

## Jobs Lag In August

Washington — The number of workers on non-farm payrolls and in manufacturing failed to increase in line with seasonal expectations in August and the work week declined two-tenths of an hour on a seasonally adjusted basis, the Labor Dept. reported.

The detailed report on employment and unemployment showed an increase of 225,000 in August in non-farm employment as against an anticipated increase of 300,000. This resulted in a drop in the seasonally adjusted number of non-farm workers from July to August and a similar drop in production workers on manufacturing payrolls.

The work week, which was expected to rise slightly between July and August dropped from 40.4 hours in July to 40.2 hours in August.

In contrast to the jobs report, Commerce Sec. Luther Hodges told a news conference that corporate profits before taxes had increased in the second quarter to a seasonally adjusted rate of

# General President Dies

## WAGES UP 5 CENTS

All members working in California for member firms of the Associated General Contractors and the Engineering & Grading Contractors Assn., or for employers signatory to the Short Form Construction contract are reminded that the wage rate for all classifications went up 5 cents an hour on September 15, 1962.

Members should be sure the extra 5 cents is on their pay checks from the September 15 date and notify the nearest District Office of Local 3 if there is any question about it.

\$50.9 billion. The record for the quarter was set in 1959 at \$51.5 billion.

## Heart Fails

Joseph J. Delaney, General President of the International Union of Operating Engineers since its reorganization in 1958, died suddenly of a heart attack at his summer home in Westport, Conn., Sunday morning, Sept. 9.

President Delaney was 66 years old. A 42-year member of the Operating Engineers, he joined the organization in May 1920 and was a founder of New York Local 15. He was named an International Vice President in 1940



JOSEPH J. DELANEY

and in 1957 was elected General Secretary-Treasurer to succeed the late Charles B. Gramling, moving up into the General Presidency the next year.

He was reelected without opposition by the 1960 I.U.O.E. Convention for a term running until 1964.

The late General President was widely known outside his own union, first as a vice president of the New York Federation of Labor and later, on the national scene, as a vice president of the AFL-CIO Building Trades and Metal Trades Departments. He was a founder of the Construction Industry Joint Conference, composed of construction unions and employers.

Two sons who survive him are both members of the Operating Engineers, Joseph J. Delaney Jr., assistant International representative in the New York area, and William, a working member of New York Local 15.

Funeral services were conducted in New York City, September 11, with interment in Gate of Heaven Cemetery, Westchester county, N. Y.

## Wharton, Converse, Nolan Moved Up

A combined total of 119 years of membership in the International Union of Operating Engineers, much of it at increasing levels of official responsibility, is shared by the three men who were elevated to new positions following the death of General President Joseph J. Delaney.

The vacancies were filled by the General Executive Board at a special meeting in Washington, D. C., September 13.

Hunter P. Wharton, General Secretary-Treasurer of the union since 1958, was elected General President to serve out Brother Delaney's term of office, which runs to 1964.

Frank P. Converse of Cleveland, Ohio, an International Vice President since 1942, was chosen to succeed Wharton as General Secretary-Treasurer.

Richard H. Nolan, I.U.O.E. Eastern regional director, was elected to fill the vacancy as General Vice President.

Brother Wharton, 62, a native of Martinsburg, West Va., has held continuous membership in the Operating Engineers since April 1926.

He became assistant business agent of Pittsburgh Local 66 in 1930 and served as business manager from 1936 to 1950, when he was called to Washington, D.C., and appointed Assistant to the General President. He became a General Vice President in 1957 and had been serving since Feb. 14, 1958 as General Secretary-Treasurer.

During his tenure as General Secretary-Treasurer, Wharton was active in building trades and union-employer affairs. He served on the National Joint Board for Settlement of Jurisdictional Disputes in the Construction Industry and on the Construction Industry Joint Conference.

For many years he has been strongly identified with promotion of industrial safety. He is chairman of the Standing Committee on Safety of the AFL-CIO Building Trades Dept. and on the executive committee of the Construction section of the National Safety Council.

This month he begins serving as chairman of the Labor conference of the National Safety Council. He was on the planning group which mapped the 1961 White House Conference on Occupational Health & Safety and has lectured widely on safety before labor, employer and university audiences.

Frank P. Converse, the new General Secretary-Treasurer, joined the Operating Engineers in 1913. He was elected president of his local in 1917 and has served it as business manager since October 1, 1939. His

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HUNTER P. WHARTON



FRANK P. CONVERSE



RICHARD H. NOLAN

## Local 3 Profiles



A. G. BOARDMAN

Currently serving as a trustee of Local 3, Albert G. Boardman is one of the local union's pioneers, even though he might not seem to have been a member long enough to warrant that label.

An explanation of this seeming paradox is that Boardman was one of the pioneers in the organization of an important branch of Local 3's jurisdiction, the Technical Engineers. He was president of the AFL-chartered but unaffiliated Technical Engineers Local 89, when it voted to become part of Local 3 in 1948, and he became the local's first business representative assigned to Tech Engineer problems.

He was instrumental in negotiating the first survey industry agreements with the Associated General Contractors and the Bay Counties Civil Engineering and Land Surveyors Assn., in 1950.

Boardman was born Nov. 2, 1912, in Portland, Ore. He comes of a pioneer Oregon family that gave its name to the town of

—Continued on Page 2



FORREST PRITCHARD

A man who has operated equipment literally around the world, in private industry and in the armed services, is Forrest Pritchard, who was elected Executive Board member from District 3 in December, 1960.

Pritchard has been a member of Local No. 3 for 16 years, transferring in from Local 377, Great Falls, Mont.

He was born in 1912 at Inverness, Mont., and began working with a Fresno gang in 1927.

From 1934 to 1938 he worked at Fort Peck Dam, leaving to take a job with Gulf Oil Co. in Venezuela.

After this stint he went to Hawaii and was there when he was called into service with the Army Engineers. His wartime duties took him to the Philippines, Japan and France.

Later, Pritchard worked in Alaska and Spain. Currently he is employed by Teichert Construction Co., Stockton.

He lives with his wife, Viola, in Lodi, Calif.



# Jobs for Youth Program Needed

Washington—Unemployment among the nation's youth "is just about double what it is for the country as a whole," Rep. Henry Reuss (D-Wisc.) pointed out in urging congressional approval of the Youth Employment Opportunities bill, one of the "must" measures listed by Pres. Kennedy in his State of the Economy message to Congress and the nation.

"That means that one out of five young men and women just out of high school finds himself unemployed," Reuss said in an interview on Washington Reports to the People, AFL-CIO public service program heard on more than 500 radio stations. "This is a great social as well as economic problem."

Rep. James G. Fulton (R-Pa.), also a supporter of the bill, warned that with the population increasing, the number of jobless young people will rise by 40 percent by 1965 unless action is taken to try to prevent school dropouts and find means of training or employment for youth.

Fulton, a member of the House Science & Astronautics Committee, said a million new jobs will open up in the space industries, but will require special training in electricity, radio, radar and computers.

The proposed Youth Employment Opportunities Act would give young men between 16 and 22 an opportunity to take part in conservation programs for a minimum of six months and a maximum of two years. The basic wage would be \$70 a month, with an additional \$5 a month paid after each successive 6-month enrollment. Enrollees would get hospitalization insurance, needed clothing, transportation, quarters, meals and educational training services. Both young men and women could take part in state, county and municipal programs in hospitals and other public establishments. In the latter case, the local governments would be required to put up matching money.

Reuss compared the conservation part of the program to the work of the Civilian Conserva-

tion Corps of the '30's. He asserted that the CCC at another time of high unemployment gave many young men an opportunity to be useful citizens. The new program, he declared, also would "help fight defeatism and frustration in our young people."

The program would provide employment for only 12,000 in its first year, but, Fulton pointed out, "we must make a start—unless something is done, we will face a tragic future."

Asked if the program would displace other workers, Reuss declared the bill specifically provides that employment under the act must be in addition to present jobs. Both congressmen emphasized that the bill would provide a means for on-the-job training. The measure is now in the House Rules Committee.

## Vallejo Marina To Be One of Bay Area's Best

By AARON SMITH

Although some of the jobs in the Vallejo area are nearing completion, the work picture continues to look good.

Work on Vallejo's small craft harbor is progressing on schedule, with Shellmaker Dredge Co. doing the dredge work, and Syar and Harms the dirt work. The dredging work should be completed some time in October. When completed, the Marina will become more than just a harbor facility for small craft. Actually, it is an integral part of Vallejo's plan for the new civic center and waterfront redevelopment. It will provide new business, jobs and cultural and recreational facilities for the entire community. The project is currently in its first phase, working to remove a 20-foot deposit of silt and mud from atop a stratum of stable clay which will form a solid support for fill layers to be placed on top.

### MOVING MUD

The dredger has removed about 8,000 yards of mud since it started work last month. It is cleaning a path on which loads of shale material are being poured to form a sound sea wall and entrance driveway. This wall is about 90 feet wide at the bottom and 30 feet wide at the top. Mud removed to form the dyke is being pumped back inside the marina area and will be allowed to dry out as fill material.

When the dyke has been placed from a point near Mare Island boulevard to the Mare Island causeway, the dredger then will remove the material in the marina basin to the assigned depth of 20 feet. Material removed in this operation also will be used as fill behind the dyke. Some 100,000 yards of material will be moved to form the access road and dyke, and a total of 300,000 yards will be sucked through the

'I Knew Better, But . . . .'

## Tag Line for a Trip to The Hospital or Morgue

Of all the sad stories that we hear, the saddest is the oft-heard, "I knew better, but . . ."

The majority of the accidents to Operating Engineers that we investigate are caused by someone doing something he shouldn't have done, or failing to do something he should have.

All too often, when you talk to the people involved—if they're around to discuss it—they tell you they knew better, but for one reason or another, they slipped up.

Going around the jurisdiction, you see many unsafe work practices, and when you discuss them with the men involved, they will often say they know it's risky, but they have been doing it that way for a long time.

No doubt they have been, but the problem is that sooner or

later a poor practice will catch up with us.

For example, a short time back it was pointed out to one of our mechanics that his practice of adjusting the power unit on rubber-tired equipment with the motor running was dangerous. The brother replied that he had been adjusting units this way for years without any trouble. Shortly afterwards, the member adjusted one too many with the motor running . . . and lost his hand.

Just the other day, on a dirt spread, an old-time mechanic was observed sitting on the ground with his legs stretched under the bowl of a DW-20 that had been jacked-up at one end. He was changing the cutting edge of the scraper, with neither the scraper itself, nor the gate, blocked up.

When the hazard was pointed out to him, he admitted a bit sheepishly that he had attended one of our district safety meetings only two nights before and that he knew that if the scraper fell it could shear both legs off like butter. But he said he was in a hurry and thought it would be okay this time.

Most of us are aware of the importance of proper cribbing for a boom change, and we are quite sure that if we could ask one of our fine, old operators if cribbing is important, he would say yes. But we can't ask him, because he lay under a boom without cribbing and hit a pin that was stuck. The boom fell and crushed him.

Union Ave. job in Fairfield and their numerous other jobs are keeping the brothers busy.

Bill Gattung Co. of Fairfield was successful bidder for construction of 1.7 miles of highway on the American Canyon road at a cost of \$177,957.

Our deepest sympathy to the family of Brother John Dennis who was killed while operating a T.S. 300 for Hasting Co. of Santa Rosa.

If he had survived, he would probably have said, "I knew better, but . . ."

Many similar instances could be enumerated, where the man either got by on luck, or his luck ran out and he was injured or killed. It would be a great thing if all of us would understand and live by this rule: No matter how much in a hurry we are, if there isn't time to do it safely, we can't afford to do it at all.

## Profile of Boardman

Continued from Page 1—

Boardman, Ore., and his father, Samuel H. Boardman, was founder of the Oregon State Parks System. He was educated at Salem (Ore.) High School and Willamette University.

He worked in the civil engineering field from 1937 to 1948, much of the time on major construction such as Coulee Dam, the world's largest drydock at Hunters Point, and San Francisco Airport. His last position in industry was Assistant Engineer for the San Francisco Municipal Railway.

He was a Local 3 business representative from 1948 to Nov. 1961, when he became Director of Education and Research for the California State Conference of Operating Engineers. One of the main duties of this position is to act as the Engineers' legislative lobbyist at the State Legislature in Sacramento.

Boardman is a member of the California State Board of Industrial Safety and serves also on the San Mateo City Planning Commission. He is a member of the San Mateo Democratic County Central Committee and is active in political affairs.

## Two Views on Security

The American Medical Assn., militant mouthpiece for organized doctors, reflects the attitude of some physicians that Social Security is bad for most people but great for their own families.

It is possible, for instance, for the AMA to attack Medicare for the aged through Social Security, yet an article in the AMA News of Sept. 1, 1961, told doctors how to get a tax break while simultaneously putting their parents under Social Security by hiring them to work in their offices.

"For example," the article read, "the doctor pays \$10 a week to his mother for straightening up his office. He would deduct 3 per cent from her wages and send it to the Social Security Administration, along with his 3 per cent as employer."

The article then explained that the physician could take a business deduction for this expense for himself while providing credits "toward Social Security benefits for his mother."

dredger to complete the cleanup of the boating basin. Completion of the dredging operation will mark the end of the first phase of the project at an estimated cost of \$300,000.

### SECOND STAGE

The second stage, still to be let, will cost an estimated \$900,000 and will include construction of 496 berths for pleasure craft, a redwood breakwater around the basin for protection from tides and wind, a parking area on the fill land, boat sheds, maintenance building and harbor master's office.

When the fill area has compacted sufficiently, additional material of rocky nature will be placed on top of the former mud and silt fill to give it a more stable surface.

The marina will be one of the few of its type in the entire Bay area. Upon completion of this project over a period of time, estimated cost will be around the \$7 million mark.

### OTHER JOBS

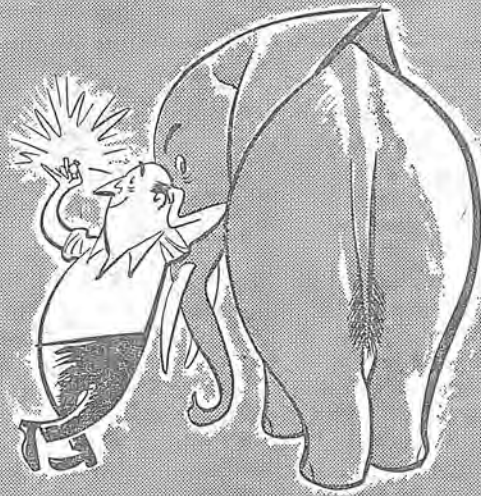
The Larwin Plaza shopping center had its grand opening in September. However, there is still some minor work going on in that project.

Gordon Ball-Syar and Harms freeway job at Vacaville is moving right along, as is the Fredrickson & Watson job in the Dixon area. Both are on Highway 40.

Kaiser Steel is still running three shifts and keeping many of the brothers busy. McGuire and Hester in the Solano Irrigation District project is nearing completion. D.D. Altermatt and Joe Richards, also are working projects in connection with the S.I.D., are moving right along. These Irrigation District projects have been going at various sections for well over a year.

Syar and Harms' Senior Citizens project in Leisuretown, the

Quality or Quantity  
YOU ARE BETTER OFF IF YOU



LOOK for the  
UNION LABEL, SHOP CARD  
AND SERVICE BUTTON

UNION LABEL AND SERVICE TRADES DEPT., AFL-CIO



## Brown Administration—

# Good Business, Great Heart

Governor Edmund K. (Pat) Brown of California has presented his political opponent this year with an almost insoluble problem: how do you campaign against a Governor who has done an outstanding job for every segment of his state's population and for every legitimate interest in his state?

That is why the political air is full of talk, suddenly, about U.S. foreign policy toward Cuba, Berlin or Timbuctoo—the opposition needs campaign issues and seeks to find them in complex and far-away situations that are unfamiliar to the average voter.

They can try, but they can't really succeed in kidding him about the situation in California—he never had it so good.

### WATER PROGRAM

Members of the Operating Engineers are specially aware of one phase of Governor Brown's Administration. They know of his hard fight to put across his water program, to capture the surplus water of the northern streams with mighty dams and bring it down to the thirsty south with a monumental system of canals. They know also of the Administration's comprehensive program for improvement and extension of California's highways.

These have special importance to the Engineers as they will give a lot of work to our members in the coming years. But

our members, as citizens, have also shared in the many other benefits of the efficient, yet progressive Brown administration.

The two outstanding aspects of Governor Brown's first term are sound fiscal management of a state government that seemed rushing into bankruptcy, with huge annual deficits, when he came into office and the great advances in social legislation

that will benefit every man, woman and child in the state.

### HALTED DEFICITS

For more than a decade before Brown took office the state had been running on surpluses accumulated in wartime and transfusions from accumulated reserves which at one time reached a half-billion dollars.

In seven of those 10 years, state spending had exceeded income. When he took office, Gov-

ernor Brown faced a \$63 million accumulated deficit and the prospect of a \$268 million deficit at the end of the first fiscal year. The Governor and the Legislature moved quickly. Some new taxes were approved and strict government economies were instituted, with this result:

For four straight years, California has balanced budgets, without any new taxes in the last three of those years — and, in fact, with some tax reductions.

This has been done, not by wholesale penny-pinching, but by eliminating inefficiencies and cutting non-essential costs, while meeting fully all costs that are investments in the future of the State and its people.

### GROWTH

Thus, California has been able to go ahead with its great water program, its highway program, unprecedented building of schools and colleges to keep up with the population explosion, and even to increase its social welfare programs, while staying "in the black."

Only an honest and business-like—as well as idealistic—administration could have made such a record.

Early in 1959, shortly after he was swept into office by more than 1,000,000 votes, Governor Brown informally outlined his basic philosophy on social welfare:

"First, you feed people who would go hungry without your help.

"Second, you put those people back on their feet.

"And third, you start wiping out the conditions that broke their spirits and their homes in the first place."

Three years and two legislative sessions later, he was able to point to the most substantial record of social legislation gains achieved in this century in California.

### ADVANCES

These were some of the sweeping advances brought about by the Governor's leadership in the historic legislative sessions of 1959 and 1961:

- Maximum unemployment benefits were increased from \$40 to \$55 a week, a 37.5 per cent increase.

- Unemployment benefit eligibility was extended by 13 weeks for recession victims.

- Maximum workmen's compensation and disability benefits were increased from \$50 to \$70 a week.

- The basic Old Age Security benefit was increased from \$90 to \$101 with a provision for cost of living increases. The maximum grant in special need cases went from \$106 to \$166.

