Jobs Lag In August

Washington — The number of workers on nonfarm 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 325,000 in August in nonfarm employment as against an anticipated increase of 300,000. This resulted in a drop in the seasonally adjusted number of nonfarm 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 40.6 hours in July to 40.2 hours in August.

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

$50.9 billion. The record was set in 1959 at $53.5 billion.

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 1943, and he became the local's first business representative assigned to Technical Engineering 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 England, Ore. He comes of a pioneer Oregon family that gave its name to the town of

—Continued on Page 2

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, 1965.

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.

Joseph J. Delaney, General President of the International Union of Operating Engineers since its reorganization in 1959, 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 1929 and was a founder of New York Local 3. He was named an International Vice President in 1940.

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 1966, 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 1962, was chosen to succeed Wharton as General Secretary-Treasurer.

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

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

He became assistant business agent of Pittsburgh Local 66 in 1939 and served as business manager from 1953 to 1958, 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, 1959 as General Secretary-Treasurer.

During his tenure as General Secretary-Treasurer, Wharton was active in building trades and union interests. 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 committees of the Construction Industry and the National Safety Council.

This month he begins serving as chairman of the Labor conference of the National Safety Council. He was a planning group which mapped the 1961 White House Conference on Occupational Health and Safety, and has lectured widely on safety for 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, 1929.

—Continued on Page 7
Vallejo Marin County, To Be One of Bay Area’s Best

BY AARON SMITH

Although some of the jobs in the Vallejo area are nearing completion, there is still hope for the future, just a good picture continues to look good.

Work on Vallejo’s small craft harbor is progressing on schedule, with Shellshaker Drydock Co., drone works, and Syar and Harms the dirt work. The dredging work should be completed by the end of October. When completed, the Marina will become the largest of its kind, with access to the harbor facilities. It will be a courtesy facility, an integral part of Vallejo’s plan for the new civic center and waterfront redevelopment. It will provide new business, jobs and cultural and recreation facilities for the entire community.

The project is currently in its first phase, working to remove the bottom 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, which has removed about 8,000 yards of mud since it started work last month, it was expected that all of the loads of silt material are being pumped to form a sound sea wall that will form the entrance driveway. This will be about 50 feet wide at the bottom and 20 feet wide at the top. Much of material is forming the dyke as being pumped back into the marina area, and will be allowed to dry on its own.

When the dyke has been placed from a point near Mare Island, the workers from Syar & Harms Freeway Job at Vacaville are moving right along, as is the Fredrickson & Watson Job in the Dixon area. Both are on Highway 44.

OTHER JOBS

The Larwin Plaza shopping center has 1,000 feet of roadway being paved. 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 44.

Kaiser Steel is still running three shifts and keeping many of its employees busy. The Xoloman Soldering project is nearing completion. Dr. H. Allum and Joe Richet, also are working projects in connection with the S.I.D. As the moving right along. These Irrigation District projects have been going on various sections for well over a year.

Syar and Harms’ Senior Citizens project in Loxlewood, the

Quality or Quantity

YOU ARE BETTER OFF IF YOU

"I Knew Better, But..."

Tao Lane for a Trip to The Hospital or Morgue

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 Penitentiary System. He was educated in Salem (Ore.) High School and Willamette University.

He was in the civil engineering field from 1887 to 1948, much of the time on major construction such as Coos Bay, the world’s largest deep-draft at Humbert 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 1965 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 and the San Mateo Democratic County Central Committee and is active in political affairs.
Governor Edmund X. (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 the state in a year of world starva-
tion and for every legitimate interest in state and nation?

That is why the political air is full of talk, suddenly, about U.S. foreign policy toward Cuba, Berlin and the 1962 election that is said to be the most crucial in U.S. history.

Here are a few facts. Governor Brown is full of talk, suddenly, about his determination to remain in office for another term. In addition, he has said that he will not campaign for the Senate.

For example, the Governor has recently announced that he will not campaign for the Senate and has said in public that he will seek re-election for another term. This has been widely interpreted as a sign that the Governor is confident of winning a second term.

On the other hand, the Governor's political opponent, T. R. F. Sheedy, has also announced that he will not campaign for the Senate and has said that he will seek re-election for another term. This has been widely interpreted as a sign that the Governor's opponent is confident of winning a second term.

The Governor has also announced that he will campaign for the Senate and has said that he will seek re-election for another term. This has been widely interpreted as a sign that the Governor is confident of winning a second term.

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San Jose Is Racing The Sands
The Rain
By A. J. HOPP, W. H. DAVIDSON, G. L. MOORE, and J. N. HALL

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

Carl N. Swenson’s $15 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 Commission.

A. R. K. Paving Company have nearly completed work on the Hwyl Road 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 gas mains.

Melena Crane and Rigging recently purchased a new $45-ton capacity 105-B Link-Belt Crane equipped with hydraulic outriggers; rear set controlled by operator, front set controlled outside the rig by a hydraulic outrigger. They have three for this modern piece of equipment and Brother Jerry Jones the editor of this firm has three other cranes and has kept the brothers busy all season.

