSUES AND THE CANDIDATES AND THEN BE SURE TO VOTE!

Meeting Notices

REGULAR QUARTERLY MEETING: Will be held in Oroville in the month of January, however, as the schedule for next year has not been made up, the date and place will be announced later.

GRIEVANCE COMMITTEE: This important committee meets each Thursday evening at 7:00 p.m. in the Engineers' Hall, 1010 "Eye" Street, Marysville.

MEETING NOTICES: Yuba Consolidated Gold Fields: Monday, October 24, 1960, at 10:30 a.m. and 7:30 p.m. in the Engineers' Hall, 1010 "Eye" Street, Marysville.

Rock Sand and Gravel: Meets Friday, October 28, 1960, 8:00 p.m. in the Teamsters Hall.

Natomas Company: Membership Meeting; Monday, November 7, 1960, at 10:30 a.m. and 3:45 p.m. in the Veteran's Hall in Folsom.

Gladding, McBean & Co.: Lincoln Industrial Council Joint Board Meeting Tuesday, November 1, 1960, at 4:15 p.m. in the Council Office.

General Membership Meetings, Tuesday, Nov. 8, 1960, at the following Times and Places: 2:30 p.m. Lincoln Council Office; 4:15 p.m., Lincoln City Auditorium.

Concrete Pipe Plants: Membership meets Monday, November 21, 1960, 8:00 p.m. at Teamsters Hall, 818 Wall Avenue, Chico, California.

All other meetings subject to call.

San Jose District Jobs Holding Steady!

By A. J. HOPE, WM. HARLEY DAVIDSON and R. S. (BOB) LYONS, Business Representatives

Work is holding up well in the San Jose area, with 560 men having been dispatched to jobs during the month of September. As usual at this time of the year, the need to get jobs completed before the rains set in, will keep the Brothers off the "Out-of-Work" list.

L. C. Smith Company expect to have their new Hot Plant and Crusher Plant on Downer Ave. in operation in a month. They are making good progress on their section of the Freeway, and are also busy on a Sub-Division on King Road. This Firm were the low bidders on a \$98,674 contract for the improvement of Minnesota Ave., in San Jose.

A. J. Raisch Paving Company have awarded several good-sized contracts recently. They are busy throughout the City of San Jose doing street improvement work. This contract went for \$108,484. A. J. Raisch & Dan Caputo, a joint venture, were the low bidders on a \$636,331 contract, for improvement of Trimble Road and construction of bridges. They are busy on the resurfacing of 4.2 miles on Route No. 5, this contract went for \$71,930.00.

Piazza Paving are showing good progress on their Santa Cruz Highway job. The Brothers on this job are getting from 10 to 14 hours per day. They are about complete on their paving job on Alum Rock Ave.

Ball & Simpson are about complete on their section of the Freeway near Coleman and Market St., with Lew Jones doing the structural work.

Pisano Brothers are putting in the storm sewer on King Road and are doing the underground work in several Sub-Divisions in the area.

P & E Construction Company are busy with the underground work at Curtner Estates in Milpitas and were the low bidders on a \$47,000 contract for Flood Control near Smith Creek.

S. CLARA, MT. VIEW, PALO ALTO

Sondgroth Bros. are busy on various jobs throughout the area and at their Plants. They recently were the low bidders on a \$198,806 contract for the improvement of Showers Lane in Mt. View. They also received the contract for the improvement of Gabriel Ave., in Mt. View. This went for \$35,517.

E. T. Haas Company of Belmont are also very active in this area. They are now working on a \$89,388 contract for the City of Palo Alto for street improvements. They are also working on Sylvan Ave., in Mt. View on a \$57,569 contract for water main extension.

McGuire & Hester are trying to wrap up their job in Mt. View in a couple of weeks.

"Oscar Holmes" levee job at Mt. View is showing good progress, with work ahead of schedule.

The Foothill College job in Los Altos is really going full blast, with Carl Swenson having moved in on the job site. Williams & Burrows, O. E. Anderson, Pisano Bros., and E. T. Haas are also working on this project.

SANTA CRUZ, SALINAS & MONTEREY . . .

The work picture in Santa Cruz area is still in high gear. M.J.B. Construction Company are finishing up their Hiway job north of Santa Cruz and this is a job well done by the Brothers.

Nicholson's Company and Shanley Construction Company are making good progress on their 12 million gallon per day water treatment plant. This plant will filter the water from the Newell Dam, that is being built at Boulder Creek by Williams & Burrows and Haddock Construction Company. Granite Construction are putting in the

pipe-line that carries the water from the dam to the Filtering Plant.