- Disability insurance, hospital benefits and the first agricultural minimum wage were extended to farm workers.

- Senior citizen community centers were authorized and established to encourage older citizens to use their experience and knowledge in contributing to the activities of their communities.

### FIRST IN NATION

Aid to Needy Children controls were tightened to give maximum protection to the child and eliminate fraud. The emphasis in ANC was placed on



K. W. WALTERS

## Brother's Safety Idea Wins Prize

Operating Engineers Local 3 grabbed the back cover of the August issue of our International magazine, *The Engineer*—or at least, one of our members did, Brother K. W. Walters of Paradise, Calif.

His was the prize-winning safety letter in the series of safety suggestions featured each month on the back cover of the magazine.

For the benefit of those who may have missed it, we reprint his message:

**"WATCH OUT FOR DANGEROUS OVERHEAD WIRES!"**

"When moving a shovel-drag-line-crane, always have an extra man and his only job is to look for overhead wires. His job is to locate the wires and stand between the wires and rig until the operator has flagged him on to the next one. Bosses cannot understand why operators tear down wires. One good reason is he is watching the ground and not the sky. His oiler also has to watch for lost bolts and pins, and has not time to watch for wires. I always have my oiler stay with the rig.

"For years I was an operator for Morrison-Knudsen Co. and they were always happy to give me a wire spotter when moving. Using this system I never broke a wire. Moving a rig across a job, an operator without a wire spotter can easily tear down wires, electrocuting men at work. Under no condition will I ever move a rig without a wire spotter, or else be damned. They can fire me first."

### Threats Boomerang

A new election has been directed by a National Labor Relations Board examiner at a Burlington Industries woolen mill, Cleveland, Tenn. The examiner ruled, the company abused its "free speech" right by threatening the plant would be closed if workers voted for a union.

rehabilitation to transfer families from dependency to self-support.

These achievements put California first in the nation in its concern for its citizens and in its soundly administered programs.

The 1959 gains prompted the California Labor Federation, AFL-CIO, to comment that "measured against previous sessions of the Legislature, in terms of bread and butter issues and advancements in workers' social insurance legislation, the session was an unprecedented success."

## Nixon's Record

Here are just a few things union members should recall about the record of Richard Nixon, who seeks the California governorship in a last, desperate bid to stay alive for a possible shot at the Presidency:

AFL-CIO has kept a scorecard on Nixon's votes on 37 major issues during his terms in the House, in the Senate and as Vice President, when he cast important tie-breaking votes in the Senate. He voted wrong 84 per cent of the time, according to labor's evaluation.

In 1958, Nixon did his best to put a "right-to-work" candidate into the Governor's office. He double-talks on anti-labor legislation during this campaign, but his roster of campaign backers reads today like a Who's Who of the 1958 "right-to-wreck" movement.

His own law firm gave \$10,000 to the anti-labor drive. His Southern California campaign chairman was a "right-to-work" contributor. In almost every county, the top Nixon backers were equally prominent four years ago in the effort to destroy the union shop in California.

Many important Republicans, including former Governor Goodwin Knight and U. S. Senator Thomas Kuchel, feel uncomfortable about Nixon and have disconnected from his campaign. They probably agree with the statement once made about Nixon by former Republican Senator Knowland:

"I do not consider a Pepsodent smile, a ready quip, and an actor's perfection with lines, nor an ability to avoid issues, as qualifications for high office."

## San Francisco Report

# Out-of-Work List Down

By JERRY DOWD  
and GEORGE BAKER

Things are rolling along in satisfactory fashion again, with the San Francisco out-of-work list at a low ebb and much construction under way or announced to go soon.

One welcome development this month was kickoff of San Francisco's first apprentice class on September 18. Twenty-one young men were on hand for the first class. Twenty-nine prospective apprentices had been notified of their acceptance in the program. The classes are held every Tuesday and Thursday night, starting at 7 p.m., at John O'Connell Trades School, 21st & Harrison Sts.

At long last, work is finally getting started in the big \$85,000,000 Golden Gateway redevelopment which will remake the old and tired face of what was once the heart of San Francisco in gold rush days.

### GROUND BROKEN

Ground was broken early this month for the first phases of the Perini Corp. development, which will include three residential high rise buildings, 38 town houses and some 45,000 square feet of neighborhood shops.

Case Foundations is doing the drilling, with Sheedy Drayage providing a truck crane to assist, and Devincenzi & Haskins is doing the excavation. We expect many more subs to be involved in the Golden Gateway job as it progresses.

Perini Corp. has another one of the big jobs now under way—the \$6,820,000 modernization of the San Francisco Civic Auditorium, in Civic Center.

One business that is booming is education, with the result that several of the large current items of construction are connected with the universities and colleges.

### HEALTH CENTER

The biggest is a new Health Sciences Instruction and Research Center to consist of a 15-story and a 10-story tower for labs, offices and classrooms at University of California medical center in San Francisco. Estimated cost is \$13,000,000. Bids were to be in by Oct. 9.

San Francisco State College is considering bids for a new Psychology and Science Bldg. Peter Sartorio is low with \$786,538 for the structure.

The University of California will also build an addition to its Hastings College of Law, at McAllister & Hyde. Jacks & Irvine were low bidders with a price of \$220,987.

And still more big jobs are on the docket, such as the \$15,000,000 new Bay Area headquarters for Pacific Tel & Tel, at Folsom and Hawthorne Sts., for which ground was also broken this month. M&K got the contract for excavation and foundations. Kaiser Steel will handle erection of some 5,000 tons of steel framework. General contracting bids will be invited soon.

Also on the expensive side will

be another freeway unit, the southern Alemany Blvd. extension, which will involve 1.8 miles of freeway and related frontage roads, ramps, etc. Charles L. Harney's \$4,174,929 bid was low for this job.

### ALUMINUM BUILDING

In the works, but more remotely, is another really big office building and one that will be quite novel for the west—a 25-story western headquarters building to be constructed here by Aluminum Corp. of America, featuring the use of aluminum in its construction. Construction on this one will not start until late in 1963. It will be located on top of a 1,300-car parking garage in the Golden Gateway redevelopment area.

More immediate are plans for a new Macy's department store in the Westlake Shopping Center, which should start moving late this fall or in early spring. The company says this will be a big store, duplicating all the sales and service facilities of the big San Francisco downtown store. No construction cost was mentioned, but the firm said total investment would amount to \$9,000,000.

Other sizeable jobs: Reconstruction of Evans Ave. between 3rd and Army Sts., to cost \$851,324, with M & K getting the contract . . . Roads in McLaren Park, with Fay Improvement Co. low bidder at \$314,830 . . . Construction and repair at Pier 29 on the San Francisco waterfront, to be done by Wilco Construction Co. at a cost of \$197,913.



# San Jose Is Racing The Rains

By A. J. HOPE, W. H. DAVIDSON, G. L. MOORE, and J. N. HALL

Work is holding up well in the San Jose area, and most of the contractors are working at top speed to get the jobs completed before the rainy weather.

Carl N. Swenson's \$1½ million remodeling job on the First National Bank in San Jose is well under way, and they are making good progress on their building at the Civic Center.

A. J. Raish Paving Company have nearly completed work on Hiway No. 9 from Stevens Creek Road to El Camino Real. They will begin work on the remainder of this project, south from Stevens Creek Road, as soon as the P.G. & E finishes moving the poles.

McBea Crane and Rigging recently purchased a new 45-ton capacity 108-B Link-Belt Crane equipped with hydraulic outriggers; rear set controlled by operator, front set controlled outside the rig. It has full braking on all wheels and reversing clutches for precision lowering. Brother George Johnson is the operator on this modern piece of equipment and Brother Jerry Jones the oiler. This firm has three other cranes and has kept the brothers busy all season.

Brother Earl Dillard bought a Cat D.W. 21 Scraper and is keeping himself busy.

P&E Construction are still working on the drainage canal on Highway No. 9 installing a 62-in. pipe, and on several other jobs in the area.

McGuire and Hester are making good headway on the widening of El Camino Real from four to six lanes. They have completed one side and are excavating the opposite side. They are putting in the curbs and gutters on California Street in Mt. View, besides various other jobs.

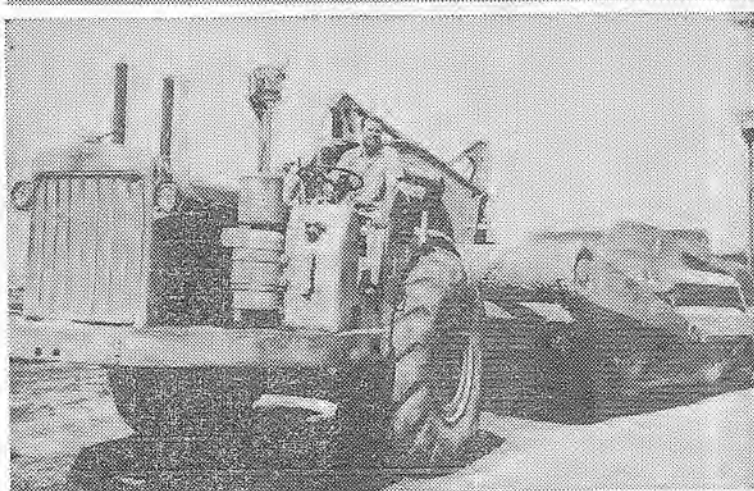
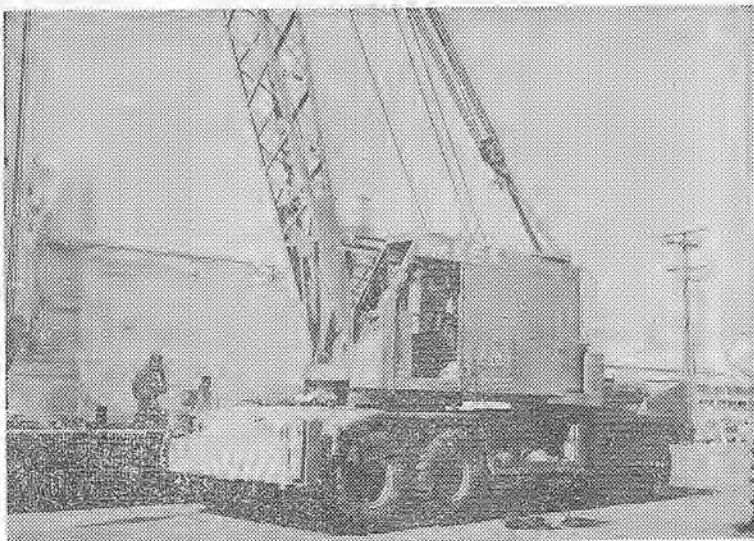
Oscar Holmes finished the Milpitas channel job and is putting in the structures. This firm is busy on a bridge job in Sunnyvale and is erecting a large cement water storage tank in the Los Altos hills.

Piombo Construction Co. is busy on the Stanford Shopping Center job. At present they are using two 20's and two Cats. They are also working on their school job in Los Gatos.

Sondgroth Bros. are working at top capacity in their hot plants, shops and on street and highway jobs, including a large parking lot off Hamilton Ave., under the capable supervision of Brother Smitty.

Work has leveled off in the Santa Cruz area. Roberson Bros., Virgil Kester, Jim Evans and Clark & Clark have been able to keep most of their crews busy. Granite Construction is doing the paving and landscaping on the Cabrillo College.

Work in the Watsonville area has been unusually slow for this time of the year. Kaiser Plant at Moss Landing has laid off a num-



**NEW EQUIPMENT** is making its appearance in the San Jose area. Above is the big and versatile 45-ton Link Belt crane, with a jillion extra features recently purchased by McBea Crane & Rigging. Below: Brother Earl Dillard is keeping himself quite busy with this new Cat DW 21 Scraper.

## Eureka Has Few on List

By WARREN LEMOINE and RAY COOPER

Work in the Eureka district is in high gear at this time. The out-of-work register is down to about 10 "A" class men. A lot of the companies are working hours to beat the rains which can come at anytime in this area, but we are hoping not until December.

There are several jobs coming up this year which will keep some of the brothers working during the winter. The Little River-Mad River freeway and Klamath freeway will be let this year for the spring of 1963. This will get some brothers to work early doing the clearing. The county will get several jobs this year and next which will keep the little contractors working.

Morrison-Knudsen at Phillipsville are going 2 shifts with about 8 men on the second shift. We are hoping to see more brothers on this job this year.

Slate & Hall laid off their ber of the brothers, also the quarry at Nativity.

The Monterey area is still busy. Norman Engineers were low bidders on a grading job in Carmel Valley. Williams & Burrows were low bidders on a \$3 million project on the Carmel Valley Manor.

Salinas Steel Builders were low bidders on a \$60,000 project at Camp Roberts.

Granite Construction have a large crew of engineers on their Highway No. 152 job at Hollister and this job should keep the brothers busy until the rains shut them down. This firm was low bidder on a \$42,833 contract for the improvement of Hartnell Park and also the Carmel cut-off at Pacific Grove, which went for \$80,000.

second shift at Miranda and will run one 10-hour shift. They hope to complete their part of the freeway this year. Ball & Simpson are making good progress on their part of this job. There are a lot of brothers on this job and it will last until the rains come. San Jose Steel is the sub-contractor for steel work on one bridge which is about completed.

Al Ross Construction was low bidder for \$177,000 on the Mattole River bridge and approaches at Petrolia, to remove the old bridge and build the new 218 foot span. They also have finally met specs on filter material which gives them the go-ahead on their job at Lawrence creek and Redwood creek. Meeting specification on filter material has really been a big headache for the contractors in this area. Marlin Tryon, working in the Bridgeville-Alderpoint area, has been having the same problem.

Hooker Co. is keeping the brothers busy on various jobs throughout the county and are finishing up their resurfacing job at Leggett.

Baun Cons't. have set up their hot plant at Hoopa and are paving their job on the Hoopa Reservation.

Peter Kiewit on Hiway 199 at Gasquet are laying the C.T.B. on their road job, so this section of highway will be completed soon. Pelican Bay is doing the paving for Peter Kiewit.

Mercer Fraser is moving right along at Oregon mountain, placing C.T.B. and paving the approaches to the Collier Tunnel.

Louie Conner has about 75,000 yds. of fill to go to complete his culvert job at Minors Creek near Weitchepoc. We are told the big rock slide at Bluff Creek will be let some time in October.

## Memo from the Manager's Desk

By AL CLEM

The last issue of Engineers News noted that we were in negotiations with Kennecott Copper Co. in Utah.

It is with a great deal of satisfaction that we are able to report that the negotiations have been concluded and that the contract was submitted to the membership affected at two special called meetings, where they ratified it by an overwhelming majority.

We got a good settlement: With job evaluations and fringe gains, our agreement exceeded any settlement by other unions with agreements at Kennecott's Bingham Canyon pit. This contract affects the economic welfare of approximately 300 members of Local 3 and their families, and we are happy that the outcome was so favorable to them.

We have also signed an agreement with Anaconda Copper Co. in Nevada at its Yerington operation. This agreement is negotiated by the Nevada Industrial Council, comprising the four AFL-CIO crafts representing the Anaconda employees—Operating Engineers, Teamsters, Laborers and Electricians. The contract was ratified by a special called meeting of our membership at Yerington.

—AC—

Your President, Paul Edgecombe, and your Business Manager were in Washington, D. C., Sept. 13 and 14, to attend the funeral of our late General President Joseph J. Delaney and the special meeting afterwards of the General Executive Board at which the resulting vacancies in the International officialdom were filled.

Business managers of practically all Hoisting & Portable Engineers locals of the Western states were in attendance, and while the occasion for the trip was a sad one, a great deal of useful information was gained in discussions with business managers from all parts of the country.

—AC—

Brother Dale Marr, our Safety Engineer, has been conducting a series of safety meetings in Utah during the past month which he reports were well attended. During this trip Brother Marr was a featured speaker at the annual meeting of the Utah section of the National Safety Council, sponsored jointly by the Utah Safety Conference and the American Society of Safety Engineers. He spoke on the topic: "Our Challenge—Safety Education."

During the month I attended safety meetings in Elko, Nev., and Truckee and Oroville, Calif. These meetings featured a color movie with sound showing members of our union operating equipment on various construction jobs, as well as gravel plants, dock operations and other activities in our jurisdiction. I might say this is a very interesting film and that you will find it rewarding to attend when it comes to your area.

—AC—

We have something new under the sun — a daily airlift of our members to and from their work.

Details were worked out at a pre-job conference with the Bechtel Corp., which is crossing Nevada with a gas pipeline, from the Idaho border to Reno. The pipeline goes through a section where there are no roads, and where the work will be as much as 80 miles from the nearest jumping-off point.

A job headquarters will be set up in Winnemucca, Nev., and the members of our own and other crafts employed on the pipeline will be flown from there to a specially-built airstrip handy to the pipeline route, then taken the rest of the way in buses, making the round trip daily.

—AC—

Local 3's policy is not only to improve the working conditions and economic life of our members, but as an aid to this, to try to improve the skills and qualifications of our Business Representatives, so they can be more effective on behalf of the membership.

It is a pleasure to report, therefore, that the Executive Board has approved the appointment of Bus. Rep. T. J. Stapleton to attend the 13-week trade union training program given at Harvard University.

Brother Stapleton was formerly assigned to Oakland, San Jose and Utah and most recently was in charge of the San Rafael area. A number of our Representatives have received certificates for attending the Harvard University program.

—AC—

SEE YOU AT THE POLLS IN NOVEMBER!

### ENGINEERS NEWS

Published monthly by Local Union No. 3 of the International Union of Operating Engineers, 474 Valencia St., San Francisco 3, Calif. Second class postage paid at San Francisco, Calif.



## Oakland Report

# New GM Plant Employs Many

By DON KINCHLOE, L. L. (TINY) LAUX, NORRIS CASEY, FRAN WALKER and J. R. (RED) IVY

Work in the Oakland area is moving along very well. At this time the out-of-work list is very low, and those registering for work are being called soon. Weather permitting, work will continue to be good.

### CONTRA COSTA

Walsh Construction is making good progress with the foundations for the addition to the Contra Costa Steam Plant at Antioch. There are about 20 engineers on this phase, and it should keep them busy until about February, 1963.

The new unit at the DuPont plant is getting off to a slow start—delays in the engineering department.

Eichleay Corp. is working two shifts on the addition to the Columbia Steel Mill, Pittsburg.

The Bechtel Corp. job at Avon has been slowed down because of fabricating problems with some of the large vessels and will probably keep some brothers busy until the first of the year.

Al Haworth and the Woling Bros. are working hard to beat the rain on the flood control job in the Pacheco area.