Brother Earl Dillard bought a Cat D7 W1 Scraper and is keeping himself busy.

P&G Construction are still working on the drainage canal on Highway No. 9 installing a 60-in. pipe, and on several other jobs in the area.

McGuire and Heister are making good headway on the widening of El Camino Real from four to six lanes. They have completed one side, and are now working on the opposite side. They are putting in the curbs and gutters on California Street in anticipation of a View, headed by various other jobs.

Oscar Helman finished the Milpitas Elementary School job and is now working on 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.

Pomcho Construction Co. is busy on the Stanford Shopping Center job. As pointed they are using two 25’s and two Cats. They are also working on their school job in San Carlos.

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

Work has levelled off in the Santa Clara County Black Oak area, Roberta Ross, Virgil Kester, Jim Evans and Clark Clark have been busy. Most of the Black Oak Construction is doing the paving and landscaping on the California Street project.

Work in the Watsonville area has been unusually slow this year. Kaiser Plant at Moss Landing has laid off a number...

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 contractors are working hours to beat the rains which can come at any time 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 Crab Creek drainage will be let this year for the spring of 1963. It will get some brothers to work easily 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 12 men on the second shift. We are hoping to see more brothers on this job this year.

Stale & Hall laid off their brother’s job at Rural Valley.

The Moutry area is still busy. Nunez Engineers are few hold-ers on a grading job in Carmel Valley. Williams and Burrows were few horders on a $3 million project on the Carmel Valley Manor.

Salinas Steel Builders were few horders on a $60,000 project at Camp Roberts.

Granite Construction have a large crew of engineers on their Highway No. 125 job at Halfhill and this job should keep the brothers busy until the rains shut them down. This firm was few ordered on a $42,000 contract for the Improvement of Hartnell Park and also the Carmel culvert at Pacific Grove, which went for $80,000.

second shift at Miranda and will run one 16-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.

Allazo Street 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 318 foot span. They also have finally met specs on filter material which is on the other side on their job at Lawrence creek and Redwood Drive.

Meeting specifications on filter material has been a big headache for the contractors in this area. Martin Tryon, working in the Bridgeville-Alderpoint area, has been having the same problem.

Jocko Co. is keeping the brothers busy on various jobs through-out the county and are finishing up their resurfacing job at Leggett.

Bass Co. have set up their hotplant at Hoopa and are paving their job on the Hoopa Reservation.

Peter Kiwel on Hwyl 180 at Gaspocket is laying the C.T.B. on their road job, as the section of highway will be completed soon. Paul Bay is doing the paving for Peter Kiwel.

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

Leslie Cooper has about 70,000 yds. of fill to go to complete his culvert job at Miners Creek near Westcliffe. We are told the big rock slide at Bluff Creek will be let sometime in October.

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 Melena Crane & Rigging. Below, Brothers Earl Dillard is keeping himself quite busy with this new Cat D7 W1 Scraper.
Oakland Report

New GM Plant Emplys Many

By DON KINCHLIE, L. L. TINT, LAUR, N. CASSEY, FRAN WALKER and J. R. BRADFORD

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 move forward.

CONTRA COSTA

Walsh Construction is making good progress with the foundation work and excavation in the Contra Costa Steel Plant at Antioch. There are about 30 engineers on this phase, and it should keep the people busy until January, 1962.

The new plant at the Dairiant plant is getting set to go in a short time—delays in the engineering department.

Buchler Corp., is working two shifts on the addition to the Columbia Steel Mill, Pittsburg. The Buchler Corp. job at Avon has been slowed down because of fabricating problems with some of the large sections, and we probably will lose some brothers busy until the first of the year.

Along Highway 24 the Weigand Bros. crews is working hard to keep the rain on the fuel storage job in San Pablo.

The Gordon Tall paving spread was in the area for a couple of days with the paving machine.

Highway 24 by the Concord airport before taking off for Danville, is paving and probably the most traveled members of Local 3. They have worked on jobs from San Francisco to the state line of Utah in the past year.

SUBDIVISIONS

Syar & Harmony has started an- other phase of their paving jobs at Pinole, known as the Crestview subdivision. They have laid 300,000 yards of soil to move in this unit. There will be 75 view houses built ranging in size from 1,500 to 2,500 square feet. Syar & Harmony will put in all the streets and the utilities.

In Livermore, the Silo subdivision there will be 250,000 yards of dirt to be moved which will be immediately completed at the completion of Unit #1.

John M. Blair Construction Co. at Hayward, are moving right along on their Via Hills tract off of Hilltopp in Richmond. They have moved 400,000 yards of dirt for 60 house pads and are nearing completion. Van Allen & Meter will install all underground pipe. The engineer firm on this job is P. J. Jones Co., Richmond.

O. C. Jones & Sons have been keeping several brothers busy on jobs they are about to start in the area.

NEW GM PLANT

The General Motors Buick-Oldsmobile Pontiac plant in Fremont is the site of much activity. Up to this time the electrical work has been in the dirt moving operation, but now the bulk of the work is inside the building. The job will be ready for the winter.