Robert Genofile, Inc., have started their out-fall sewer line out of Aptos. P & E Construction and S & Q Construction Company are working on this job also.

Bob McGregor has his Dozers working for Granite Construction in Santa Cruz area.

The Brothers working for Granite Rock and Central Supply are very busy and taking home some good pay checks. Granite Construction Company are about half complete on their Aromas road job.

Shellmaker, Inc., have finished their dredging job at Moss Landing. We would like to see the same crew return again, it was a pleasure having them work in our area.

P.C.A. have about completed their new Sand Plant, which is located near Marina. This is the latest in Sand Plant improvements; fully automatic and also has a suction dredge to feed it.

Thomas Construction Company have three bridges to build on Highway No. 1, south of Big Sur. This job will keep a number of the Brothers busy for quite a while.

Granite Construction report that they expect to have plenty of winter work for the Brothers. This will be welcome news for them!

Fredrickson & Watson are making good progress on their job at Greenfield

George Renz in Gilroy has a very capable crew, with Brother Edward Millard on the Blade, Brother Milton Stocke on the Michigan Loader, Brother Frank Patterson the Mechanic, Jess Sota the Grade Checker and Rich Farrell the Grade Foreman.

Swinerton & Walberg and Piombo Construction Company have a large number of Engineers working on the United Technology Plant at Coyote.

ABOUT THE BROTHERS

We would like to thank the Foremen of Pisano Bros., A. J. Raisch, Piazza Paving, Sondgroth Bros. and Ed Keeble, who showed their interest in the safety of their fellow work-men by attending the slides and topic on Safety on the Job, which was presented at the Union Hall on Friday, Oct. 7th.

We would like to take this opportunity to extend our sympathy to the families of the following Brothers who passed away recently. Brother Charles Beeken passed away on Oct. 1st. Brother Beeken had been a Steward at the Kaiser Plant at Moss Landing for many years, until his retirement a couple of years ago. Brother Edgar N. Thorson an Operator for Concrete Service, passed away on Oct. 3, 1960 of a heart attack. Brother Martin Cheo, a Foreman for A. J. Raisch Paving Company passed away recently of a heart attack. These men will be missed by their fellow-workers.

Brother Stanley Darnell, is in the Peninsula Hospital at Burlingame with serious head injuries. Our best wishes for a speedy recovery. Brother Bill Lema of the Ed Keeble Company is convalescing at home after recent surgery. Brother Leonard Bryson is reported on the sick list.

DON'T FORGET THE BLOOD BANK! We had two donors for the month of September—Z. T. REED AND JEAN ANDERS.

Lenore Underwood Widely Backed For Superior Judge



JUDGE LENORE UNDERWOOD

As election day draws near, Judge Lenore D. Underwood, San Francisco's only remaining woman judicial officer, is gathering unprecedented support for her campaign for Superior Court from the ranks of labor and management alike.

On the one hand she is endorsed by such groups as the Business and Professional Women's Club and the Veterans' Political Council of San Francisco; and on the other, she is resoundingly approved by labor.

Judge Underwood's most recent endorsement came, this week, from 40 representatives of San Francisco's labor movement.

Headed by co-chairmen Jack Goldberger, Claude Jinkerson and Morris Weisberger, the "Labor Committee for Judge Underwood" is working assiduously for her election.

The Labor Committee lauded Judge Underwood's record of 19 years of public service, 10 of which have been as judge of San Francisco's Municipal Court where she was Presiding Judge and is now its senior member.

"Judge Underwood has proven herself one of the most outstanding judges San Francisco has ever had," the committee's co-chairmen declared in a joint statement. "Her wise and humane decisions, and her long record of proven ability, more than qualify her for the Superior Court—where she is sure to establish as worthy a record as she has on the Municipal bench."

"Judge Underwood has more than earned this advancement, and we call on all San Franciscans—whether identified by working clothes or white collars—to rally to her support once again."

Goldberger pointed out Judge Underwood "was obviously the peoples' choice in the primary election," where she obtained 230,000 vote lead over her nearest opponent.

The Labor Committee cited as additional qualifications of Judge Underwood the fact that she has a lifetime record of "wise, fair and humane decisions, which have given the 'ordinary man' the benefit of the doubt wherever there is a doubt."