The Gordon Ball paving spread was in the area for a couple of weeks to pave the section of Highway 21 by the Concord airport before taking off for Dunsuir. These brothers are probably the most travelled members of Local 3. They have worked on jobs from San Diego to the state of Utah in the past year.

### SUBDIVISIONS

Syar & Harms has started another one of their land-developing jobs at Pinole, known as the Crestview subdivision. They have some 300,000 yards of soil to move in this unit. There will be 73 view homes built ranging in price from \$20,000 to \$25,000. Syar & Harms will put in all the streets and the utilities.

In the second unit of this subdivision there will be 250,000 yards of dirt to be moved which will begin immediately at the completion of Unit #1.

John M. Blair Construction Co., of Hayward, are moving right along on their Vista Hills tract off of Hilltop in Richmond. They have moved 400,000 yards of dirt for 80 house pads and are nearing completion. Van Allen & Motter will install all underground pipe. The engineer firm on this job is Phil Jones Co., Richmond.

O. C. Jones & Sons have been keeping several brothers busy on jobs scattered throughout the area.

### NEW GM PLANT

The General Motors Buick-Oldsmobile-Pontiac plant in Fremont is the site of much activity. Up to now most of the activity has been in the dirt moving end, but now the bulk of the work is inside. It looks real promising for the winter.

Huber, Hunt & Nichols are the general contractors. They are from Indianapolis, Ind., and have all of the main building under their control.

Their outside survey work is being done by the following:

David Bourne and David Devaney as party chiefs, C. O. Douglas and William Sexauer as instrumentmen and Ronald Hamilton, Howard Kaurin, Tony Lillak and Tim Sexauer as head chainmen.

Bethlehem Steel Co. is putting up all the steel for the buildings. They have three cranes working at this time. D. Zelinsky & Sons are doing the painting.

Midwest Conveyor Co., from Kansas City, have all the assembly line to put in. At this point we have Bro. Fred Asavis on a handcrane.

Midwest Deck Applicator Co., from Chicago, will put the topping on decks with lightweight concrete. We have Bro. Rocco Inglesoe on the pumpcrete machine.

Binks Manufacturing Co., Chicago, will assemble all the paint assembly line equipment. We have Bro. Wilford Anderson on their handcrane.

Malott & Peterson and Summitt Roofing are doing the roofs with Bro. Troy Carrigan on a loader and Bro. John Cummock on a hoist.

Grinnell Plumbing Co. have the inside sprinkler system, with Bro. Andy Babich on the boom truck.

Hatfield Electric Co., Indianapolis, are doing all the inside electric work with Bro. Johnnie Johnson on the forklift.

Schlegel Plumbing Co. have all the piping, plumbing, air conditioning and ventilating work here, a \$4,500,000 job.

### MANY SUBS

Nevada Steel have the decking with Bro. Kenneth Pinnon on a forklift and Bro. R. F. Donaldson on the welding machine.

Fair Manufacturing have Bro. Chester Dickinson on a handcrane and Bro. Earl Offield on the welding machines.

Outside, there are many other contractors working. Rogers Materials from Madera have a batch plant set up, with the following brothers employed: Lee Carter on the belts, Arthur Tiller on a loader, Waltermann Jay on another loader, and K. O. McCollough as batch man.

Pittsburg, DesMoine Steel have two tanks nearly finished with B. O. (Scotty) Douglas on the sideboom.

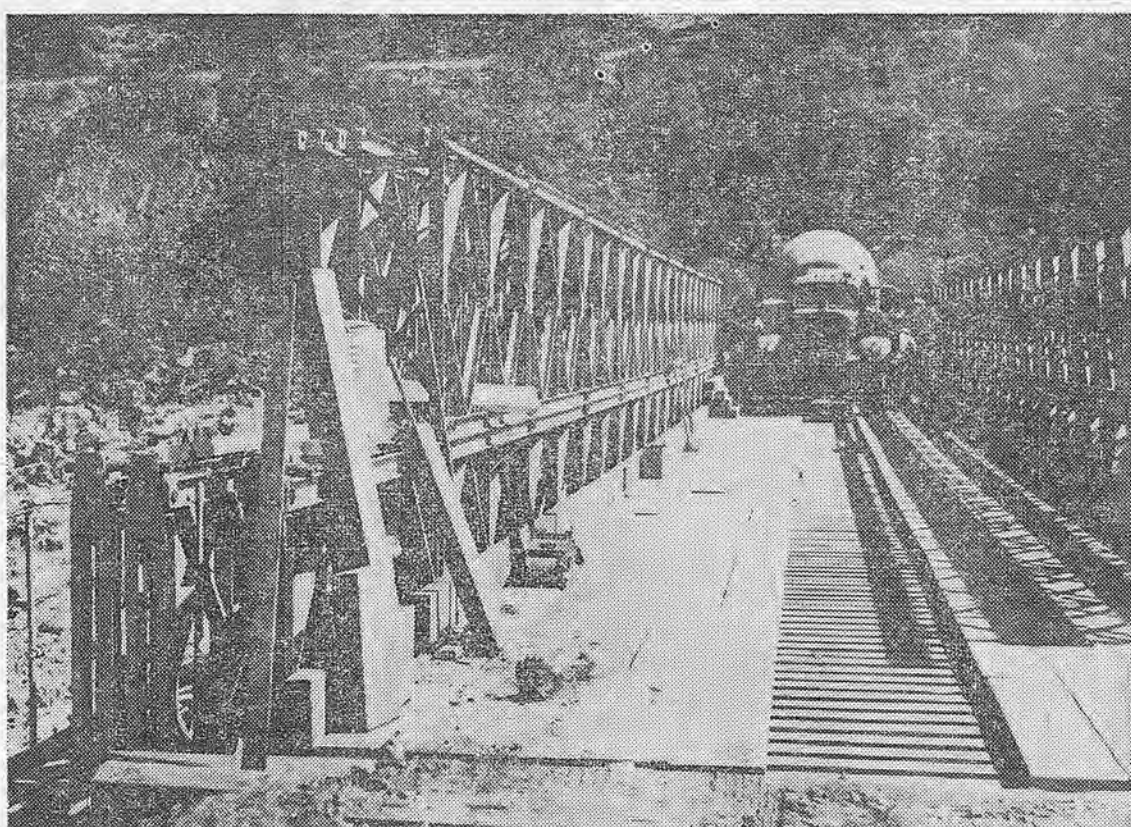
O. C. Jones & Sons have the contract for all the paving of parking lots and concrete roads. Their job should go until about the first of the year.

Bro. Sal Perez has two of his small hoers working here. He operates one and has Ernie Perry on the other. Henry Sands Jr. has his H.D. 6 loader working steady. Art Black has his H.D. 5 loader here quite often, and Ed Keeble has a blade and a roller with Bros. W. B. Take and B. J. Washburn operators.

Scott Buettner Electric have Bro. A. J. Marquis on their loader.

Galbraith Construction have Bros. J. J. Delaney Jr. and Jim Marks on rental work with trenchers.

Negotiations with the Equip-



**FIRST STEP** in the construction of the long-awaited, and sometimes despaired-of, Oroville Dam is shown—a Bailey truss bridge being built just downstream from Hansell's Bridge, which is the approximate site of the dam, by Frazier-Davis, Inc., subcontractors on Diversion Dam No. 2. A road will be cut in the rocky slope of the bank at the left. The temporary bridge crosses the Feather River. It will be disassembled and taken elsewhere upon completion of the dam.

## Redding Slowing Up

By J. B. JENNINGS, S. N. McBROOME and TOM ECK

Scheumann & Johnson still puttering around the Spring Creek Powerhouse, erecting odds and ends and cleaning up. The Morgan Construction Co. has moved in on the grading and paving of the area around the powerhouse.

Gibbons & Reed Co. have concentrated most of their earthmoving equipment on the Whiskeytown Dam. This job is at its peak right now for the dirt-moving brothers. The company is attempting to have the bulk of the muck in place by Thanksgiving, and the way the elevation on that dam is rising and narrowing, it could happen.

### SKELETON CREW

With this all-out effort on the Whiskeytown Dam, the company's other projects are down to skeleton crews for the time being, such as the Spring Creek Debris Dam, still working two

ment Dealers and the Material Dealers have been completed. The new Dredging agreement has not yet returned from the printer, but we will have them on the jobs soon.

Guy F. Atkinson Co. is going very good on the dam at Orinda and will go as long into the winter as the weather permits.

Fredrickson & Watson and Granite are using more engineers on their freeway job from the Broadway Tunnel to Orinda. Heim Bros. is doing the clearing on this job. Connected with this project is the Caldecott Tunnel which is going as usual with the running into bad ground which always slows up work on this type of project.

### THINK SAFETY

Gallagher & Burk Co. had two accidents which could have been fatal. One, a D-8 cat rolled over several times. Fortunately, the brother escaped with a slight shaking up. The cat is laid up for repairs. The very next day, this operator was loading trucks in the quarry and a slide covered the operator up almost to his eyes. The oiler suffered serious injuries. These accidents could have been fatal. So, let's all think and work safely to prevent accidents.

shifts on the dirt but with a minimum of equipment. No doubt as the Whiskeytown Dam pinches out, some of the equipment will be moved back to the Spring Creek Dam to finish, and eventually some equipment will go to the Lewiston Dam to complete the fill.

Gunther, Shirley & Lane doing the installations on the Spring Creek, Clear Creek and Trinity powerhouses, keeping three brothers busy on the bridge cranes—Harold Stevenson at Spring Creek, Jack Griner at Clear Creek and Oscar Staples at the Trinity powerhouse, as well as Jim Gordon on the compressors and F. M. Scheimer on the handcrane. These three projects will keep the Brothers busy for some time, and the beauty of it all is, it's all inside come rain, sleet, snow or hail.

Winston, Green & Drake and the American Pipe & Construction Co. doing Spring Creek tunnels 1 and 2 and the Rock Creek syphon have passed their peak on the tunnel lining, and production is down to nil.

The Geo. Lewis Co. finally putting rock on their Buckeye Creek Road, also keeping crews busy on the Trinity Fish Hatchery and on the dirt work around the Clear Creek powerhouse.

Trinity Construction Co. moving right along on their road job at Trinity Center as well as the H. P. Edwards Co. road job in the same vicinity.

### RACING THE FROST

Slate, Hall and the J. F. Shea Co., doing the Hiway 299 road and bridges at Fawn Lodge, are well up on the dirt and the bridges coming up fast in an attempt to get the concrete poured before the frost hits. Trinity Sand & Gravel are making the rock for this project with their portable crusher set up on the Trinity River close to where Indian Creek comes in. Trinity Sand & Gravel also keeps a permanent crew at their plant at Douglas City and Weaverville.

Many of the larger projects west of Redding will be completed this winter with the exception of structures and clean

up. However, we hope there will be enough new work let this winter to absorb all these Brother Engineers by next spring, such work as the McCloud Project, the Kimberly-Clark new plant and the freeway, as well as other highway jobs.

John King Co., constructing the Keswick to Spring Creek, Keswick to Clear Creek, to Trinity transmission lines have completed excavation and have approximately 20 transmission towers more to go.

Stolte-Stephens are in full swing on their Cottonwood bridge job with Raymond Concrete Pile driving piling. At present 31 brothers are working 6-9's. Fredrickson & Watson on Highway 99 South freeway are making terrific progress, with 42 employed. Vinnell Corp. are well on their way on the Red Bluff diversion dam. J. F. Shea Co. are slowing up on the Dersch Road job. This job has been nothing but rock.

### A GOOD YEAR

Nick Young & Son had a good year with several paving contracts and furnishing blacktop for others in the Yreka area, keeping approximately six Engineers busy year 'round.

Piombo Construction Co. are doing a \$500,000 rip rap job from 2 miles south to 4 miles south of O'Brien. W. H. O'Hair Co., under able guidance of Bob O'Hair, has the gravel-burners rolling in the Mt. Shasta area. This company is also paving in the Scott Valley area and 99 North. Ray Kizer has completed the sub-grade on his job in Scott Valley and has moved to his new job near Chico. Leo Davis has completed his clearing job atop Scott Mountain, a good thing too, as it will turn cold up there real early.

C. & M Construction Co. should finish their canals and laterals job in Tulalake within a month. Ken Beck, a contractor from Washington State, has completed his portion of the same Tulalake job, and has begun to move out. Ken Beck is one of our strongest union contractors and has lived up to the agreement in full.



## San Mateo Report

# \$35 Million Road Work Expected

By BILL RANEY  
and DAN MATTESON

The study of roads in San Mateo county by George S. Nolte & Co. reveals a series of needed improvements to our highway system that can cost 35 to 40 million dollars. The hope is that this will be presented to the voters of the county in the form of a bond issue next April.

Various civic-minded groups, county agencies and Engineers have looked forward to the completion of this survey so that county planners will be better able to guide the realistic and practical growth of our county. Granted that actual construction is sometime off, it is encouraging to Operating Engineers in the county that we can reasonably be sure of continued construction work for the brothers in the years to come.

The plans call for a great many overpasses on El Camino and Bayshore as well as the numerous railroad overcrossings so desperately needed to speed cross-traffic.

### ROSY PICTURE

The aforementioned, coupled with numerous proposed conversions of present streets to freeways, added to previously reported work such as Project M, Foster City and Coastside expansion, paints a rosy picture for San Mateo engineers for years to come.

Foster City is quite a beehive with many engineers working for Granite Construction Co., Pellegrini, Healy-Tibbetts Co., Massman Construction Co. and others. C. Norman Peterson has been awarded a ¼ million dollar sewage disposal plant for the yet-infant Foster City on Brewer Island.

San Mateo Engineers can readily see Oakland's Local No. 3 boys closing the gap on the new San Mateo Bridge. We can soon expect further activity across Brewer Island to facilitate the connecting link of the 19th Ave. freeway to the newly enlarged San Mateo Bridge.

### BUSY AIRPORT

S. F. Airport, as usual, is a real source of employment with a great many engineers congregated around the new airport terminal addition. It has been said that this new addition is to be larger than the presently existing facilities. M. & K. Corporation, Schlegel Plumbing, Raymond Concrete Pile, Vinnell Steel Co., Engineers, Ltd., L. C. Smith, Nick Ratkovich and many more of our contractors are improving this project.

It would appear that cooler heads are prevailing in the San Bruno Ave. Highway 229 squabble. It seems now that at least one of the approved plans will be decided upon in order that work can progress.

### OKAY 'TOWN HOUSE'

The proposed 2.7 million dollar Colma Creek project has hit some snags, as the City of San Bruno feels its share was out of proportion to the aid they would receive.

The San Mateo Board of Supervisors has approved unanimously the "Town House" concept of building proposed by various builders in the north end of the county. This plan's primary attraction is a small back yard for each house, with a large park-like green in the center of each block, jointly owned by all homeowners facing it. This concept allows more homes per square block, making the lot-cost cheaper and the homes therefore less expensive. More working people, then, can afford to own their homes, creating more subdivisions, which in turn makes more work for Engineers and if, the Engineers work more, maybe they can afford one themselves.

Your Apprenticeship Program has grown to the point where two classes are now needed to handle the 80 applicants. Nearly half of these are working at present. With this backlog of over 40, the Joint Apprenticeship Committee has decided not to evaluate any more applicants this season. You journeyman are urged to help and assist these apprentices. Maybe someday they can be as good an engineer as you now are. Surely by then you, yourselves, will have improved as we all do, so that you needn't fear for these young men getting your job. Remember they are Local 3 brothers.

### BLOOD BANK

The last Blood Bank Day was fairly successful. Unfortunately, most of the gain in pints has been used up by the brothers or their families in San Mateo. Another B-Day is scheduled for Saturday, October 6th, 7 a.m. to noon at Peninsula Memorial Blood Bank, 1791 El Camino Real, Burlingame, where—as usual—your Business Representatives will dispense sausage and eggs to your order, as well as a certain libation to rejuvenate you.

As a matter of policy, we do not publish the names of the recipients of this blood, but their names can be had for the asking. We would that you could see, feel and hear the tremendous help it has been to your brother engineers when they desperately needed it. All engineers should doff their hats to those too-few brothers who, though they might never use it themselves, continue regularly to give their blood that others may live.

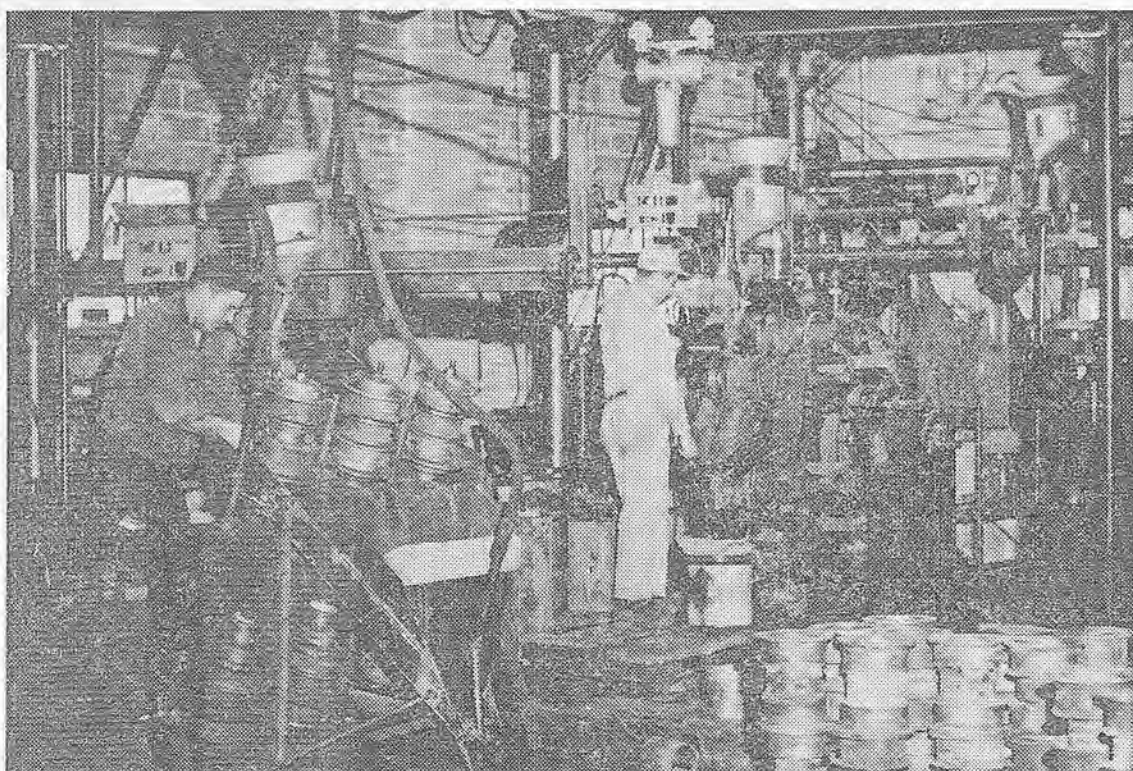
### OFFICE MATTERS

Last month, our office secretary May Lawrence, decided to take a rest from the San Mateo mill. After seven years of work in this office, she will not be forgotten soon. We wish her well and thank her for all those personal touches, so freely given.