Many of the electrical and plumbing crews are from Indianapolis, Ind., and all of the main building under their control.

Their outside survey work is being done by the following; Dave Rourke and Donald Devaney as party chiefs, C. O. Douglas and William Sexner as instrumentmen and Ronald Hamilton, Howard Kaun, Tony Lillak and Tim Sexner as head chainmen.

Bethelehem Steel Co. is putting up all the buildings and have three cranes working at this time. D. Zellinski & Sons are doing the painting.

Midwest Conveyors Co., from Kansas City, have all the assembly line to put in. At this point we have Fred Anzai as a handie man.

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

Bisno Manufacturing Co., Chicago, will assemble all the paint line equipment. We have Bro. Wilford Andersen on their handline.

Malott Concrete 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 pipe line system, with Bro. Andy Balsick on the boom truck.

Pacheco Electric Co., Indianapolis, are doing all the inside electric work with Bro. Johnnie Johnson on a crane.

Schlegel Plumbing Co. have all the piping, plumming, air conditioning, and ventilating work done, under the supervision of Fred M. 0.0. 5,000 job.

MANY SUBS

Neve Steel Co. have the decking with Bro. Kenneth Pisano on a forklift and Bro. R. E. Donaldson on the welding machine.


Many of the other contractors working, Rogers Materials from Madera have a batch plant, Bro. Joe Harris and Joe, and brothers employed: Leo Carter on the bells, Arthur Tiller on a hoist, Walterman Jay on another hoist, and K. O. McCollough as batch man.

Pittsfield Steel Co. have two tanks nearly finished with B. O. (Scotty) Douglas on the side boom.

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. Pat O'Byrne and two of his small boys working here. He operates one and has Elvis Perry working on the trailer bridge. He has his H. D. loader working steady. Art Block has his H. D. loader and his H. D. trailer with a blade and a roller with Bros. W. H. Tate and B. E. W. Washburn.

Scott Buettner Electric have Bros. R. P. Taft and A. J. Marquis on their crew.

Galbraith Construction have Bros. J. J. Dehany Jr. and Jim Marius on rental work with tenders.

Negotiations with the Equip- Schoeneman & Johnson still putting around the Spring Creek powerhouse, settling odds and ends and cleaning up. The Morgan Construction Co. has moved seven in the grading and paving of the area around the powerhouse.

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

On the construction of the Mount Shasta Dam, work are being called under the Department of the Interior, for Duns Hatfield Electric.

The brothers are probably the most active of Local 3. They have worked on jobs from San Francisco to the state line of Utah in the past year.

The contractor is doing the grading and paving of the area around the powerhouse.

Gibbons & Reed Co. have contractors, and are well on the way on the Red Bluff diversion dam. J. F. Shee Co. are showing up on the Dorsey Road job.

The job has been nothing but rock.

A GOOD YEAR

Nick Young & Son had a good year with many excellent jobs and furnishing blacktop for others in the area, keeping approximately six brothers busy your year.

Pombo Construction Co. are doing a $850,000 rip-rap job from 2 miles south to 4 miles south of O'Brien. W. H. O'Hair Co., under. Job has been completed this year, and has moved to his new job near Chico.

Oro Dam has completed his cleaning job north of Mount Shasta, and has moved to his new job near Chico.

C & M Construction Co. have been doing a. $500,000 rip-rap job from 2 miles south to 4 miles south of O'Brien. W. H. O'Hair Co., under the guides 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 90 North. Ray Kiser has completed the sub-grade on his job in Scott Valley and has moved to his new job near Chico.

Low Dam has completed his cleaning job at Scott Mountain, a good thing too, as it will turn cold up there early.

C & M Construction Co. should finish their canal and laterals job in Tulelake within a month. Ken Beck, a contractor from Washington State, has completed his portion of the same Tulelake 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

$5.7 Million Road Work Expected

By BILL RANEY
and DANNY MATTISON

The study of roads in San Mateo county by George S. Noble & Co. reveals a series of needed improvements to our highway system that can cost $5 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 marched forward to the completion of this survey so that county planners will be better able to guide the region's practical growth of our county. Granted that actual construction is sometime off, it is encouraging to Operations Engineers, who know that their 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 I-280, Richmond, and Rayshaw as well as the numerous railroad crossings so desperately needed to speed cross-traffic.

ROSY PICTURE

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

Foster City is quite a birdie with many engineers working for Granite Construction Co., Pellegrini, Ready-Set Go, Massman Construction Co., and others. N. C. Norman Peterson has won a $3 million dollar sewer replacement project for the infant Foster City on the Peninsula.

San Mateo Engineers can read by seeing Oakland's Local No. 2 boys closing the gap on the new San Mateo Bridge and expect further activity across the new 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, Schleif, Plumbing, Mason & Concure Pla., Vansant Steel Co., Engineers Ltd., L. C. Smith, Hinde, Hallock, and many others of our contractors are proving this project.

It would appear that cooler heads are prevailing in the San Bruno Ave. Highway 229 squabbles. It seems now that none of the approved plans are to be decided upon in order that work can progress.