(SAMPLE BALLOTS)

OPERATING ENGINEERS LOCAL UNION No. 3 OFFICIAL BALLOT

Election of Officers
OCTOBER - 1960

In order to vote for a candidate make a cross (X) in the square (□) beside the name of your choice.

BALLOT BOX CLOSING — NOVEMBER 29, 1960—10:00 A.M.

BUSINESS MANAGER (Vote for One)

Al Clem (incumbent) ☐
H. O. "Heinie" Foss ☐
Floyd Greiner ☐

PRESIDENT (Vote for One)

Paul Edgecombe (incumbent) ☐
H. S. "Hal" Clark ☐

VICE-PRESIDENT (Vote for One)

Jerry Dowd (incumbent) ☐
Frank "Cas" Shipe ☐

RECORDING-CORRESPONDING SECRETARY (Vote for One)

W. V. Minahan (incumbent) ☐
B. R. "Renny" Burroughs ☐

FINANCIAL SECRETARY (Vote for One)

A. J. "Buck" Hope (incumbent) ☐
Samuel P. Coburn ☐

TREASURER (Vote for One)

H. T. "Pete" Petersen (incumbent) ☐
B. "Whitey" Campbell ☐
Willard E. Duncan ☐

TRUSTEES (Vote for Three)

A. G. "Al" Boardman ☐
E. A. Hester ☐
Henry "Hank" Pacheco ☐
T. J. "Tom" Stapleton ☐
C. R. Van Winkle ☐

AUDITORS (Vote for Three)

H. L. "Curley" Spence (incumbent) ☐
R. A. Barnes ☐
John M. DeVine ☐
Lee A. Hunter ☐
Arthur C. "Art" Irwin ☐
E. M. Nelson ☐
Bill Raney ☐

CONDUCTOR (Vote for One)

Don Kinchloe (incumbent) ☐
Robert L. "Bob" Wagnon ☐

GUARD (Vote for One)

Joseph "Joe" Miller ☐

OPERATING ENGINEERS LOCAL UNION No. 3 OFFICIAL BALLOT

Election of District Executive Board Member
District No. 1 — (Vote for One)
October, 1960

In order to vote for a candidate make a cross (X) in the square (□) beside the name of your choice.

BALLOT BOX CLOSING — NOVEMBER 29, 1960 TEN A.M.

Guy B. Slack (incumbent) ☐

District No. 2 — (Vote for one)

Ira N. Jones ☐
Ernie Miller ☐
R. M. "Bud" Rich ☐

District No. 3 — (Vote for one)

Ed Hayes ☐
Forrest Pritchard ☐

District No. 4 — (Vote for one)

Earl E. Horn ☐

District No. 5 — (Vote for one)

A. E. "Jack" Lofton (incumbent) ☐
Charlie Kirkwood ☐

District No. 6 — (Vote for one)

Robert L. (Bob) Christy (incumbent) ☐
Jack W. Slade ☐

District No. 7 — (Vote for one)

Cliff Martin ☐

District No. 8 — (Vote for one)

Wm. V. (Bill) Woodyard ☐

District No. 9 — (Vote for one)

Jesse E. Dryer ☐
Al P. Perry ☐

District No. 10 — (Vote for one)

Garth A. Patterson ☐

District No. 11 — (Vote for one)

No eligible candidate

District No. 12 — (Vote for one)

C. C. Bruner (incumbent) ☐
Verne Jeffers ☐
Nephi Alma Nemelka ☐

Business Manager's Report (Continued)

(Continued from Page 1)

Department (AFL-CIO), the California Labor Federation and most other leading bodies of labor have acted in support of Sen. John F. Kennedy for President.

Elsewhere in this paper you will find material prepared by the Building Trades Department comparing the records of Senator Kennedy and his opponent, Richard Nixon, on issues vital to labor and particularly to the Construction Trades.

We urge you to study this material carefully and make up your own mind how to cast your ballot. But by all means, be sure to vote on November 8.

SAFETY FILM

By the time you read this, many of you will have seen the Safety Film which has been developed by the Union. To those of you who have not yet been

able to see it, we urge that you attend the showing in your area when it is announced.

There have been many meetings seeking advice and suggestions on how to make working conditions safer for our members. If any of our members have ideas on this subject, we will appreciate hearing from them.

We deem it a matter of vital importance to improve those safety measures which we already have and to devise new ones to keep up with changing conditions.

* * *

SCRAP AGREEMENT

The negotiations with the Scrap Dealers have been brought to a successful conclusion, and the agreement was presented to and ratified by the membership affected. Substantial pay gains were won.