Miss Jean Denis is now banging the typewriter, answering phones and such associated tasks. We are sure you will get to know and admire her wit and patience before long.

### Union Scholarships

The Machinists will award at least seven \$1,000-a-year college scholarships to IAM members or their children in 1963, the union announced. It received more than 1,000 applications for the five scholarships awarded this year.



**TWO DISTINCTIONS:** Shown here is a corner of Clark's Automatic Welding & Machine Shop, on Folsom Blvd. in Perkins, just outside of Sacramento. It claims two distinctions: it's a 100 per cent Operating Engineers shop, and it is so widely known for its excellence in rebuilding track rollers, idlers, sprockets and other vital tractor and heavy equipment parts that it has customers all over the Western states. A typical long-distance service arrangement was with the Merritt-Chapman-Scott job at Glen Canyon Dam on the Colorado River. Most of the automatic machinery in use was designed or specially adapted by owner Curtis Clark, a Local 3 member, and shop manager Hank Gruel, a 25-year member of Local 3. Starting with two men a few years ago, the shop now employs a crew of eight.

## San Rafael: 'Peak of the Season'

By T. J. STAPLETON  
and STAN GARBER

Brother Stan Garber is taking over the B. A. duties while Tom Stapleton is attending Harvard University.

The North Bay area is in full swing, as we are now in the peak of the season.

New jobs in the area: Park Const. Co.-Richmond Pipe & Supply, a joint venture at Peacock Gap on storm drain and sanitary sewers. This will last about six months.

Valley Engineers started at San Pedro Road. North Coast Construction in San Rafael—top of Elizabeth Way.

Syar & Harms have started their other job at Terra Linda, about 1,030,000 yards worth.

Watkin & Sibbald, still hard at it trying to beautify the Vista Point on the Marin side of the Golden Gate Bridge, and making a good job of it.

A. G. Raisch has started their new job at Tiburon—the end of Geldert, a continuation of the Del Mar Estates.

Bids were to be opened Sept. 26 for highway work, about 0.2 miles just north of Novato, consisting of a curve to be improved by grading and surfacing w/ asphalt concrete on existing surfacing and on aggregate base.

### KILLER HILL

We are deeply concerned at this writing that something must be done to make Puerto Suello Hill, just north of San Rafael on Hwy. 101, less of a death trap. There are more accidents and more deaths on its slopes than any other section of highway in Marin county. Some other highway crossing must be cut from San Rafael to north Marin.

It seems the Division of Highways has resisted building even a frontage road across the hill because of the expense of construction. But surely, even slide-rule thinkers can see that one roadway can not serve a county if it can be blocked by a simple accident. Let's hope the Division of Highway gets to work immediately on the City Fathers to prod them—and let's get some action!

We wish to call to the brothers' attention once again—please have your work referral slip with you at all times, so that it can be checked by your Business Agent when he is in the field. Thanks for your cooperation.

Also we still have a supply of Time Books on hand, yours for \$1.00. It is important that you

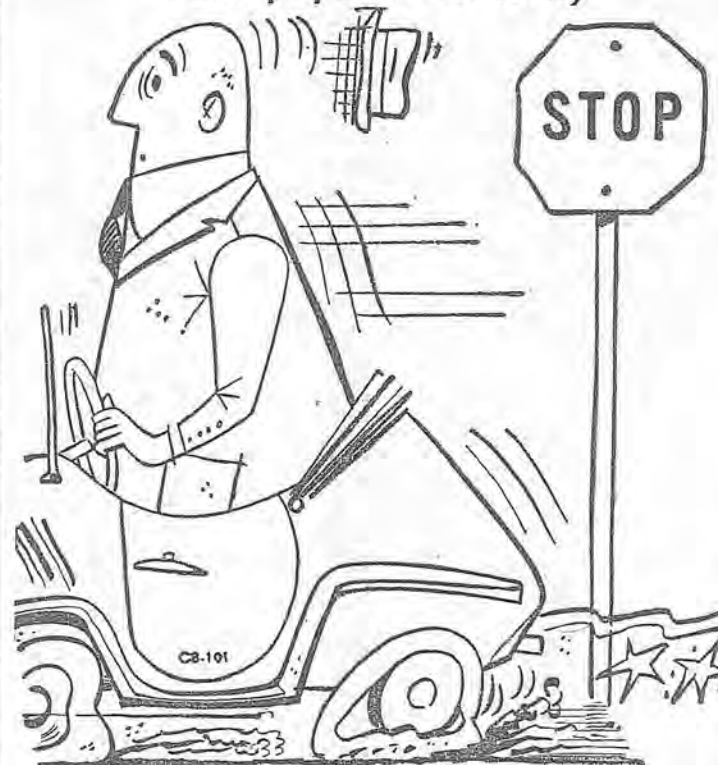
keep a record of your time, and what's more, your \$1.00 goes towards the Political Fund to help elect candidates who will work in your behalf. Keep this in mind when you go to the polls in November.

### 'Statesman' Defined

It was former President Harry S. Truman who said: "A statesman is just a dead politician."

## Cochran & Celli

### Recap for Economy



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Oakland



# • Santa Rosa-Ukiah Busy Area

By RUSS SWANSON and  
LOU BARNES

Most of the jobs are still in high gear in the Santa Rosa-Ukiah area, but with winter approaching the outlook is becoming questionable for an abundance of new work during the remainder of the season.

Numerous small jobs including channel stabilization, subdivision, street improvements, schools, etc. have been keeping the local contractors busy.

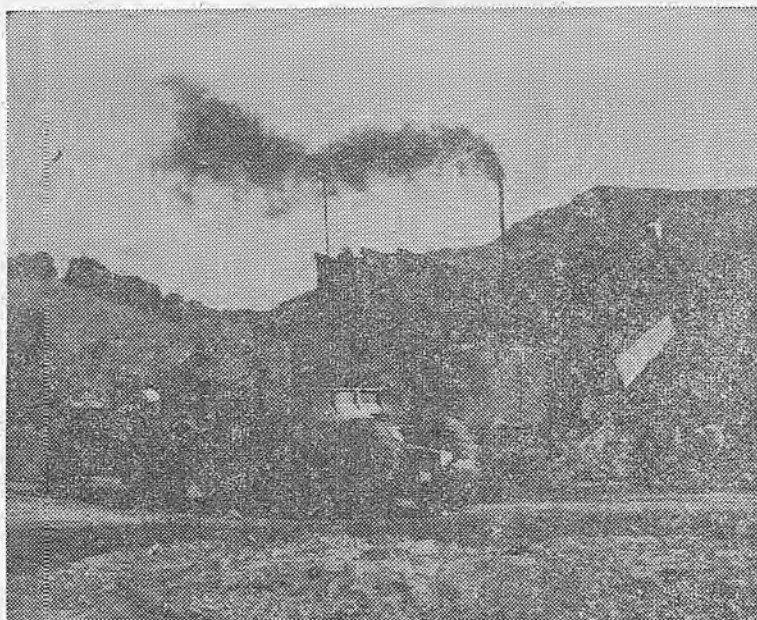
The big highway jobs, along with a few dams, are also going strong with most of the work being done by contractors with offices located away from this area. This how some of the bigger jobs are going:

## JOB ROUNDUP

Peter Kiewit is working on the Sebastopol overpass and it is sure evident to the people of Santa Rosa because of the numerous piles of dirt which are beginning to form. Guy F. Atkinson in the final stages of both their Ukiah and Santa Rosa freeway jobs. Ball & Simpson also finishing freeway work south of Healdsburg.

Fredrickson Brothers on freeway north of Ukiah with no let up. (Incidentally at this time an apology is due to "Archie" Edmonds the boss man of the project. Through a typographical error in our last issue "Archie" came out "Ark." So please excuse, "Archie.") McCammon-Hooker and Fredrickson & Watson with a lot of activity yet on the road work south of Ukiah.

Hooker Company is quite busy in "hot stuff" job on Highway No. 1 near Leggett. Wells Construction in the final stages at Redwood Valley job. Peter Giordano & Sons finished their dirt job on the Lee J. Immel project in Napa county and due to the slackness in work being let out to bid, are moving back to the yard. The Slinson Co. of Napa are really in high gear with a multitude of small jobs throughout this area. M.G.M. Construction Co. are having troubles on their pipeline at Sonoma, running into rock and getting compaction in the ditch line. Good luck to Brother Mickey Morgan



**EASY LOADING:** On the McCammon job near Ukiah, this DW-20 is being loaded in an efficient manner by a belt loader. Brother Tucci is running the loader, and George Miles is on the DW-20.

and crew. L. A. & R. S. Crow are busy on dam and highway work.

## SAFETY

In the past two months, safety has been quite an issue in this area because of the death of two operators in two separate accidents while operating rubber tired equipment. Once again the old argument is before us: should we or should we not wear safety belts? We do know in the cases mentioned above, plus one case that happened a year ago in this area, that the brothers did not wear safety belts and they are not with us today. Had they been wearing safety belts, it might have been a different story. We can only quote the cases we know about, but still in the field there is a lot of pro-and-con regarding the subject. You must make up your own mind, but in doing so, you should think of the cases mentioned above, which are factual and did happen.

## It's Tough

Every now and then a U. S. Representative to Congress can be heard to grumble because he has to pay 75 cents for a haircut in the Capitol barbershops while Senators get their curls trimmed for free.

## New I.U.O.E. Leaders

Continued from Page 1—

union, Local 18, is one of the biggest in the country, with 14,000 members and headquarters buildings in six Ohio cities.

Richard H. Nolan, the new 10th Vice President, started with the Engineers in New York in 1928. He went on his local union's staff in 1930 and moved into the Eastern District office as secretary when it was established, in 1933.

He was on leave between 1942 and 1945 for service in World War II with the CIC and then returned, first as assistant district representative and later as district representative.

Brother Nolan's family has been closely associated with I.U.O.E. since the turn of the century. His father was head of Local 403, New York City, for 16 years, and his brothers all hold membership in the Engineers.

## Radiation Safety

A proposal to incorporate radiation and safety and health standards in regulations under the Walsh-Healey Public Contracts Act has been announced by Secy. of Labor Willard Wirtz, who said the proposed standards would provide increased protection to thousands of workers.

The standards would limit employee exposure to radiation and airborne radioactive material.

It would provide precautions such as supplying monitoring equipment to employees, direct employers to keep records of radiation exposure, and require employers to give information requested by employees on their individual exposure.

Also included is a provision for safeguarding male employees under 18 years of age.

The Walsh-Healey Public Contracts Act sets basic labor standards for employees working on Government supply contracts over \$10,000.

## Fewer Accidents

Fatal industrial accidents in Canada showed a sharp drop to 174 in the first quarter compared with 250 in the first three months of 1961, according to a preliminary report by the Dominion Bureau of Statistics.

## Operating Engineers + + + Official Directory

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Jerry DOWD, V. President, Dist. Representative; UNION 7-9369 (Saratoga)  
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### VALLEJO, California

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

### OAKLAND, California

**1444 Webster Street** TWinoaks 3-2120  
DON KINCHLOE, District Representative.....837-7418 (Danville)  
NORRIS CASEY, Business Representative.....MULberry 5-4341 (Concord)  
L. L. LAUX, Business Representative.....Landscape 4-4023  
HOWARD WYNN, Business Representative.....KELlog 2-4780  
JAMES IVY, Business Representative.....ACademy 8-2968 (Martinez)  
F. O. WALKER, Business Representative...GRenleaf 1-2905 (Union City)  
STANLEY GARBER, Business Representative.....538-4069

### STOCKTON, California

**2626 No. California St.** HOWard 4-7687  
WALTER TALBOT, District Representative.....HOWard 4-1092  
AL McNAMARA, Business Representative.....HOWard 4-0706

### MODESTO, California

**1521 K Street** LAmber 2-0833  
GLENN DOBYNS, Business Representative.....LAmber 2-7632

### EUREKA, California

**2806 Broadway** Hillside 2-7328  
WARREN LEMOINE, District Representative.....Hillside 2-8628  
RAY COOPER, Business Representative.....Hillside 3-1814

### FRESNO, California

**3121 East Olive** ADams 3-3148  
JOSEPH MILLER, District Representative.....BALdwin 2-8232  
B. F. HELLING, Business Representative.....BALdwin 7-3764  
GLENN MULLOWNEY, Business Representative.....BALdwin 2-0288

### MARYSVILLE, California

**1010 Eye Street** SHerwood 3-7321  
HAROLD HUSTON, District Representative.....SHerwood 2-1728  
C. R. VAN WINKLE, Business Representative.....SHerwood 2-2747  
W. R. WEEKS, Business Representative.....SHerwood 3-9588  
BOB SKIDGEL, Business Representative.....342-2950 (Chico)

### REDDING, California

**1054 Tehama Street** CHestnut 1-0158  
J. B. JENNINGS, District Representative.....CHestnut 1-2773  
SID McBROOME, Business Representative.....CHestnut 3-4256  
TOM ECK, Business Representative.....CHestnut 1-5338

### SACRAMENTO, California

**2525 Stockton Blvd.** GLadstone 7-5795  
ERNEST NELSON, District Representative.....GLadstone 7-2471  
ED HEARNE, Business Representative.....GArden 8-2515  
WILLIAM METTZ, Business Representative...YOrktown 7-5006 (Fair Oaks)  
AL DALTON, Business Representative.....Nlagara 4-2565 (Pollock Pines)  
CLEM HOOVER, Business Representative...YUkon 8-2178 (Orangevale)

### SAN JOSE, California

**760 Emory Street** CYpress 5-8788  
A. J. HOPE, Financial Secretary and  
District Representative.....YOrkshire 7-2942 (Los Altos)  
LYNN MOORE, Business Representative.....243-6742  
W. HARLEY DAVIDSON, Business Representative..PA 4-5490 (Watsonville)  
JAMES N. HALL, Business Representative.....241-6467 (Santa Clara)

### SANTA ROSA, California

**3913 Mayette** Liberty 6-2487  
RUSSELL SWANSON, District Representative.....Liberty 5-4414  
LOU BARNES, Business Representative.....Liberty 2-5948

### RENO, Nevada

**185 Martin Avenue** FAirview 9-0236  
H. L. SPENCE, District Representative.....FAirview 2-1420  
BUFORD BARKS, Business Representative.....355-9523 (Sparks)  
MICHAEL KRAYNICK, Business Representative.....

### SALT LAKE CITY, Utah

**1969 S. Main Street** HUnter 6-7401  
JAY NEELEY, District Representative.....CRestwood 8-9628  
LAKE AUSTIN, Business Representative.....467-5724

### PROVO, Utah

**165 West 1st North** FRanklin 3-8237  
JOHN THORNTON, Bus. Representative..SKYline 6-4915 (American Fork)  
VANCE ABBOTT, Business Representative.....798-7123 (Spanish Fork)

### OGDEN, Utah

**2538 Washington Blvd.** EXport 4-1011  
M. F. BOWMAN, Business Representative.....393-8728

### HONOLULU, Hawaii

**208 McCandles Bldg.** HOnolulu 565-418  
HAROLD LEWIS, District Representative.....HOnolulu 775-038  
BERT NAKANO, Business Representative.....Hilo 665-676

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# Sacramento Still Sending Men

By E. M. NELSON, ED  
HEARNE, W. E. METTZ,  
AL DALTON and CLEM  
HOOVER

The Sacramento area is still dispatching a number of men. We have sent out 435 brothers this month, and it looks like it will hold up until the rains come. We hope we can get started on the approaches to the new "W" street bridges this year. There will be a lot of dirt work on this.

There is a lot of work to go, but none has been let as yet.

We are badly in need of blood. Quite a few of the Brothers or their families have had to have blood the last two months. If you can give blood, please go to the

## SACRAMENTO HOLDING CHECKS

Checks are being held for the following: R. C. Black, G. E. Bothwell, R. M. Elton, H. T. Payne, J. E. Thomas, A. R. Toland and T. Winnett.

Blood Bank on these days: Monday 1-6 p.m., Tuesday, 9-12 noon, Wednesday, 2-7 p.m., Thursday, none, Friday, 9-1 p.m. and Saturday, 9-11:30 a.m. You or your family might be next.

The new Yolo Causeway was opened to traffic Sept. 14, ending 46 years of service on the old structure. Frederickson and Watson and Lew Jones will start dismantling the old causeway immediately to enable them to complete the new one. According to Phil Jones, superintendent for Lew Jones Co., the new span should be completed by Nov. 1st and the old structure torn down by next May 1st.

A. Teichert & Son have started their job at the Yolo port. This involves moving 128,000 yards of dirt, plus the pipe and the strut work. They have a fine crew of brother engineers.

Down on the Deep Water Channel, Hydraulic Dredge has shut down temporarily. They hope to be completed by Jan. 1.

Farther down the Channel we have Eugene Luhr Co., building the levees. They are working their 2 Manitowoc draglines 2 shifts. They also have a couple of dozers clearing up behind the draglines. This is a real good job for several of our brothers.

In the Davis area, Baldwin has several jobs going for the University of California. Baldwin also has the underground work on the new married student housing unit, but has not started.

A. Teichert and Son has a good-sized crew working in their plant in Woodland. They are stockpiling material for the winter. The equipment, when finished, will go to Oroville on their job up there.

The brothers in the Pollock Pines area are finally winding up the earth-fill dam at Union Valley. This job employed over 260 Local No. 3 men at one time but it has almost come to the time when it will just be another talked-about job. Peter Kiewit & Sons were the contractors and are bidding on other jobs in the State.

The A. J. Jones Const. Co. has

all the shovels working long hours and is making very good progress. They are going to take the old dam that the Chinese built and replace it with a new dam. This old dam was built by Chinese labor for mining purposes in the early days. They will save all the material in the old dam to use in the new.

The Paul Hardeman job will be another tough job which will include a road around Loon Lake and one tunnel about 8600 feet long. This job will run into next year.

We hope the Chili Bar Dam will be let out for bids soon, and we are expecting the freeway job at Pollock Pines to be let in the near future.