OAKLY TOWN HOUSE

The proposed $27 million Oakly Town House project on Colma Creek has hit some roadblocks. It appears some of the 1,000-acre area of Oakly is being claimed by the Bruns and others. It is not possible to purchase the property in Oakly as they would prefer to.

The San Mateo Board of Supervisors has approved unanimously the "Town House" concept of building proposed by various builders in the new area 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 per square block, making the lot-out 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 themselves.

Your Apprenticeship Program has ground to the point where there may be presentable to handle the 80 applicants. Nearly half of these are working at present. With over 40, the Joint Apprenticeship Committee has decided not to take any more applicants this season. You trainees are urged to help and assist this approach. Maybe some day we can get as good an Engineer as you are now. Surely by then, you will see, become as our workmen do, so that we all do not need for these young men getting our jobs, you ourselves! We are Local 3 brothers.

BLOOD BANK

The last Blood drive this year was fairly successfully. Unfortunately, most of the pain in Graves has been taken by those familiar brothers or their families. Another B-Day is scheduled for September 19th, so that our members may live to handle the next applicants. Nearly half of these are working at present. With over 40, the Joint Apprenticeship Committee has decided not to take any more applicants this season. You trainees are urged to help and assist this approach. Maybe some day we can get as good an Engineer as you are now. Surely by then, you will see, become as our workmen do, so that we all do not need for these young men getting our jobs, you yourselves! We are Local 3 brothers.

Seroji Moten

San Rafael: Peak of the Season

By T. J. STAPLETON and STAN GABER

Brother Stan Gaber is taking a tour of inspection through San Rafael and the Oakley area 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 Co., Richmond Pipe & Support, a new warehouse on the Vista Gap on storm drain and sanitary sewers, will last until next January.

Brewer Island to facilitate the construction of the Golden Gate Bridge, and making a good job of it.

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

The Division of Highways has received building plans for a frontage road across the hill, because of the expense of construction. But surely, even skilled builders 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 immedi-

San Francisco, October 1962

San Francisco Chronicle

Don't Take Chances With Smooth Tires!

We use your... America's Finest Branding Rubber

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Oakland
**Santa Rosa-Ukiah Busy Area**

By RUSSELL 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 kept busy by the local contractors.

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.

Here's some of the bigger jobs going:

**JOB ROUNDPUP**

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

Fredrickson Brothers on freeway work in both Ukiah and Santa Rosa are keeping the business end of their offices located away from this area.

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 CUC and then returned, first as assistant district representative and later as associate. Brother Nolan's family has been closely associated with U.O.E. since the turn of the century. His father was head of Local 603, New York City, for 16 years, and his brothers all hold membership in the Engineers.

**It's Tough**

Every now and then a U.S. Representative to Congress can be heard to grumble because he has to pay 7$2 cents for a haircut in the Capitol barbershops while Senators get their ears trimmed for free.

**EASY LOADING**

On the McCammon job near Ukiah, this DW-20 is being loaded in an efficient manner by the Babcock and Tucci is running the loader, and George Miles is on the DW-20.

**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 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.

**Radiation Safety**

A proposal to incorporate radiation and safety and health standards in regulations under the Walsh-Healey Public Contracts Act was requested by Secretary of Labor Willard Wirtz, who said the proposed standards would provide for the protection to thousands of workers.

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

It would provide precautions such as supervising 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 contracts made with Government supply contracts over $50,000.

**Fewer Accidents**

Fatal industrial accidents in Canada showed a sharp drop to 76 in the first quarter compared with 255 in the first three months of 1961, according to a preliminary bulletin from the Dominion Bureau of Statistics.
SACRAMENTO STILL SENDING MEN


The Sacramento area is still dispatching men to other centers, since we have sent out 435 brothers this month, and it looks like it will hold that rate for a while. We hope we can get started on the approach to the new "W" strake bridge this fall, and there will be a lot of dirt work on this.

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

This month we have had a lot of blood.

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

EMERGIES NEWS

October, 1962

OUTLOOK BETTER AT FRESNO

BY JOSEPH MILLER, R. F. (Tad) HELLING AND GLENN MULLOWNEY

We are coming out of a slow period of the year, which seems to be between jobs, as the freeways were practically shut down and no new work started.

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

The Westbrooke, 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 the pavement is down. It will be about two or three months until they are in full swing again.

Demolition of the freeway work will be advertised for bid, along with another portion of the Sunset Highway job. This will begin on those jobs in December and January and should give the district a good year's work.

The rock plants and pet plants in the district have been very busy during this month, and have been holding steady with a few slow periods between jobs. Conditions seem to have plenty of work ahead.

Stewart & Nuss Company has recently advertised the new平面 No. 3 at Herndon and should have it in operation in the near future. This will be a good test laboratory for the new machine and will be working in a new pit area which will be ready to produce a high quality of material as well as reduce overbed overhead costs, which were high due to outdated equipment and low production.

Madonna Construction Company has started on the new 1000-foot length of the River Corridor. The job only has 20,000 yards of dirt and 4000 yards of rock to be done, but will keep a few brothers busy for about three months.

Claude Woods has about twelve brothers working at Johnsville Site on the San Luis Canal. The company has been working a lot of hours, but has the base material about completed. The company will be ready to start another job the end of this month. We are looking for 250 men, after July in this area. Some work will be available for about two months after July. This job will be good for about two months if they don't break for Christmas now.

Mills & Sierra have started their job on 10th Avenue out of the SW corner of Ridge and Lake. This company has their equipment and operators moving the dirt. Mills & Sierra have a new job at Lausenne on highway 190.

John Voepel Company has sent the job at Lausenne on Lake to the SW corner of the St. Johns River and will keep a few brothers busy for about two months.

Valley Engineers have started their new job at Reeds Lake and will have two men each day. The job is going to be good and is on the SW corner of the St. Johns river. The job will be about a thousand yards of excavation for dikes and a number of wells on the right of way of the Florida East Coast Railroad.

The company will be working here about eight or nine months. This area will settle as much as 20 inches the first year in the job. We are looking for a few men to work in this area with the company.

We have a few more jobs coming in the near future, including a new job near the middle of the State. The company will start their job in the middle of the State. The company will be working in a new area, and we have plenty of work for about two months. This job will be good for about two months if they don't break for Christmas now.
No Change at Stockton

BY WALTER M. TALBOT, AL McNAVAR, and WILLIE MACCLENNY

The report from the Stockton district is much the same as last month's with no appreciable change in either job opportunities or labor relations. The Hooker Co. and Norman Fadel, both of Stockton, are now clearing a new road, the Alpine-Amador line, is now under way with Chamberlain & Moore, as an outside job being done with the front end and at high elevation, the clearing will probably be the only work for the next six months with the winter storms suspending operations. Other mountain projects not expected to work for the next two months because of snow are the Grote Construction Co. job near Stockton, below Stoddard Hill, and the Davison Bros. job above Peddler Hill, Hooker Co. job near Camp Conant, and A. J. Eileen Co. job at Hardin Flat above Groveland.

The O. K. Mitty & Sons job on the Twain Harte grade near Sonora, although recently started, is at the 2,000 foot elevation and will be in the process of clearing most of the winter. Still lower than the Mitty job is the one recently started by the Dutton Co. of Marysville for the construction of approximately 6% miles of road and two bridges on State Highway Route 24, between Mulekumne Hill and San Andreas, when finished, will be on just under one million dollars.

MATERIAL FOUND

A milestone was reached the third week in September, when building began on the new Calaveras County Courthouse, located at San Andreas, which has been ready for the material for almost a year. The search for material that would meet specification has set this project back on completion date, but it has insured employment for our manufacturers. The material selected was Camanche Dam, with its array of new equipment previously operated in the construction of the new Caterpillar 660's to their spread, plus new 1960 Model 1800 Motor Graders, scrapers and semi-trailers. The new material is being delivered from the quarry, which is located near the Tule Junction.

By the third week of August, the Maderia, low bidder at $197,845, for approximately three miles of new road between Sutter Creek and Dorrington and the Hooker Co. job, on Highway 4.

NEW TUNNEL

The Canyo Tunnel job in Clarksburg, been done by the Chaney O'Dell Co., recently opened up a new area for many more engineers to work. Pacific Western Constructors, a subsidiary of Martin, were successful bidders on levee construction and shoring facilities for the San Pedro joint U. S. Army Corps of Engineers in the vicinity of Paradise. A similar contract is the new construction in El Dorado County, for $228,895.00.

M. Malfrino & Son, who are redoing asane west bank of the San Joaquin River near the Highway 4 bridge, recently secured an additional contract that will be a continuation of their present job.

A local report from the Stockton district noted a number of projects under way, including the new Kepner plant, and the reconstruction of the Central Valley Project. The job was let in two sections, with M. L. and Consolidated Western Steel will supply the 70,000, 80-foot joints of steel pipe. The job is let in two sections, with M. L. and Consolidated being low bidders on each, with bids of $31,000,000.

BLOOD CLUB

Only 212 pints of blood were collected in the Stockton blood drive, which was conducted by Harvey Widener, who had returned to the hospital because of an injury. The group of injuries sustained in the accident at O'Brien, Ore. We extend our heartfelt sympathy to the injured workers. The company is also sorry to report the loss of two prominent contractors in this area, Mr. A. Fadel and Mr. Steve Newman, killed in a plane crash in September.

Retired Workers Can Join Peace Corps

WASHINGTON — The Peace Corps has reminded retired workers and those approaching retirement that there is no upper age limit for service with the corps and that, in fact, it needs the skill and experience of older persons.

The organization's Office of Public Affairs has published a list of countries where volunteers can serve. Applicants may be any age above 18. General qualifications are skill needed by the host country, sound health, emotional stability, willingness to work with the local initiative and a desire to serve.

Married couples are eligible if both qualify as volunteers. A number of countries accept children under 18, according to Dir. Jules Pagan of the professional, technical and labor division of the office.