The Case-Hood Pipeline is almost finished. The trench is completed and they are moving some of the backhoes out; they have a lot of trench still open but are working long hours to get it completed.

The Harms Bros. Const. Co. are making progress on the Air Port at Lake Tahoe. Joe Vicini Const. Co. along with Jensen Const. Co. are working on this job which will make a beautiful airport when finished.

Donald Drake Co. and the M&K Corp. are still working on the Power Houses and are making good progress.

A. Teichert & Son has the dirt moved on the extension of 65th Street and are placing road rock at present. When completed, 65th St. will run straight through from Elvas Ave. to Stockton Blvd. at the Sky Ranch. For the present, it will be two lanes from just south of Fruitridge Rd.

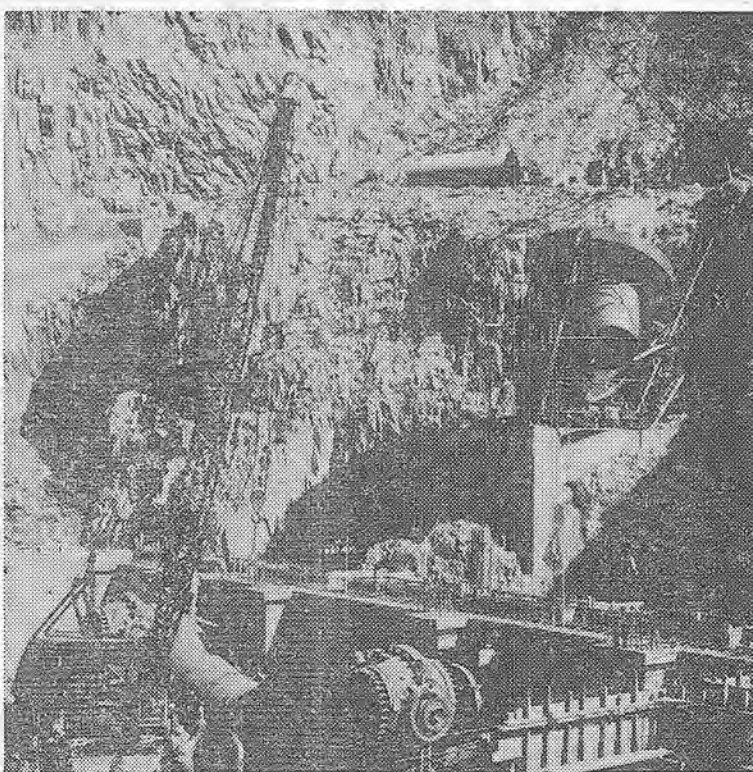
Lentz Const. Co. is placing rock on Sunrise-Citrus Rd. and have already paved part of the job. This firm also has the widening of Auburn Blvd. near Foothill Farms and would have finished by the 15th of October except they were given an additional two thousand feet to do. Lentz is also busy on underground work throughout the area. Currently they have the Florin-Perkins Road closed and have a large ditch open.

Stockton Construction Co. has started on their sewer line on Mission Ave. for the North East Sanitation District. They were also the low bidder on an underground job in Carmichael. This job went for a little less than a million dollars.

## Carrying It To Extremes

Segregation in Robeson county, North Carolina, is perhaps the most extravagant in the nation. The county, which has 40 per cent white population, 30 per cent Negro and almost 30 per cent Indian, operates four school systems.

One is for each of the above groups plus an "Independent" school for the "Smilens," a small, racially mixed group of people who are rejected by whites and Indians but who themselves reject Negroes.



**A BIG LIFT:** Placing of the 72-ton "we" for the Camino Powerhouse on the American River (shown in center) was no easy task and took combined efforts of Bigge's 90-ton P&H crane, shown at top of picture, and Dearborn Machinery Co.'s 45-ton Manitowoc. What made it tough was that both rigs had to reach far out, in a "maximum pick." Joe McFarland was operator on the Bigge rig and Chuck Holzen the oiler. Jack Lofton ran the Manitowoc, with George Tucker as oiler.

## 'Labor Must Win, or Face Bare Existence'

By A. G. BOARDMAN  
Director of Education & Research,  
Calif. State Conference of  
Operating Engineers

Two men, prominent in American business and political life, had this to say of labor recently:

Marriner Eccles, former chairman of the Federal Reserve Board, told a Congressional committee that wages should be curbed and strikes and lockouts outlawed, with compulsory arbitration imposed for all labor disputes.

Senator John L. McClellan, our labor-hating Democrat from Arkansas, attributed our lag behind Russia in the space effort to labor and urged Congress to pass a law banning all strikes at missile, space and defense facilities. The Senator has had such a bill before Congress for over a year.

These two men are advocating the suppression of labor. They are directly attacking the wages, working conditions and freedom of the American union man. They would, through national legislation, deny you the right to strike and compel you to accept terms set by arbitration, no matter how unjust they might be.

These men reflect the thinking of organized banking and business in these United States. They are being exploited by interests who profit from human misery. We are just one step up from slavery, and the greedy would return us to that state.

Who in labor can forget that the anti-labor groups were able to enlist the services of the President of the United States in their drive to pass the anti-labor Landrum Griffith Law? His appeal to the people of the United States was the decisive force in its passage. The powers that brought this about await the opportunity to finish the job.

Organized labor must be prepared for the coming contest. We must organize and educate, not only our own people but the great mass of organized and white collar groups. We must re-

gain their support lost during the McClellan hearings. We must be prepared to deluge the Congress with mail when the day of reckoning arrives.

Labor must win the coming battle or return to bare existence under laws that make the suppression of organized labor, and all it stands for, the policy of the government of these United States.

## Phoney Inflation Hurts Economy

Minneapolis — The American economy in 1962 has "great underlying vitality and strength" but is "afflicted with all the symptoms of an artificially induced deflation," according to a top government economist.

James W. Knowles, senior economist with the Joint Economic Committee of Congress, told the American Statistical Association at its meeting here that policies adopted to meet the problems of the 1940's and early 1950's are no longer pertinent because the inflationary conditions of those periods have disappeared.

The basic fault, he indicated, was in the continuing gap between consumer income and investment income—a gap that has been steadily widening since 1954, when tax legislation went into effect favoring investment income. The remedy, he continued, was tax reform that would bring the two types of income into greater balance and bolster consumer income to spur economic growth.

## Couldn't Lose

Hollow Rock, Tenn.—Rail labor couldn't lose in this community's recent election for mayor. Maurice E. Flowers, an active member of the Locomotive Firemen & Enginemen, won in a "friendly contest" with W. B. Molladay, a conductor.

## OUTLOOK BETTER AT FRESNO

By JOSEPH MILLER, B. F.  
(Tiny) HELLING and  
GLENN MULLOWNEY

We are coming out of a slow period during which we were between jobs, as the freeways were practically shut down and no new work was out.

We still have a sizeable out-of-work list, but are dispatching more men now than we have been in the past month. Conditions have improved some with the starting of several small projects, and as others now being awarded get under way we look forward to an improvement in the job situation.

The Westbrook, M&K freeway jobs are almost at a standstill, with only a handful of engineers left on each project, as they cannot proceed with the dirt work or grading until the concrete structures are completed and opened to traffic. It will be about two or three months until they are in full swing again.

During October more freeway work will be advertised for bid, along with another portion of the San Luis project. Work will begin on these jobs in December and January and should give the district a good start for next year.

The rock plants and hot plants in the district have been very busy during the past month and have been holding steady with few slow periods between jobs. They seem to have plenty of work ahead.

Stewart & Nuss Company is rapidly completing their new Plant No. 3 at Herndon and should have it in operation in the near future. They have modernized their operation and will be working in a new pit area which will improve production and quality of material as well as reduce overhead costs, which were high due to outdated equipment and long hauls.

Madonna Construction Company has started their \$447,000 highway job at Corcoran. The job only has 30,000 yards of dirt and four miles of cement treat and blacktop, but will keep a few brothers busy for about three months.

Claude Woods has about twelve brothers working at Johnsdale above Porterville. This company has been working a lot of hours, has the base material about completed and will start mixing oil soon. This job will be good for two more months if they don't get early snow.

Miles & Sierra have started their job on 10th avenue out of Hanford. Thomas Construction has their equipment and operators moving the dirt. Miles & Sierra also have a job at Lemoore on highway 198.

John Volpa Company has started their job just out of Ivanhoe at the St. Johns River and will keep a few brothers busy for about two months.

Valley Engineers have started their sewer job at Reedley and have two trenchers and a backhoe on the job.

In the area north of Fresno the Wilmoth Co. is starting their USBR job west of Mendota. There will be 625,000 yards of excavation for dikes and a number of wells on the right of way of the San Luis Canal. The ground in this area will settle as much as fourteen feet when it is saturated with water, so it is necessary to preconsolidate it.



# Personal Notes

## Redding

We are sorry to report that Tony Scheer was injured while running a Co-Cal Loader on one of the projects, but happy to say his arm will be saved. Another brother, Bill Burns, had an accident when a cable broke on his DW-21. He was lucky, suffering only some face cuts.

\* \* \*

## Hawaii

Sincere condolences to the family and friends of the late Brother Thomas Fujimoto, glazier in the Building department of American Factors, Ltd., who passed away on August 23, 1962.

\* \* \*

## Sacramento

Brother Charley Jeffs is out of the hospital and is at home convalescing from his recent stroke. He is able to get around with the aid of his crutch on one side and Mama on the other, he says. We hope he gets well in a hurry. All in the Sacramento office and all his many friends were saddened to hear of the passing of Brother Clyde (Stubby) Husted's wife on August 31. We wish to express our deepest sympathies to Subby and his two small children.

Recent blood donors were: Dennis Fenno, Mrs. Juanita Hoover, Frank Kuhre, Paul J. Law, Alfred J. McCoy, Gary Morthole, Catherine Vercruysen, Alfonse Vercruysen, Flora Wymore and Ray Wymore.

\* \* \*

## Oakland

Brother Bartlett Tucker has opened a watch repair shop known as Tucker's Jewelers at 1204 A Lincoln Avenue, Alameda, Calif. Phone: LAkehurst 3-5916. Brother Bartlett had been operating a cat for Kaiser in Pleasanton. Congratulations to Brother Garland McAtee and his wife, Carmen, upon the birth of twin boys born September 7, 1962. They have named them Don Lee and Ron Key.

Wishes for a quick recovery are extended to Brother Harry O. Burke, who was in the hospital for several days but is now recuperating at home. Dal Mastin just took a month off to tour the World's Fair and the greater Northwest. Also, Brother Ernie Miller is taking a trip through the Northwest including a trip by ship from Vancouver, B.C., to Alaska, and will be gone about 30 days. Blood donor: William C. Hawley Jr.

\* \* \*

## San Jose

Brother Harold Dodd stopped in at the San Jose office, and it was good to see that he is able to get around again, with the aid of crutches. Brother Dodd was seriously injured last year when the crane he was operating went over the bridge. Brother Larry Croxen is still on the sick list. Blood donors: Harold Jones and Charles Sandstrom.

\* \* \*

## Santa Rosa-Ukiah

The Chester Duttons recently became proud parents... congratulations. The death of Brother John Dennis is deeply felt by the brothers and this office. A very large thank-you to Brothers Ellery Marsh and Chuck Fleming for their recent donations of blood.

\* \* \*

## San Rafael

Congratulations are in order to Brother Bill Gaffney, with Don Coleman & Associates, on his recent marriage. Also congratulations to Brother Curt Marlin, with Quin J. Ongaro, on becoming a proud papa again. Blood donors: Rosemary J. Rush and Brother Steve E. Giffin on Sept. 7th.

\* \* \*

## Fresno

With deep regret we report the passing of Brother Eddie Adams, a member of this local for many years. We were very sorry to hear of the automobile accident that took the life of Brother Jesse Reidenhaur while he was en route to his job with the Claude Woods Co. at Quaking Aspen.

Brother Luther Hooker is the proud grandfather of a 6 pound, 9½ ounce girl. Congratulations. Brother Dorris Grubbs is in the Fresno Veterans Hospital. Brother Ray Schultz had a lucky escape and was not seriously injured in an automobile accident while on his way to work in Merced. No blood donors since May. Our supply is running low.

\* \* \*

## Eureka

Again we are sorry this month to report the death of two of our brothers. On September 4, Charles W. (Billy) Sears was killed in a motorcycle accident at Miranda, Calif. On September 6, Robert Courtier was killed in an automobile accident at O'Brien, Ore. We extend our heartfelt sympathies to their families and loved ones. We are also sorry to report the loss of two prominent contractors in this area, Mr. Al Fadel and Mr. Steve Newman, killed in an airplane crash in September.

\* \* \*

## Stockton

September has been a rather hectic month for engineers in this district, with accidents putting four in the hospital. Harvey Widener was seriously injured in an automobile

# No Change at Stockton

By WALTER M. TALBOT,  
AL McNAMARA and  
GLENN DOBYNS

The report from the Stockton district is much the same as last month's with no appreciable change in either job opportunities or available manpower.

The Hooker Co. and Norman Fadel, Inc. job on State Route 88, near the Alpine-Amador county line, is now under way with Chamblor-Newman of Eureka doing the clearing. With the late start and at high elevation, the clearing will probably be the only work accomplished before the winter storms suspend operations.

Other mountain projects not expected to be completed this year because of snow are the Granite Construction Co. job near Markleeville, Harms Bros. job above Peddler Hill, Hooker Co. job near Camp Connell, and A. J. Diani Co. job at Hardin Flat, above Groveland.

The O. K. Mitty & Sons job on the Twain Harte grade east of Sonora, although recently started, is at the 2,000 foot elevation and is expected to work through most of the winter. Still lower than the Mitty job is the one recently awarded to Twin Butte Construction Co. of Marysville for the construction of approximately 6½ miles of road and two bridges on State Highway Route 24, between Mokelumne Hill and San Andreas, costing just under one million dollars.

## MATERIAL FOUND

A milestone was reached the third week in September, when builders of New Hogan Dam, in Calaveras county, placed backfill material in the damsite, which has been ready for the material for almost a year. The search for material that would meet specifications has set this project back on completion date, but it has insured employment for our members for some time to come.

Camanche Dam, with their array of new equipment previously mentioned, have added four of the new Caterpillar 660's to their spread, plus one new 1000 Series Gradall and eight new Auto Car tractors and semi-trailers. The semi's will be used to haul rock from the quarry, which is located near the Ione Junction.

Ah Pah Construction, of Arcadia, was low bidder at \$197,845 for approximately three miles of new road and alignment between Dorrington and the Hooker Co. job, on Highway 4.

## TUNNEL

The Canyon Tunnel job in Cherry Valley, being done by the Clancey O'Dell Co., recently opened up a new heading which put several more engineers to work. Pacific Western Construction, Inc., and Larry W. Aksland of Manteca were successful bidders on levee construction and stone protection contract to the U. S. Army Corp of Engineers in the vicinity of Paradise Cut, along Old River in San Joaquin county, for \$288,895.00.

M. Malfitano & Son, who are working on the west bank of the

San Joaquin River near the Highway 4 bridge, recently secured an additional small contract that will be a continuation of their present job.

A. Teichert & Son have the reconstruction of Center and El Dorado Sts., from Charter Way to the new overpasses that are being constructed by Stolte-Stephens. Their bid was for \$152,730.00. Teichert also was low bidder, at \$184,084.00, on the new sewer and pumping plant in Northeast Stockton.

## DREDGE JOB

Shellmaker, Inc. of San Francisco was the successful bidder on maintenance dredging at the Stockton Deep Water Channel, from Stockton to Spud Island, for \$432,422.00.

Morrison-Knudsen Co., Inc., presently working on their four-mile stretch of the Third Mokelumne Aqueduct for the East Bay Municipal Utility District, will be moving some of the equipment to the first phase of the new section of Hetch-Hetchy Aqueduct for the City of San Francisco.

This job consists of excavation for approximately 10 miles of

pipeline from the Tesla Portal, south of Tracy, to the San Joaquin River east of Vernalis. Consolidated Western Steel will supply the 79-inch, 80-foot joints of steel pipe. The job was let in two sections, with M-K and Consolidated being low bidders on each, with an aggregate bid for both sections exceeding \$3,100,000.00.

## BLOOD CLUB

Only one of our four injured brothers, Harvey Widener who had to return to the hospital because of the seriousness of his injuries, has requested blood from our Blood Bank, but we have at this time a minus one balance. Brother Widener's case illustrates what can happen to any one of us, and emphasizes why we are constantly appealing for donors to contribute to the Blood Club. We are now desperately in need of your help. Will you please donate a pint of your blood for the Operating Engineers Blood Club? The Blood Bank is open in Stockton until 7:30 p.m., and in Modesto until 7:00 p.m., on Thursday. Stop in before you have your dinner, you will really be doing a good deed!

# Retired Workers Can Join Peace Corps

Washington — The Peace Corps has reminded retired union members and those approaching retirement that there is no upper age limit for volunteer service with the corps and that, in fact, it needs the skill and experience of "senior citizens."

The organization's Office of Public Affairs has published a bulletin listing requirements for service. Applicants may be any age above 18. General qualifications are a skill needed by the host country, sound health, emotional stability, willingness to work with others, initiative and a desire to serve.

Married couples are eligible if both qualify and have no dependent children under 18, according to Dir. Jules Pagano of the professional, technical and labor division of the office.

Among skills sought are those of foresters, farmers, plumbers, sanitary engineers, tailors, veterinarians, well-drillers, carpenters, machinists, masons, auto mechanics, nurses, road builders, building trades instructors, electrical workers, welders and teachers.

Volunteers may continue to receive the full amount of any pension they may be entitled to but will be expected to live overseas on the allowance provided by the corps.

Length of service is two years, including training. Volunteers receive allowances to cover food, clothing, housing, medical care and incidentals. At the end of their service they get a termination payment of \$1,800 at the rate of \$75 per month.

Intensive training is provided in the U.S. and host countries. Some assignments require for-

eign language ability, Pagano said, but most corps workers need not know a foreign language before volunteering. Language instruction is included in the training, along with studies in the history and culture of the host country.

Candidates are asked to fill out a Peace Corps Volunteer questionnaire, available from any post office, congressman or senator, or from the Peace Corps, Washington 25, D.C.

A partial list of countries requesting Peace Corps volunteers includes Cameroon, Ceylon, El Salvador, Chile, Costa Rica, Ecuador, Ethiopia, Ghana, India, Ivory Coast, Iraq, Liberia, Malaya, Nepal, Nigeria, Peru, Sierra Leone, Somalia, Togo and Tunisia.