Among skills sought are those of foresters, farmers, plumbers, sanitation engineers, tailors, veterinarians, welders, drillers, carpenters, machinists, mechanics, brewers, 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 required training, and those who receive allowances to cover food, clothing, housing, medical care and incidental expenses. The allowance is determined by the type of job and the service they get a termination payment of $3,000 at the rate of $75 per month.

Intensive training is provided in the U.S. and host countries. Some assignments require foreign language ability, Pagan said, but General Conservation volunteers do not need to know a foreign language before volunteering. Language classes are available 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, which they mail to the Peace Corps, Washington D.C., 20524.

A partial list of countries requesting Peace Corps volunteers are present at the Peace Corps, Washington D.C., 20524.

Candidates are asked to fill out a Peace Corps Volunteer questionnaire, which they mail to the Peace Corps, Washington D.C., 20524.

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.

Al Clem:

I want to express my appreciation for your efforts and the excellent work you have been doing to make it possible for Dale Marc to come and speak to Salt Lake to attend our convention.

Dale did an excellent job and the feedback we have received from all of them has been very positive. We have found that many of these present, a new idea to be used in safety. This is particularly true of the Dale Marc program and we will continue to use it in many different types of hat. I would like to borrow his idea for use in my future speaking engagements.

Dale's presentation helped to make our Convention a success and I am sure his presentation will help your efforts for it possible for him to come to Salt Lake.

Sincerely yours.,

JAMES E. CAYAS

General Convention Chairman.
Freeways, Pipelines, Make Work in Utah

By JAY NELLEY, MERLIN BOWMAN, JOHN THORSTEN, VANCE ABBOTT and LAKE AUSTIN

Later this year, bids are expected to be called for a new 250-foot steel arch bridge which is to be constructed in Parley's Canyon just below Mountain Dell. Actual construction will start early next Spring.

The Engineers have determined that the present bridge, which has a capacity of 400 seconds-feet of water is inadequate to protect the dam cross over- and flooding the plant site. This project is a major item in the Salt Lake City's purification program.

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

Endorsements For Utah

Organized labor in the State of Utah backs these candidates. You are urged to vote for them in the General Election, Thursday, Nov. 6. Utah Senator, ... David S. King Congress, 1st Dist. ... Black-Petersen Congress, 2nd Dist. ... Bruce Jenkins Attorney General, William H. Henderson

way officials and Kennecott Copper Corporation on the possibility of a cable car to carry tourists to the southern end of Great Salt Lake as a rendezvous for Interstate Boating Tourists.

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

This causeway would save from six to 10 miles on the Burroughs Route, and the approximate cost for building the section with the support company falling on the Utah 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 forward are few and far between. The State Road Commission is planning more work for this year but because of some of the complications involved, it looks as though it will be late in the year before the work will be started.

Tiago was awarded the freeway extension on 40th South and is planning to start early next month.

As for the other jobs, in the Salt Lake City area, it's mostly work on the old projects. Most of our brethren have been working on the 2nd Street agreement for the Underwood and Victory Ave. Job, 8th South to Thirteenth Street, and 10th South to the 7th North freeway work agreements. State Street Paving (6700 South to 59th South) job, the Garfield extension and about six small paving and patching crews: this amounts to about 10 of our brethren working within 15 miles of the Salt Lake city office for only one outfit, with just about every kind of rig you can think of.

Today, with about 10 brothers working on the 59th South Telephone job and about eight or nine going to work with M. H. Cook pipeline job and small jobs here and there.

FREEWAY, PIPELINE

J. X. Thayn's 7th 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 hard and miss situation.

M. H. Cook's pipeline job from mill to Utah has received 60% complete. This job has been a good job for paystall but some of the other days are rough.

Frank Barben Const. Co. is the sub on the Garfield job and at the 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 racing along at a money-making pace now that they are past most of the utilities and railroad tracks.

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

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 County.

The last Utah Legislature endorsed by more than two-thirds majorly a resolution which was signed by the Governor. This resolution proposes a constitutional amendment to prohibit the expenditure 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 of the importance of voting for this amendment. Protecting the high way funds is important. Twenty-seven states have already enacted constitutional amendments requiring proper use of road revenue. Of the 12 Western States, only Utah and New Mexico do not have this protection."

Mr. Waters points out that so far Utah has been able to supply matching funds to go along with federal funds in order to keep the state highway construction program on the move. He warned, however, that "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 will be a scenic landmark. The bridge will span Cort 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 hoists to a minimum, with all of them being settled right on the job site.

STUDENTS BACK

For 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 rig's will be gone and the students will be there.

Reece Inc. is finished on the Phillips Refinery job and 90% complete on the Phillips Refinery job. We have hopes that the remainder 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 pleicelines have been the two major items of business in the Provo-Eastern Area for the past month.