# Safety Talk Appreciated

The following letter was sent to Business Manager Al Clem by the chairman of the recently-held annual convention of the Utah section, National Safety Council:

Dear Mr. Clem:

I want to express my appreciation for your efforts and the Union's thoughtfulness in making it possible for Dale Marr to come to Salt Lake to attend our Convention.

Dale did an excellent job and gave me personally, as well as many of those present, a new idea to be used in safety. This, of course, was his use of the different types of hats. I would like to borrow his idea for use in my future safety lectures.

Dale's presentation helped to make our Convention a success and I want to thank you again for your efforts in making it possible for him to come to Salt Lake.

Sincerely yours,  
JAMES G. CAYIAS  
General Convention  
Chairman.

accident on the way home from work. He was hospitalized twice for the same internal injuries.

Brothers V. Bellah, operator, and H. Herring, fireman, were injured when their skid type piledriver flipped over on its side, sending them both to the hospital with multiple injuries. Brother Leonard Whitmore, hooked onto a buried railroad rail with his DW-20 on the Stolte-Stephens job, which threw him into the steering wheel, also necessitating hospitalization for internal injuries.



# Freeways, Pipelines Make Work in Utah

By JAY NEELEY, MERLIN BOWMAN, JOHN THORNTON,  
VANCE ABBOTT and LAKE AUSTIN

Later this year, bids are expected to be called for a new \$2,300,000 water treatment plant which is to be constructed in Parley's Canyon just below Mountain Dell Dam. Actual construction will start early next Spring.

The Engineers have determined that the present spillway with a capacity of 400 second-feet of water is inadequate to protect the dam from overtopping and flooding the plant site. This project is a major item in Salt Lake City's purification program.

Of interest to Utahns, is the study being made by state high-

one outfit, with just about every kind of rig you can think of.

Enoch Smith has six brothers working on the 39th South Telephone job and about eight or nine working with M. H. Cook pipeline job and small jobs here and there.

## FREEWAY, PIPELINE

J. K. Thayne's 7th East Freeway job is going again with about 10 brothers trying to wind it up. There has been quite a turnover on this job because it is a hit-and-miss situation.

M. H. Cook's pipeline job from Salt Lake City to Orem is about 60% complete. This job has been a good job on payday but some of the other days are rough.

Frank Barben Const. Co. is the sub on the Garfield job and at this writing is going 60 hours a week. Turnover on this job has been nil. At present there are 15 members on the payroll, but they expect a cutback, end of the month.

Nelson Brothers Construction Co. is still working on their pipeline job alongside Redwood Road and are rolling along at a money-making pace now that they are past most of the utilities and railroad tracks.

Herb Plewe's job on 8th South will probably work into the winter and, if the weather is not too cold, will finish early. Relations between the company and union

## ★ ★ ★ Endorsements For Utah

Organized labor in the State of Utah backs these candidates. You are urged to vote for them in the General Election, Tuesday, Nov. 6:

U. S. Senate....David S. King

Congress, 1st Dist.

M. Blaine Peterson

Congress, 2nd Dist.

Bruce Jenkins

Attorney General

William H. Henderson

★ ★ ★

way officials and Kennecott Copper Corporation on the possibility of building a causeway across the southern end of Great Salt Lake as a roadbed for Interstate Route I-80.

This causeway would be built with "tailings," the residue after processing of ore, from Kennecott operations. A proposed route would be from near the Saltair Resort straight west across the lake and lake bed to Timpie, Tooele county, roughly parallel to the Western Pacific Railroad Co. tracks.

This causeway would save from six to 19 miles on the Burmester Route, and the approximate cost for building the section with the copper company tailings would be 10 million dollars. A statement made by the State Road Commission in July quoted an approximate 17 million dollars for the road.

## CITY AREA SLOW

Work in the Salt Lake Area has been very slow for the last six weeks. The jobs which are going have very little turnover. The State Road Commission is planning more work for this year but because of some of the politics involved, it looks as though it will be late in the year before the money is released.

Tiago was awarded the freeway extension on 45th South and is just starting to roll.

As for the other jobs in the Salt Lake City area, it's mostly Gibbons & Reed. At present we have brothers working on the 2nd West street widening project, Whitehill and Victory Road job, 8th South to Thirteenth South Freeway, 5th North and 7th North Freeway access road, State Street Paving (6700 South to 90th South) job, the Garfield extension and about six small paving and patching crews; this amounts to about 75 of our brothers working within 15 miles of the Salt Lake office for only

## Utah Proposal Would Protect Road Funds

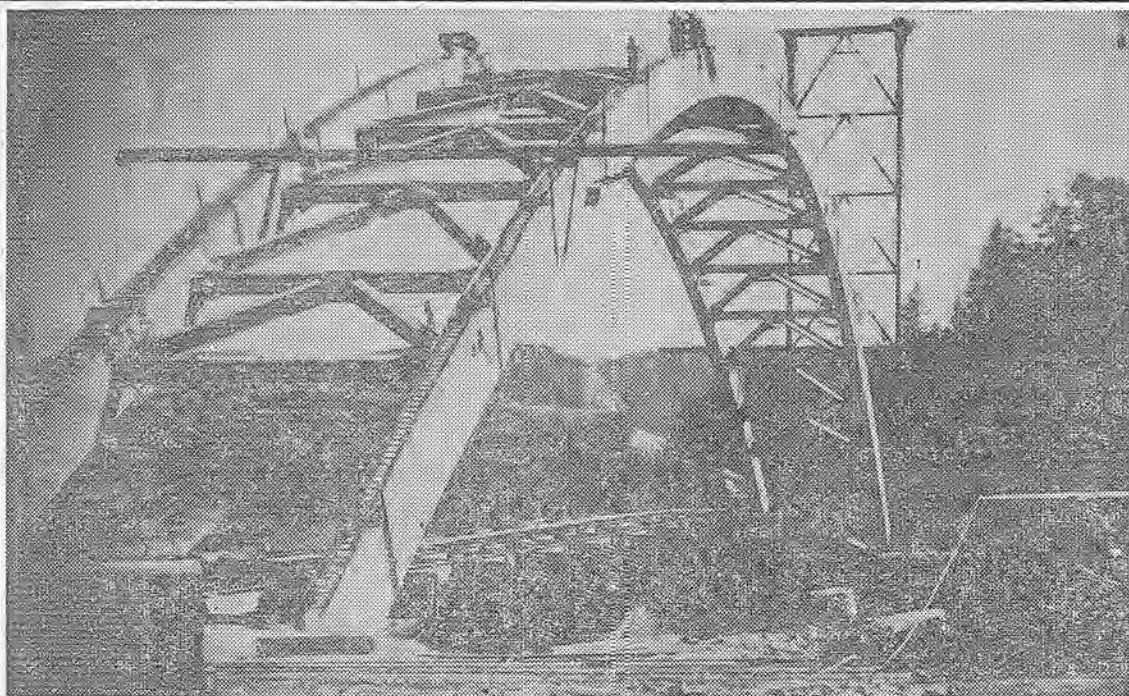
Utah voters will have a chance to express their desires about the use of highway taxes at the general election November 6, according to an announcement from Salt Lake City.

The last Utah Legislature endorsed by more than two-thirds majority a resolution which was signed by the Governor. This resolution proposes a constitutional amendment to prohibit expenditures of revenue derived from motor fuels and vehicle fees for purposes unrelated to roads and streets.

In order to inform the public about the importance of the amendment to the State an organization has been formed known as the Better Roads Association of Utah. Heading the group is Mr. J. Holman Waters.

Mr. Waters has said, "We plan to inform the public of our state the importance of voting for this amendment. Protecting our highway funds is important. Twenty-seven states have already enacted constitutional amendments assuring proper use of road revenue. Of the 12 Western States, only Utah and New Mexico do not have this protection."

Mr. Waters pointed out that so far Utah has been able to supply matching funds to go along with federal money in order to keep the state highway construction program on the move. He warned, however, "if pressure groups force the legislature to divert highway revenue to other purposes, then the state would not be able to match these funds."



**GRACEFUL ARCH:** A harmonious curve against the skyline, this 550-foot steel arch bridge being built by American Bridge will be a scenic landmark. The bridge will span Cart Creek, near Flaming Gorge Dam, Utah. Bro. Ira J. Whitney is seen at far right, operating the hoist.

have improved considerably, largely due to Superintendent Gene McLaughlin. This job has been manned with members who knew what had to be done and did it. Gene has kept the beefs to a minimum, with all of them being settled right on the job-site.

## STUDENTS BACK

At the University, the medical building and the steam plant job are going strong in a race with the weather. We have had a lot of small contractors working around the campus, but by the time you read this the small rigs will be gone and the students will be there.

Refco Inc. is finished on the Beeline Refinery job and 90% complete on the Phillips Refinery job. We have hopes that the refineries will start new jobs soon. There are a few more small jobs going, and most contractors are in a race with the weatherman, as it will probably start snowing in the mountains the early part of next month.

## PROVO-EASTERN AREA

Pipelines and picketlines have been the two major items of business in the Eastern area for the past month.

M. H. Cook Co.'s pipeline is over the mountain into Utah county with most of their spread. This is a 12-inch line running from Salt Lake to Orem, employs about 25 engineers and is scheduled for completion this month.

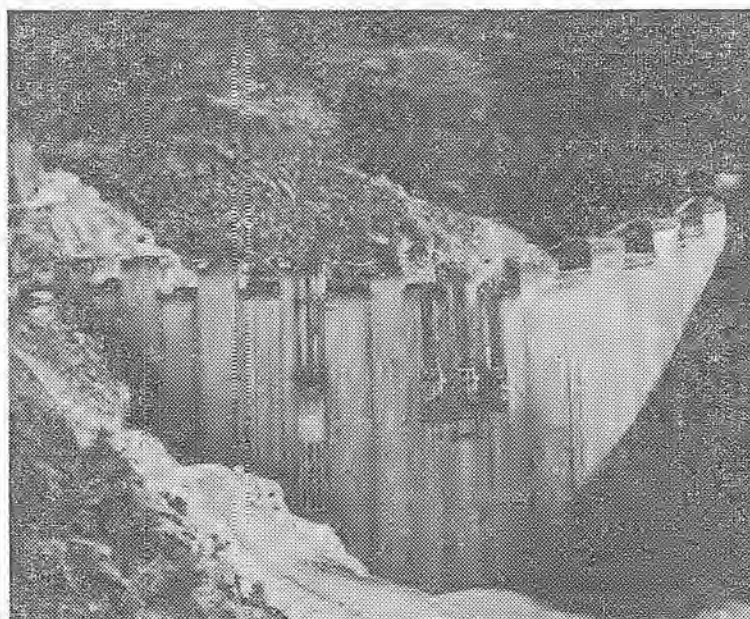
Pease Brothers pipeline is in full swing now with the addition of the wrapping crew and the lowering and backfill crews. The Elder Co. has set up a mess hall and bunk houses about 35 miles south of Ouray. These facilities were arranged for in the prejob conference to be paid for by Pease Brothers Company for the employees on the job. The area of the pipeline is in remote, rugged terrain just about impossible of access by a regular automobile. An airstrip is located ½ mile from the camp and is handy for servicing the job.

## CHANNEL REVISION

Even Ashby, an old time member, has a contract on the Provo River near Heber and has six of our brothers employed. This is channel revision work and can be worked when the weather gets cold.

Another Provo River revision job farther up towards Kamas is being done by L. A. Creer Co. Other work in the Basin area looks good until November, after which we expect a big jump in our out-of-work list.

A & B Construction Co. is put-



**GOING UP:** Progress on the Flaming Gorge Dam is shown in this photo. One block on the right hand side is complete, except for the cap.



**TOP TO BOTTOM,** the Herb Plewe organization is represented in this photo. Left to right: Plewe, the contractor, Gene McLaughlin, superintendent, and Fred Balis, operator of the Linkbelt LS 98 rig in the background, which is busy on the 8th South sewer job, a box-type reinforced concrete sewer.

ting the finishing touches on the Stanaker Canal and are preparing to move back to Montana. American Bridge is about finished with the "red" iron on the 550 foot steel arch bridge over Cort Creek and are taking down the towers. General Contracting Corp. has the concrete deck to pour before the bridge is complete.

Our regrets to the family of Cecil Kofford who died a short time after working for Tiago on the Duchesne Highway project.

## SOUTHERN AREA

Employment has held up well in the Southern area with some new work starting but quite a few jobs are nearing completion. It is hoped there will be enough new work let to take up the slack, especially in the extreme

south where winter weather is not so severe.

Cedar City Iron Mines have called back several of the men who were laid off in July and it is expected that more will be back in the near future.

L. A. Young Co. has wound up the Hurricane job and is well along on both the Parowan and Delta jobs and about ready to start the Fillmore job, which will supply work for some of the men well into the fall.

J. M. Sunsion & Sons are finishing the oil on their Cedar Breaks surfacing job. The company has been plagued by hard luck on this job, with one fatal accident.

The V. C. Mendenhall job at Hatch has a few weeks to go yet on the hot stuff, but the grade is completed.



# Marysville Oddly Slow

By HAROLD HUSTON,  
C. R. VAN WINKLE,  
and W. R. WEEKS

Marysville probably has more members employed in the area than at any other time in its history and yet, paradoxically, is experiencing a slowing-down in orders that is unusual for this time of year.

Either the brothers are sticking closer to their job or the contractors are hanging on closer than usual to their crews, or both. Or the contractors are moving their crews from one job to another, as we do have some new starts — new starts that should have been the cause for increased orders.

## OROVILLE DAM

A few days ago we had an occasion to discuss with the prime contractors, the Oro Dam Contractors, its planned schedule for the work. Here it is as outlined to us: Soon—Clearing for the dam site, however they didn't know whether it would be subcontracted or not.

Jan. 1, 1963—Start of diversion tunnel No. 2.

April 1, 1963—Start excavating for foundation of the core, weather permitting.

June 1, 1963 — Start pouring concrete for the core, again depending on the weather.

April 1, 1964—Start fill of the dam.

Peak of employment estimated for all trades at 1600 in 1965. For the foreseeable future, the job will be strictly a one shift job.

At the present time there is some preliminary surveying being done by Engineering Survey, which is our good friend and brother, John B. Duff. Some access road building by B. C. Richter for Frazier-Davis and some grading and clearing on the right abutment of the dam, just downstream from the site. In this area will be erected buildings for use during the construction of the dam.

## ALMANOR INNOVATIONS

Morrison-Knudsen at Lake Almanor has two shifts working on

## Marysville Is Holding Checks

The Marysville office is holding checks for the following brothers:

M. H. Barton\* J. S. Kakuk  
L. A. Bennett E. L. Knouse  
Maurice Bouzer\* P. S. Kruse  
D. L. Brown W. F. Neukam\*  
L. E. Christian R. Rogers  
Charles S. Elan\* R. R. Voris  
Lyndel R. Gibson R. R. Voris  
(\* second notice)

the shovel with brothers Wooden and Darrell at the controls. The scrapers and cats are working one shift of ten hours. Shellmaker Company has finished its dredging contract. This job has developed some innovations by Cattermole-Tretheway, clearing contractors. One, the use of "boom boat" and barges for lake clearing. The other the use of wider crawler tracks on clearing cats in the Gould Swamp area, this is to give the cats more traction on the soft, often unstable mud surface.

Twin Buttes Construction Co., are getting ready for the finish grade on the highway job south of Susanville. This one looks like it might finish up this season.

Fadel & Granite are doing preliminary work on the Antelope Valley Dam above Taylorsville. Most of you have heard of the regrettable plane accident that took the lives of Alfred Fadel and two companions.

The Wyandotte Project being constructed by Oroville Project Contractors, which was headed up by Guy F. Atkinson, is rapidly coming to the end. Another 30 to 60 days will button it up. This one has kept the local brothers busy the past two years.

## FINISH POSTPONED

Williams & Burrows, Virginia Ranch dam job in Browns valley has limped along ever since the strike because they couldn't, or didn't want to move dirt for fear of early high water. Original

plans were to finish this year, but now the finish has been postponed until next year.

Darkenwald, Morrison-Knudsen & Parker are making the dirt fly, to coin a phrase, on that concern's Camp Far West Canal and Dam job near Wheatland. "Bob" Fadel, who was the project manager has been replaced by "Bill" Kimball. It has been reported that "Bob" left because he has been elected General Manager of Fadel Construction Company, succeeding his brother "Al," whose untimely death was noted above.

Macco is off to a good start on the transmission line starting at Nicolaus, Colusa and farther north at Corning.

Baun Construction Co., has been forced to halt road work near Willows and Glenn, we are told, by overflowing irrigation ditches.

Brewster and Son, Black Butte Dam job north west of Orland, is still running two shifts. Robinson Construction is putting the finishing touches on the access road. R. E. Hertel is constructing the bridges.

## MOVING OUT

Corning, Monty Brown is close to moving out. Martin & Carter have set up a batch plant near Richfield. At Los Molinos, Teichert has about completed its school job.

In Chico, Teichert is moving along nicely on the freeway job by-passing this city. Blakemore Equipment is moving the dirt, and Macco is driving the piling for the bridges and overpasses.

Peter Kiewit & Sons on the missile base north of Chico, in rebuilding the silo damaged by an explosion has cut back from three shifts to two. H. Earl Parker is moving along nicely on his levee job nearby.

Teichert and Butte Creek Rock, separately, have quite a few small jobs in and about Chico. Over east, Kaiser Construction Co., on Highway 32 is moving along at a good pace with 12 or so of our best handling the equipment. Crow Brothers in the same area is laying sub-base on that company's road job. Mastelotto is making the rock.

Pomeroy at De Sabla, north of Paradise, is still working on the dam, penstock and powerhouse for P. G. and E.

## NEW WORK

McNamara Corp., Ltd., of Burlingame was the low bidder on four miles of two-lane expressway between Sierra City and Bassett. Contract includes a new alignment which will eliminate many of the existing curves, a parking and rest area at Big Springs and a three span reinforced concrete box girder bridge at Salmon Creek. Bid price was \$1,388,641. Work is slated to start in a month or so.

Teichert & Son submitted a low bid of \$267,530.60 for a four-lane divided highway in South Oroville, a total of 1.2 miles.

Baldwin Contracting Company was the lowest of five bidders at \$153,445.20 for widening and straightening about one and one-half miles of River Road in Colusa county, the Colusa-Gridley route. Work is expected to start on about Oct. 15th and take about three months, depending on the weather.



**HAROLD MOORE**, endorsed candidate for the State Senate, 10th District (Yuba-Sutter counties) is shown on the right flanked on his left by Local 3 Business Manager Al Clem (center) and District Representative Harold Huston (left). Standing (left to right) are Bob Christy and Bob Mc Lelland, Grievance Committee members, and Jack Slade, Executive Board member for the Marysville district.