M. H. Cook Co.'s pipeline is over the mountains 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.

Peace Brothers Construction Co. is in full swing now with the addition of the wrapping crew and the insulating and buttfill crews. The Rider Co. has set up a mess hall and bunk houses about 35 miles south of Orem. These facilities were arranged for in the prep job conferences to be paid for by Peace Brothers Company for the employees on the job. The area of the pipeline is remote, rugged terrain just right for possible access by a regular automobile. An airstrip is located a mile from the camp and is handy for servicing the job.

CHANNEL REVISION

Even Ashby, an old time member, has taken the Provo River near Hobber and has six of our brethren employed. This is channel revision work and can be worked when the weather gets severe.

Another Peace Brothers revision job farther up towards Kansas is being done by L. A. Cree 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 & D Construction Co. is putting the finishing touches on the Staker Canal and are preparing to move back to Montana. American Bridge is about finished with the "red iron" on the 500 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 Kaford 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 Sod and about ready to start the Fillmore job, which will supply work for some of the men well into the fall.

J. M. Sunison & 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.

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 Hec Piever organization is represented in this photo. Left to right: Pieves, the contractor, Gene McLaughlin, superintendent, and Fred Bills, operator of the Linkbelt L 3B 9E rig in the background, which is busy on the 8th South sewer job, a box-type reinforced concrete sewer.
BY HAROLD HUSTON, C. R. VAN WINKLE, and W. E. 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 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 Constructors, its planned schedule for the work. Here it is as outlined to us: Once-Clearing for the dam site, however they didn't know whether it would be sub-contracted or not.

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

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

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

April 1, 1964 — Start fill of the dam.

Peak of employment estimated for all trades at 3,600 in 1965. For the foreseeable future, the job will be a fairly 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. Diff. Some access roads building by B. C. Rich- ter Brothers, is also getting the grading and clearing on the right-of-way of the dam, just down-stream from the site. The Mathieu分级 will be erected buildings for use during the construction of the dam.

ALMANOR INNOVATIONS

Morison-Knudsen at Lake Almanor has two shifts working on the shevel with brothers Wooden and Farrell at the center. The scrapers and cats are working one shift of ten hours. The first shovel, built in 1959, has completed a dredging contract. This job has developed some innovations by Office Treadway, clearing contractors, One, the use of "boom boat" and barges for placing clearing. The other use of the wider-cater tracks on clearing cats in the Goose Swamp area, this is for the clearing the cats more traction on the soft, often unstable mud surface.

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

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

The Wyandotte Project being constructed by Crow Brothers Contractors, which was headed up by Gay P. Atkinson, is rapidly coming to the end. Another 20 to 60 days will bury it up this one has kept the local brothers busy the last several weeks.

FINISH POSTPONED

Williams & Burrows, Virginia Ranch dam job in Browns valley has limped along ever since the weather hasn't cooperated. They didn't want to move dirt for fear of early high water. Original plan was to finish this year, but now the finish has been postponed until next year.

Durkewald, Morison-Knudsen & Parker are making the dirt fly, to coin a phrase, on that contractors Camp Far West and Dam job near Wheatland.

"Bob" Fadell, who was the project manager has been replaced by E. L. Knouse. It has been reported that "Bob" left because he has been elected General Manager of Sierra Pacific Construction Company, succeeding his brother "Al," whose untimely death was announced last week.

Morse is off to a good start on the transmission line starting out of Susanville and farther north at Corning.

Barn Construction Co., has been forced to halt road work near Williams and Glen, we are told, by overflowing irrigation ditches.

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

MOVING OUT

Coring, Mindy Brown is close to finishing up the fire fighting job by-passing this city. Blakemore Equipment is moving the dirt, which was cut for the bridges and evergreens.

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

Teichert and Butte Creek Rock, are finishing up the bridge work in and about Chico. Over next, Kaiser Construction Co., on the Low Water Road, not doing too bad of a good pace with 12 or so of our best handling the equipment.

Over in Yuba City, the Pot-Vail Foundation is laying sub-base on that company's road job. Mastelotto is under construction.

Pomercy at De Saba, north of Paradise, is still working on the dam finishing and permanentwork for P. G. E.

NEW WORK

McNamara Corp., Ltd., of Burbank was the low bidder on four miles of the 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-way-reversal concrete box girder bridge at Salmon Creek. Bid price was $1,389,641. Work is expected to start in a month or so.

Teichert & Son submitted a low bid of $1,007,250.40 for a State line that has divided highway in South Oro- ville, a total of 1.2 miles.

Barlow Contracting Company has submitted the lowest of five bidders at $1,153,440.20 for widening and grading four miles of the project. Two miles of Highway 70, one mile of Highway 17 and one half mile of Highway 16 near Washoe, is the last of the project. The Colusa-Glenderry route, Work is expected to start about October 15th and take about one month, depending on the weather.

Marysville is Holding Checks

The Marysville office is holding checks for the following brothers:


STILL DETERMINED and still cutting in at the Engineers Local 3 pickets at the tracks Yuba City-Sutter Steel Co., at Orncott & Colusa Highway, Yuba City, shown on picket duty are Brothers Claude Hively (left) and James A. (Tom) Archer. Both are among this unfair establishment when the management refused, after months of dragging out negotiations, to reach a satisfactory agreement with the union.