## Harold Moore Has Excellent Labor Record

Sunday, September 16th, the Executive Board of Local 3, upon the recommendation of the District Grievance Committee, endorsed the candidacy of Harold Moore, Democrat, for the State Senate.

Mr. Moore who has long been active in public affairs in the Marysville-Yuba City area had previously received the endorsement of the Yuba-Sutter Committee on Political Education and has also received the endorsement of the State Labor Federation COPE.

Mr. Moore is a lifetime resident of the area, having been born on a farm in Sutter county in 1897. He was educated in the public schools in the county and graduated from the University of California school of agriculture at Davis in 1917.

He was elected a member of the Board of Supervisors of Sutter county in 1933 from District No. 2 which includes Yuba City and served until 1957 when he declined to run for reelection after 24 years of service. While he was on the board of supervisors, labor always had a dependable and reliable friend. Moore consistently led the fight against local "right-to-work" forces.

He is a World War I veteran, is married and has three children. He has been engaged in the real estate and insurance business in Yuba City since 1935. He was appointed State Inheritance Tax Appraiser for Sutter county in July, 1952, and served until February of this year, when he resigned. The Yuba-Sutter district has not been represented by a Democrat in the State Senate for at least thirty years, and to the best of our knowledge has never

## Brass Firms, Officers Indicted

Hartford, Conn. — A federal grand jury here has indicted 11 of the nation's largest manufacturers of brass mill tube and pipe on criminal anti-trust charges alleging a six-year price-fixing conspiracy. Also named defendants were seven high-ranking executives.

The indictments, culminating an 18-month investigation, charged that prices in the industry were set during secret meetings in hotel suites and in a private club. The method of price-fixing described in the indictment strongly resembled the operation of the electrical equipment industry's price conspiracy, which resulted in fines, jail sentences and a series of civil damage suits.

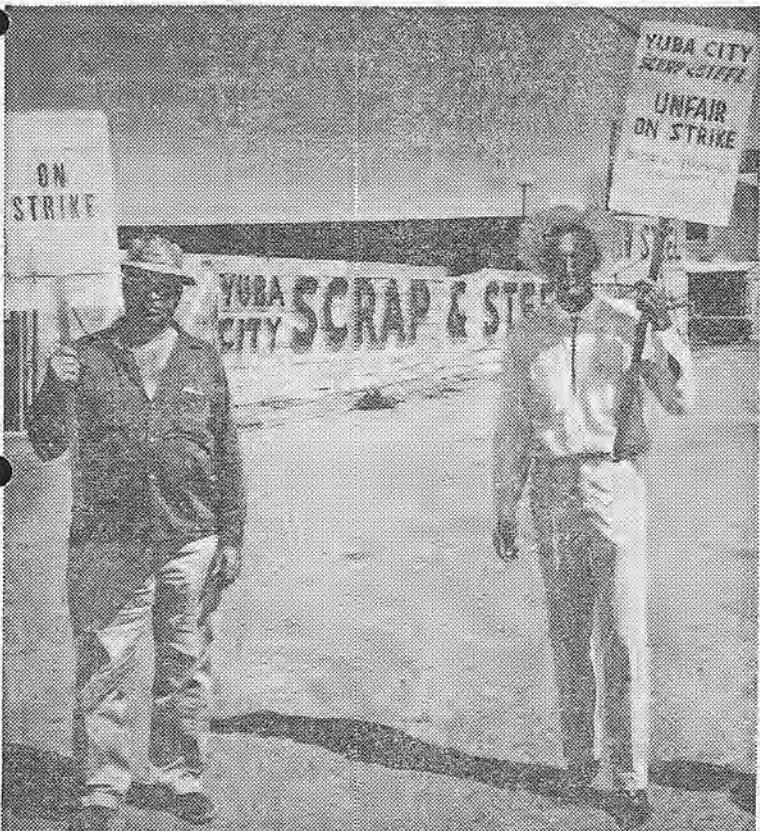
Atty. Gen. Robert F. Kennedy said the 11 companies annually sell about \$360 million worth of brass tube and pipe, accounting for approximately 90 percent of the domestic market.

## Akron Curbs Strikebreakers

A labor-sponsored ordinance restricting the use of strikebreakers has been approved by the Akron, Ohio, City Council and signed by Mayor Edward Erickson (D).

had a State Senator that supported labor except incidentally. Now labor has a chance to elect a man who will represent the entire district fairly, and one whose record shows that he has in the past supported labor's legitimate program and policies and will do so in the future.

All Local 3 members and members of their families of voting age are urged to remember Harold Moore on election day and to urge their friends and neighbors to do the same.



**STILL DETERMINED** and still going strong are the Operating Engineers Local 3 pickets at the struck Yuba City Scrap & Steel Co., at Onstott & Colusa Highway, Yuba City. Shown on picket duty are Brothers Claude Hively (left) and James A. (Tex) Archer. Both are among the men who walked out of this unfair establishment when the management refused, after months of dragging out negotiations, to reach a satisfactory agreement with the union.



# ENGINEERS NEWS

STATIONARY ENGINEERS LOCAL 39

OPERATING ENGINEERS LOCAL 3

Published each month by Local Union No. 3 of the  
International Union of Operating Engineers  
(Northern California, Northern Nevada, States of Utah  
and Hawaii.)

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## Seasoned Leadership At International Helm

WE DEEPLY REGRET the passing of our late General President Joseph J. Delaney. He was a man who came up through the ranks of our craft and our union, and served with distinction in many circumstances until he attained the eminence of the top-ranking position in the International Union of Operating Engineers.

During his incumbency as General President, the Operating Engineers made notable gains for its membership and as an organization, and his contribution to these advances will not be forgotten.

BUT WHILE all men are mortal, organizations must continue to go forward, and it must be a source of considerable satisfaction to all of us that a man of the stature and experience of Hunter P. Wharton, longtime General Secretary-Treasurer of our union, was available to succeed the late Brother Delaney as General President.

Likewise, the new General Secretary-Treasurer, Frank P. Converse, is an old-timer in the labor movement, and the new General Vice President, Richard H. Nolan, is a 34-year veteran of the Operating Engineers and has served with distinction as the International's Eastern district representative.

WE CAN BE CONFIDENT that the International Union of Operating Engineers will continue to go forward under the seasoned and responsible leadership that is now at the helm.

## Voluntary Giving Fits Our Way of Life

THE MONTH OF OCTOBER is set aside in many places for one of our most important community activities, the annual fund campaign of the United Fund service and charitable agencies, which may be known variously in the localities as the United Crusade or United Fund or Community Chest, but which all emphasize the idea of united giving.

From President George Meany of the AFL-CIO on down, organized labor universally supports the "one big give" annual drives of the United Fund agencies.

There are many reasons for this. It was organized labor itself that most strongly pushed the idea of a united campaign by the numerous deserving agencies. That was back in the days when every week seemed to bring another fund drive, when there was an understandable but unending and sometimes annoying competition among the agencies for donations, which in a measure only defeated itself: the agencies couldn't plan their budgets with assurance, and the public couldn't budget its giving.

LABOR UNDERSTANDS that voluntary giving is part of our way of life—that it is the only way under our system to provide for those who are in need, or sick and unable to take care of themselves, who would be taken care of by the government in a Welfare State.

Helping troubled youngsters, counselling families on the verge of divorce, assisting the handicapped and the many other services performed by the voluntary agencies every day of the year are essential and must be supported.

Respond to your local United Fund appeal. Think before you give . . . then give generously, the United Way, because your one gift works many wonders.

## Still on the Bench



## Consumer Advice

# Washers, Home Repairs

By SIDNEY MARGOLIUS

Homeowners planning major repairs can find reduced prices this Fall on several important types of fixtures and materials. Most notable are the lower prices now offered on plumbing and heating equipment and some grades of asphalt roofing.

In October, also look for the first reduced prices on women's and children's coats, starting with the big Columbus Day sales.

The major dilemma of moderate-income families in recent months has been the lofty price tags on meat, with some cities reporting the highest beef prices in the past three years.

Here are suggestions for getting best values in October buying opportunities:

**WASHING MACHINES:** Not only have prices of automatic washers steadily been reduced but the features have been improved.

Most notably, several leading manufacturers have increased the capacity of their washers to meet the competition of the two twelve-pound models which have gained popularity recently (G. E. and Philco). Larger capacity not only is a time-saver for large families but also enhances a machine's ability to get clothes clean.

However, manufacturer claims of capacity sometimes are over-optimistic. Some have increased their actual capacity in recent years, others only their claims. As one check, look at the capacity shown on the nameplate attached to the machine.

Here are other useful features to look for in washers:

- An especially-desirable feature is cut-off switches—both an "unbalanced load" cut-off switch to automatically turn off the machine if it starts to "walk," and a switch that cuts off the machine if the top is opened during the spin cycle—a safety feature if there are children who might investigate a washer while running. However, because unbalanced-load cut-offs of the mercury-switch type would rust, some washers do not have this feature, although such switches now are more trouble-free on later models. Some models, often the deluxe, provide a safety cutoff for the lid, but not always the unbalanced-load cutoff. Providing a lid cutoff on deluxe models only is, of course, a peculiar example of demanding an extra price for safety.

- Either a self-cleaning lint filter or convenient access to the filter for easy cleaning, is desirable.

- A water meter, increasingly found on moderate-price models as well as the deluxe washers,

automatically adjusts the water level for small loads, but is not vital since this can be accomplished manually.

- The more rinses a machine provides, the more likely you will avoid graying or yellowing of garments. A cold rinse is considered a desirable feature to avoid "setting" wrinkles in synthetic-fiber materials, and also to preserve color of non-fast dyes.

- Washers differ in their water-extraction ability. Generally the faster the spin provided by the "dry" cycle, the more water extracted, Government economists point out.

**REPAIR PROBLEMS:** Automatic washers do require more care than any other appliance except TV sets. Pump repairs are most frequent. Repairmen find pins, coins, marbles, even wrist watches jamming pumps.

Premature motor failure generally is caused by overloading. An overloaded washer never gets up full speed, and eventually the motor burns out. Overloading also strains the gears. Too much suds, or too high-sudsing a type for your model, add strain and cause leaks. The theory held by many women that lots of suds cleans better is a grand illusion. Too much increases the density of the water and reduces washing efficiency, just as that chubby repairman on television says.

Unbalanced loads cause vibration and strain. A washer needs to be fed by the handful, not the armful, to evenly distribute the load and also keep small items from going over the side of the tub. One family had nine service calls and three new pumps installed in nine months. The serviceman repeatedly found the same trouble: rubber baby pants caught in the machinery.

Timers often are damaged by forcing them backwards. Earlier automatics have a slip timer which can be turned back. But with many more-recent models, if you have turned the timer further than you intend, you must continue around by hand and start over. You can turn a timer forward as much as you want by hand in the wash cycle, but avoid even this in the rinse and spin periods. Here, timing is too close for manual turning except with great care.

If your washing machine seems to labor, try it with no other appliances operating at the same time on the same service line. Washers are affected by low voltage.



# Nevada: Much Activity

By H. L. (CURLEY) SPENCE,  
(BU) BARKS and MIKE  
KRAYNICK

Wiechmann Engineers has the last dam job for the flash storm control northwest of Reno, Nev., and they are well along with the job. The firm also has quite a lot of work around Reno and Sparks.

George E. Miller Construction Co. has some equipment on most of the jobs around Reno. George has some road work out around Pyramid Lake and the Rockadyne project, also at Stone & Webster's job. Most G.E.M. Construction rigs are working.

Dodge C.C., Inc., was awarded a highway job between Wells and Curry on Highway No. 93. They expect to start soon to get ahead of the weather.

Bing Construction Co. are moving at a steady pace on the Vista road job, alternating the grading crew between this one and the airport. Walt Harrison is running the crusher plant at the Vista job and Mel Kelson the paving crew.

Isbell Construction Co. grading crew at Verdi are still only working 5-8's, but this is employ-

## ★ ★ ★ Endorsements For Nevada

Organized labor in the State of Nevada backs these candidates. You are urged to vote for them in the General Election, Tuesday, Nov. 6:

Governor.....Grant S. Sawyer  
Lieut.-Gov.....Berkeley Bunker  
Secy. of State.....John Koontz  
Controller.....Keith Lee  
Atty.Gen.....Harvey Dickerson  
Mine Inspector.....Mer. Gallagher  
Supt. of Prtg.....Jack McCarthy  
U. S. Senate.....Allen Bible

★ ★ ★  
ing about 20 engineers, with Holcomb Construction building the structures.

Industrial Construction Co. will kick off a 15-mile road job at Brady's Hot Springs in a few days. This will take 25 or 30 engineers through the winter.

Service Contractors are doing a small job at the Air National Guard Airport.

The contract at Anaconda Copper Co. was accepted by the majority of our membership in that plant, and we continue to try to sign up the freeloaders or non-union people; we have great hopes of 100% membership in the next few months.

Housing projects are in full swing at this time.

Rockadyne (North American Air Craft) have another fuel testing plant on Pyramid Road. This job will take a few brothers about three months.

Gibbons & Reed: Bill Nielson and his crew have turned out a very nice piece of highway for

the State of Nevada, Highway No. 3 out of Ely.

Vinnell Construction Co.: Highway No. 40 job is progressing well. The brothers on this job were together at a safety meeting conducted by Dale Marr. Everyone enjoyed the show and were enlightened by Dale's safety conscious discussion. Our manager Al Clem summed up the meeting by telling the members present the workings of our apprenticeship program and the need of each and every member in our great Silver State to wear their quarterly buttons proudly to help eliminate some of the moochers working behind the cloak of the "right-to-work" law.

Palisades: Morrison-Knudsen has moved in a N. W. 180 shovel and at this writing were setting it and also a crusher plant to produce 100,000 yards of ballast for the Southern Pacific. This will keep a few brothers busy for quite some time.

Smith & Mahout have just about wound up their radar station job at Mt. Lewis.

Hoover: Maggard & McGhan, a new firm in these parts, has a very nice job building a microwave station south-east of this jumping town of Battle Mountain.

Brother Frank N. McVitty who has been operating shovels, cranes and backhoes for a good many years out of this Local Union, now has gone into business for himself. He is the proud owner of the "Pump" bar on south Wells Ave., near Capitol Hill in Reno. Brother Frank hasn't quit the dirt game, this is just something to take up those idle hours. So you Dear Brothers, when in need of refreshments, drop in and pump a few with Frank.

## Deaths

Name	Initiation Date	Died
Cecil Kofford, Duchesne, Utah.....	10/ 1/55	8/21/62
Joseph P. Morey, Menlo Park.....	5/ 2/42	8/21/62
John G. Boyd, Oakland.....	9/24/34	8/23/62
C. W. Trexler, W. Palm Beach, Fla.....	10/ 6/45	8/28/62
Raymond L. Neal, Las Vegas, Nev.....	8/ 2/58	8/28/62
John R. Dennis, Napa.....	3/ 7/42	8/27/62
Pete J. Schwabenland, Hayward.....	11/ 3/45	8/16/62
W. G. Gross, Auburn.....	8/ 5/50	8/23/62
Harvie Bennett, Red Bluff.....	8/ 2/59	7/ 8/62
Frank Martis, Oroville.....	10/ 4/49	8/12/62
James Torrigino, Daly City.....	3/ 7/42	8/21/62
G. J. Blankenship, W. Sacramento.....	9/ 8/56	9/ 4/62
Julies C. Davis, Pleasanton.....	8/ 5/44	9/ 2/62
Walter J. Ramsey, Gridley.....	8/10/42	9/ 4/62
L. B. Rothwell, Tahoe Valley.....	4/ 2/55	9/ 1/62
W. A. Trimble, San Mateo.....	2/ 1/41	9/ 1/62
Owen Fly, Aromas.....	4/ 1/27	9/12/62
Chester D. Forman, Sunnyvale.....	2/ 4/56	9/12/62
Louis K. Timas, Honolulu.....	12/13/58	8/ 2/62
Joseph T. Weber, Oroville.....	4/27/58	9/11/62
Arthur J. Frediani, San Francisco.....	3/ 3/45	9/15/62
Orville Witt, Sunnyvale.....	10/ 4/59	9/17/62
James F. Adkins, Pinole.....	11/ 4/50	9/19/62
W. W. Mauldin, Idaho Falls, Idaho.....	2/ 1/41	9/21/62
George Brown, Citrus Heights.....	4/ 4/42	9/19/62
Alexander Berryessa, Jr., San Jose.....	8/ 5/50	9/25/62
Frank T. Schneider, Camptonville.....	1/10/62	9/17/62
Earl V. Kiel, Vallejo.....	1/ 8/55	9/ 9/62

## Negro Doctors For Health Care

Chicago — The National Medical Association, spokesman for the majority of the nation's Negro doctors, has become the first professional organization of physicians to endorse health care for the aged under social security.

In a sharp split with the American Medical Association—to which most of its members also belong — the NMA's 67th convention here voted 106-71 to support the principle of social security financing of health care.

## Meany Backs Move To Outlaw Poll Tax

Washington—In a letter written on the 100th anniversary of the Emancipation Proclamation, AFL-CIO Pres. George Meany has called on state bodies "to begin at once" a drive to assure speedy ratification of the constitutional amendment to abolish the poll tax.

The amendment, enacted by the present session of Congress, requires ratification by 38 states—three-fourths of the total—to become effective.

Meany noted that organized

labor had long fought for abolition of the poll tax simply through an act of Congress rather than the more complex method of amending the Constitution. He added, however, that it was the outcome of the fight, not the method, that counted.

The AFL-CIO president urged each state federation to "take the lead in organizing a broad community effort to make ratification of the 24th amendment the first order of business when your state legislature next assembles."

## SWAP SHOP: free want ads for Operating Engineers

### FOR SALE

TRAILER, 1960 Paramount Provincial, one bedroom, occupied by older couple, no children. Sell or trade equity, 3 1/2 year balance on contract. Gerald D. Doering, 4771 E. Orleans, Fresno 2, California. Reg. No. 643249.

JIB 20-FOOT. Make offer. Lou Eck, 19943 Redwood Road, Castro Valley, Calif. Phone JE 7-8194. Reg. No. 346986.

SOCKET SET, P&C 3/4". Sockets from 7/8" to 2-1/8". P&C Open End WRENCH SET, from 7/8" to 1-7/16". Walt Gano, 902 Del Paso Boulevard, North Sacramento, Calif. Space 64. Phone 925-3645. Reg. No. 687-337.

DOG, German Shorthair Pointer, 18 Mo. Female: Not registered but Champion Stock. Well Mannered, started on game, excellent field potential. Ready for fall season. Deane Baker, Phone FRontier 2-6811. Monterey, Calif. Reg. No. 1025469.

TRENCHING MACHINE, 110 Cleveland. Digs 18 to 24" wide, 5 1/2' deep. \$3500. Write: James Hiner, 415 Imperial, Modesto. Phone: KE 7-3572. Reg. No. 328847.

PUPPIES, Springer Spaniels, healthy, nose, from hard-hunting show stock. John Pandza, P. O. Box 416, El Dorado, Calif. Phone NIagara 4-2724. Reg. No. 766454.

WAGNER LOADER, Fits Farmall Super C Tractor, A-1 Condition. Will sell or trade. \$350. Ben Hensley, P. O. Box 355, Twain Harte, Calif. Phone JU 6-3878. Reg. No. 982959.

"EQUIPMENT WATCH FOBS" wanted. Will buy, trade or swap. Robert Lazell, Jr., 2342 Jersey Avenue, Eureka, Calif. HI 3-6111. Reg. No. 1098538.

LEVEL, 10" Western Instrument Company, A. A. Heldenbergh, 531 Staples Avenue, San Francisco, Calif. Phone DE 4-6081. Reg. No. 1030408.

LINK BELT 1s 85, with crane boom, shovel front and goose neck Back Hoe. Good shape, \$9,500. Willis Hamilton, 2105 West Church, Fresno, Calif. Phone AD 3-5166. Reg. No. 381561.

LIGHT PLANT—Montgomery-Ward, 750 W. - Aircooled motor, self-starting. Also 12 volt battery starter, \$75 - E. E. Spittler, 865 E. 5th, Hanford, Calif. Ph: LU 4-5120.

J. DEERE CRAWLER LOADER & ATECO RIPPER, 1400 hp, \$3000 - terms. H. G. Lloyd, 1755 Oak Park Blvd., Pleasant Hill, Calif. Ph: 934-6602. No. 369919.

10 ACRES near planned resort and retirement community of Christmas Valley, Oregon. Only \$115 down and \$20 per mo. Write: Gordon Cal, 653 So. 11th St., San Jose, Calif. No. 939855.

4 LOTS, 1 house modern, furnished - 3 cabins partly furnished, sell or trade for 2-bedroom mod. trailer, some cash. Husband is bedfast. Otis Gardner, Local 3, No. 698485, Redding, California.

MODEL 150 TC P&H TRUCK CRANE or trade for Bucyrus Erie Hydro-Crane or equal. Also 1951 Chevrolet 1 1/2 Ton COE Trailer Tow-er. Very good condition. \$350 or trade on flat bed dump. C. M. McGinty, Rt. 1, Box 1581, Shingle Springs, Calif. Ph: 4881.

HOUSE, small, South Sutter, \$5,950. Less for cash. LOT, northwest, excellent location. 50'x235'. Close to parks, shopping school, museum, channel. New Rug. Miscellaneous furniture. Trades acceptable toward payment. Cecil L. Ford, 1847 W. Flora, Stockton, Calif. Phone HO 2-8627. Reg. No. 865428.

FOUR HOUSES, Six lots, 2 garages, 2 Carports. Flowers, lawns, trees, cement work. Income \$215 per month. Must sell because of illness. Total \$21,000. Terms. Frank Dias, Box 392, 953 D Street, Williams, Calif. Reg. No. 249022.

1956 CHEV. Six cylinder. Also Chev. coupe, 1939. Custom upholstery. \$350 cash for both. Kent D. Armer, 2261 Cole Road, Aromas, Calif. Reg. No. 1091245.

OLD BOOKS, chest of drawers, vanity (without mirror), drapes (like new), tables, Victrola, chain link fence, 80 feet. Sell or trade. Would buy grandfather clock, old glass, antiques or Roto-tiller. Cecil L. Ford, 1847 W. Flora, Stockton, Calif. Phone 28627. Reg. No. 865428.

DRAGLINE, Shovel, Lowboy, 10-B Bucyrus Erie, L170 International 10-wheel truck. All excellent condition. \$7,500 or reasonable offer. W. W. Hodges, 3611 So. 7th St. East, Salt Lake City, Utah. Reg. No. 310685.

HOME, 3-bedroom, 2 bath, 220 wiring, central heat, hardwood floors, landscaped barbecue pit and patio under shade trees in Concord. G. E. Bjornson, 3132 Carlson Blvd., El Cerrito, Calif. Phone LA 5-1548. Reg. No. 459108.

INCOME PROPERTY, 5 years old, 2 & 3 bedroom duplex, elec kitchens, sun decks, basements. Larger unit also has fireplace, bar-b-que, large covered patio, fishpond, waterfall; ideal climate; 15 min. to Richmond. May be seen at 535 Vaqueros Ave., Redeo, Calif., Robert Bennett, No. 74285.

15 KW CONTINENTAL DIESEL Electric Generator, AC 3 HP. Enclosed with panel—can be used in Roller — \$1600 — Chris Holst, 2262 Stratford Dr., San Jose, Calif., No. 463882.

GARAGE, SERVICE STATION, RECAP SHOP, reasonable down payment, living quarters, good schools, hunting, fishing, nice climate, no competition. Near Bass Lake, at North Fork, Calif. Joe Haslouer, 1848 North Highway 99, Merced, Calif. Reg. No. 921-408.

CAMERA, 16 mm. Cinekodak Special. 3 lenses, masks, tripod, \$375. 16 mm. sound films, 14 reels. "Supervision" \$45. Basic electronics, \$50 set. Cartoons, sports, \$7.50 per 400 ft. reel. John Von Salden, 3130 Jefferson St., Napa, Calif. Phone BA 6-8633. Reg. No. 381837.

PIANO, Kimball Spinnet, Mahogany finish. Solovox attachment. New condition. Value \$800. Will swap for fiberglass boat, motor, trailer outfit of equal value. Jim E. Campbell, 3668 Fairgrounds Drive, Anderson, Calif. Phone EM 5-8107. Reg. No. 1051266.

HOME, 2 bedroom, corner lot, fine location on bus line. Would consider trailer house on trade. \$9,500. D. E. Prince, 1625 Harris St., Eureka, Calif. Phone 442-2869. Reg. No. 935454.

PUMP, 15 H.P. with 150 ft. setting. Good condition. \$400. Roy Scorbrough, P. O. Box 156, Victor, Calif. Phone ENdicott 9-2963. Reg. No. 285495.

### TO SWAP

GLASSPARK FISHING BOAT, 25 hp Johnson Motor and Trailer, for car or guns. About \$350 value. Richard Cox, P.O. Box 122, Groveland, California. Ph: WOrth 2-7293, No. 101135.

TRAILER, 1959 Melody 2 bedroom, 10' x 50', \$800 cash or trade for car, furniture. Balance due \$3,359.36. Wesley L. Hixson, Fortuna, Calif. Reg. No. 1082407.

### WANTED TO BUY

ELECTRIC HOIST, one-half or one ton capacity. Single phase current. Al Pierzina, 1054 Lindell Drive, Richmond, Calif. Phone LA 5-2165. Reg. No. 754237.

CEDAR RAPIDS CRUSHER, Portable. Walt Robinson, Route 2, Box 97, Crescent City, Calif. Reg. No. 1006648.

### RULES FOR SUBMITTING ADS

- Any Operating Engineer may advertise in these columns without charge any PERSONAL PROPERTY he wishes to sell, swap or purchase. Ads will not be accepted for rentals, personal services or side-lines.
- PRINT OR TYPE the wording you want in your advertising on a separate sheet of paper, limiting yourself to 30 words, or less, including your NAME, complete ADDRESS and REGISTER NUMBER.
- Allow for a time lapse of several weeks between the posting of letters and receipt of your ad by our readers.
- Please notify Engineers Swap Shop as soon as the property you have advertised is sold.
- Because the purpose should be served within the period, ads henceforth will be dropped from the newspaper after three months.
- Address all ads to: Engineers Swap Shop, AL CLEM, Editor, 474 Valencia Street, San Francisco 3, California. Be sure to include your register number. No ad will be published without this information.

## MOVING?

So you will not miss one issue of Engineers News  
BE SURE to advise us of  
your change of address.  
REG. NO. \_\_\_\_\_

NAME \_\_\_\_\_  
OLD ADDRESS \_\_\_\_\_  
CITY \_\_\_\_\_  
NEW ADDRESS \_\_\_\_\_  
CITY \_\_\_\_\_

Clip and mail to Engineers News,  
474 Valencia St., San Francisco 3, Calif.





## Survey Notes

# First Tech Engineer Contracts in Nevada

By ART PENNEBAKER and HOWARD WYNN

On September 6, 1962, the first two Technical Engineer Agreements were signed with civil engineers in the union's jurisdiction in the State of Nevada, Engineering Corporation of Nevada and the Nelson Engineering Co., both with offices in Reno.

For the past year your agents have been spending a good deal of time in Nevada, laying the groundwork necessary for a successful organizing drive to help the Technical Engineers in that state obtain decent working conditions and adequate wages.

As you know, Nevada is a so-called "right-to-work" state. This philosophy coupled with the fact

## NOTICE

Applications for Surveyors Apprenticeship Program and Chief of Party certification must be in by Oct. 8, 1962. Address them to Apprenticeship Office, 476 Valencia St., San Francisco, Calif.

that the Field Surveyors' "professional bosses" were slitting each others throats as well as their own by cutting fees, made opposition from the employer tremendous.

It was the same old story—"Let's cut wages to increase profits."

These employers are now in position to learn what the Bay Counties Association knows: **Good wages mean good workmen, and good workmen mean good profits.** With an active employer association doing business with an energetic union, a stable and healthy Engineering Industry comes into being.

Our hats off to our enlightened Nevada brothers, who had the tenacity and "guts" to unionize in the face of heavy opposition, in order to better their station in life.

Our hats off, also, to these two forward-looking Civil Engineering firms who are building better relations with their employees through Operating Engineers Local 3.

If you have not received your "vacation time" or your "pay in-lieu of vacation," request that your employer put it on your next check. This should have been taken care of immediately following August 15. Remember, "Vacation time shall not be cumulative from year to year."

## Union Members Donate More

Camden, N. J. — Members of AFL-CIO unions give twice as much to United Fund drives as other members of the work force, Pres. Vincent J. Murphy of the New Jersey State AFL-CIO said here.

Speaking to labor representatives at the opening of the 1963 United Fund labor participation drive, Murphy said that AFL-CIO members make up 15 percent of the U.S. work force but give more than 30 percent of the funds realized in United Fund drives.

## Scratch Nevada

The 16,000-member Intl. Brotherhood of Operative Potters did a quick switch recently after learning that the State of Nevada has one of these infernal "right-to-work" laws.

The convention meeting in San Francisco had voted to hold the 1963 conclave at Las Vegas, Nev. Then somebody told them. At the last minute they canceled Las Vegas, left the selection to the executive board with the proviso that no "right-to-work" state be considered.

# Hawaii: Good Gains In Bitumuls Contract

By HAROLD LEWIS and BERT NAKANO

Study your candidates and vote for those who will work in your behalf! Your material gains through collective bargaining can be taken away by legislation. If you are not registered, be sure to REGISTER for the general election and be sure to VOTE. Remember, this is a free and democratic country; you have the right to vote as you please.

Negotiations between the Operating Engineers Local Union 3 and Hawaiian Bitumuls and Paving Company, Ltd., have been completed, and the employees have ratified the agreement which was put into effect as of September 1, 1962. The agreement covers approximately 140 employees. The significance of this negotiation is that it resulted in the employees' wage rates being brought up to parity with the General Contractors Association's agreement; group medical insurance to be paid 100% by the employer covering the employee and spouse, child or children, if any; vacation with pay; and working conditions spelled out in their entirety.

## DREDGE TALKS

The negotiating committee, headed by our business manager, Brother Al Clem, is still in negotiations with Pacific Dredging Company on the West Coast. As you may know, Pacific Dredging Company, a mainland contractor from Paramount, California, has rented their dredge McLeod to perform work for Hawaiian Dredging and Construction Co., Ltd., at Pier 1 in Honolulu. This project should be well on its way by the time you read this edition.

Our out-of-work list has increased a bit with recent layoffs by Kaiser Hawaii-Kai Development Company and a few other contractors. We hope this is temporary.

Brothers, we have been calling your attention from time to time to your medical insurance with Hawaii Medical Services Association (HMSA) while you are unemployed.

As you may already know, your contract covers you and your family under the medical insurance plan only while you are working for the contractor.

Therefore, protect yourself and your family at all times by taking advantage of the special rate that has been negotiated for you by your union while you are unemployed. If you cannot come in, please inquire by phone.

## EYES AND HEARING

Another benefit your union has negotiated for you and your family is the special rate (approximately 50% off) for visual aids and hearing aids from Kamaaina

Vision Center, a newly organized company. A Kamaaina Vision Center Union Membership Discount card will be issued by mail to each member of the union here in the State of Hawaii. Take advantage of this benefit, and if you have any questions regarding this program please do not hesitate to call the Union office or the Kamaaina Vision Center.

Construction Equipment Co., Ltd., which has the Mt. Kaala job, is well on its way carving a seven-mile road over terrain that was said to be almost impossible to conquer. The road curves up the face of thousand-foot, sheer cliffs where hunters had to crawl on hands and knees. However, there have been no serious accidents. We should be proud of Brothers Paul Asato, Melvin Camat, Teimei Chena, Henry Medeiros, Masanobu Kaneshiro, Clarence Kapana, Joseph Oguma, and Koshun Yamashiro, who are all working on this project. Construction Equipment Co. has also submitted a low bid of \$327,930 to build a water pipeline in Kona on the Big Island. This pipeline will run between Honalo and Waipunaula.

In Honolulu the Intra-State Defense Highway will soon become a reality. Demolition contracts are being issued for Kaimuki property, where the first segment will be built next year.

Business seems to be improving in the Hilo area, especially in the construction field, which has given many of our brothers overtime work during the past months. Construction of the Rockefeller Resort at Kawaihae Beach, expected to commence very soon, is being awaited by our brothers in the Kamuela area.

The stewards in their meeting decided that the union should encourage the members to engage actively in the coming general election, as they realize its importance. Nationally, such important issues as Medicare and schools will be coming up in Congress, which vitally affect our welfare. There is no question that we all want to be free of worry about our medical and hospital bills after we retire. Neither do we want to see the meager savings we struggled to accumulate swallowed up by the medical and hospital bills which usually plague older people.

## REMINDERS

Watch for the general membership meeting notices in the Engineers News and make it a point to attend the meetings!

The Organizing Advisory Committee (OAC) meets every Monday evening from 7:00 to 9:00 p.m., 208 McCandless Building, 925 Bethel Street. Feel free to come in and discuss your problems with the committee.

# These Are Our Friends

Samuel Gompers, America's greatest labor leader and founder of the AFL, years ago laid down the non-partisan political creed which has guided organized labor ever since: "Reward your friends and punish your enemies."

The following candidates in California for State and National offices have proved by their actions that they are friends of labor. We urge that you vote for them at the General Election, Tuesday, Nov. 6.

Vote as you please, but please vote!

Governor ..... Edmund G. (Pat) Brown  
Lieutenant-Governor ..... Glenn M. Anderson  
U. S. Senator ..... Thomas H. Kuchel  
Attorney General ..... Stanley Mosk  
State Treasurer ..... Bert A. Betts  
Secretary of State ..... Don Rose  
Controller ..... Alan Cranston  
Supt. of Public Instruction ..... Ralph Richardson

(Clip and take to the polls)

# Output Up, But Not Jobs

Washington — The dark side of automation—the displacement of wage-earning workers by machines — may soon be thrown into sharp focus if the conclusions of a Wall Street Journal survey are borne out.

The Journal polled 67 manufacturers, "who make everything from pencils to steel rolling mills," and found that while many plan to boost production in the last quarter of the year, most intend to do so without hiring more workers, "either by pushing highly automatic machinery harder, or by working present employees longer hours, putting them on overtime if necessary."

"The upshot," the Journal said, "may well be the seeming paradox of rising industrial production over the remaining months of 1962 with no significant reduction in what Washington economists consider an uncomfortably high unemployment rate."

## 5.8 PERCENT

Joblessness rose to a rate of 5.8 percent in August, the 58th consecutive month above 5 percent, according to Labor Dept. reports.

The Journal noted that while factory employment is only one component in the overall rate of joblessness, it is the source of the greatest fluctuations.

"And it's in the period after Labor Day, when industry usually gets a lift from the ending of the vacation season, that factories often start significant hiring," the article added.

Of the 67 companies polled, however, 32 said they planned no new hirings or callbacks in the immediate future, and eight

others foresaw cutbacks in their work forces.

Only 16 firms said they planned "greater-than-seasonal" hiring and eight of these were in the aerospace and electronics industries where defense contracts were given as a major reason.

## LONGER WEEK

In some cases where workers have been on short time, the Journal reported, manufacturers will be able to increase output simply by returning to the 40-hour workweek. In others, notably the automobile industry, major producers frankly intend to avoid new hires by relying on overtime, the paper found.

"Most frequently, however, factories are stepping up output without major new hiring by getting more production out of each worker," the Journal roundup stated. "In industry after industry, production managers say increased efficiency now allows them to turn out more goods than before the 1960-61 recession with few if any more workers than they employed then."

## RUN FASTER

One major chemical producer told the Journal that achieving maximum output without new hiring is "just a matter of opening up a valve a little more." An eastern paper maker said more paper is "simply a matter of running the paper-making machines faster and longer."

Plywood plants in the Pacific Northwest, the Journal reported, expect this year's production to be 18 percent higher than in 1960 with only 10 percent more workers. And in the soft coal mines, output for the first half of the year was up 14 percent over 1961 while employment was down 5 percent.

# MEETING NOTICES

## October

San Francisco—Oct. 3, Wednesday, San Francisco Labor Temple, 16th and Capp Streets.

Eureka—Oct. 9, Tuesday, 2806 Broadway.

Redding—Oct. 10, Wednesday, Retail Clerks Bldg., 900 Locust St.

Marysville — Oct. 11, Thursday, Elks Club, 920 D Street.

## November

Stockton—Nov. 1, Thursday, Engineers Bldg.

Oakland — Nov. 8, Thursday, Labor Temple, 2315 Valdez.

Sacramento — Nov. 13, Tuesday, CELT Bldg., 2525 Stockton

Watsonville — Nov. 15, Thursday, Veteran's Memorial Bldg., 215 Third Street.