MARYSVILLE ODDLY SLO MO

HAROLD MOORE, endorsed candidate for the State Senate, 10th District (Yuba-Sutter counties) is shown on the right flanked by on his left by Local 3 Business Manager Al Clem (center) and following 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.

Marysville has Excellent Labor Record

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 FederationCOPE.

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 1937 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.

As a World War I veteran, he 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, 1932, 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

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

The indictment, 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 is characterized by the operation of the electrical equipment industry's price conspiracy, which resulted in fixed, illegal sentences and a series of civil damage suits.

Gen. Robert F. Kennedy said the 11 companies annually sell about $391 million worth of brass tube and pipe, accounting for approximately 90 percent of the domestic market.

Akrorn 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 Brickson (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 has in the past supported labor's legitimate program and policies and will do so in the future.

All Local 3 members and mem- bers 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.
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 for the 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.

Consumer Advice
Washers, Home Repairs

BY SEDGER MARGOLIS

Homeowners planning major repairs can find reduced costs on several important types of fixtures and materials. Most notable are the newer ones now offered on plumbing and heating equipment, and some models 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 timesaver for large families but also enhances a machine's ability to get clothes clean.

However, manufacturers 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 the 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 cut-off for the lid, but not always the unbalanced-load cut-off. 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 rines a machine provides, the more likely you will avoid graying or reflowing of garments. A cold rinse is considered a desirable feature to avoid "setting" wrinkles in synthetic fiber materials, and 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 chubbier 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 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 backward. Fewer automatic washers 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 appliance operating at the same time on the same service line. Washers are affected by low voltage.
**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
- Leland G. Beck, former Governor
- John E. Lee, Controller

**Senate**
- John Kounts
- Keith Lee
- Alum Babb

In regard to 22 engineers, with Holcomb Construction building the structures.

Industrial Construction Co. will kick off a 34-mile road job at Reddy'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 Amoada Copper won by the majority of our membership in that plant, and we continue to try to sign up the small-equipment 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.

Rockyridge (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 Niebon and his crew have turned out a very nice piece of highway for the State of Nevada, Highway No. 3 out of Rhy.

Vinnell Construction Co: High-way No. 40 job is progressing well, and we are of the opinion that the work is being done without any union interference.

**NEW ADDRESS**
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**Scratch Nevada**

The 18,000-member Intl. Brotherhood of Teamsters, a new organizing group, did a quick switch recently after learning that the State of Nevada has one of the nation’s "right-to-work" laws.

The convention meeting in San Francisco had voted to hold the drive in Nevada, with Alonzo McCandless as President. Then somebody told them. At that point the union was cut short. Las Vegas was then chosen as 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

Stud your candidates and vote. Is your election under your control? Your material gains through collective bargaining can be nullified by the wrong choice of leaders. If you are not registered, be sure to REGISTER for the general election and do not forget to VOTE. Remember, this is a free and democratic country; you have the right to vote.

Negotiations between the Operating Engineers Local Union 3 and Hawaiian Bitumuls and Pav­er­ings, covering all Bitumuls plants, have been completed, and the employees have ratified the agreement which was put into effect as of September 1, 1962. The agreement covers approximately 1500 employees. The significance of this negotiation is that it resulted in the employees' wages being increased by 20 percent, with a subsequent raise on overtime. The employees will be entitled to health benefits and a company sponsored retirement plan. The agreement also covers job classifications and working conditions spelled out in their entire.

**BRIDGE TALKS**

The negotiating committee, headed by our business manager, Brother Brown, is continuing its discussions with Pacific Dredging Company on the West Coast. As previously reported, the company's subsidiary, Pacific Dredging & Construction Co., Ltd., has been the subject of claims by the employees for payment of work performed 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 by a few percent, plus reports of an anticipated increase in the number of workers being laid off by the company. The GOA is in agreement with the recommendation of the General Contractor's Association's agreement, which provides for all labor covered by the agreement.

**B R O U G H T B A C K**

The negotiations are being handled by our business manager, Brother Brown, and a small group of our shop stewards. Our committee is working hard to get the best possible agreement for all our members.

**WASHINGTON**

Washington: The state of Washington, which has been experiencing a severe recession, has seen its economy improve significantly over the past few years. The state's unemployment rate has dropped from over 10 percent in 1960 to under 6 percent in 1962. This improvement has been attributed to an increase in state and local government spending, as well as a recovery in the construction and manufacturing sectors.

Union Members Donate More

Camden, N. J. — Members of the American Federation of Labor and Congress of Industrial Organizations (AFL-CIO) have donated a large sum of money to United Fund drives as other members of the shop forces have been doing in many states of the New Jersey state AFL-CIO said here.

Some of the labor representation, even at the opening of the 1963 United Fund labor participation drive over the past few weeks, has been getting comparatively good results. AFL-CIO members make up 15 percent of the U.S. work force but give a substantial percentage of the funds realized in United Fund drives.

**MEETING NOTICES**

**San Francisco**

Oct. 3, Wed­nesday, 9:00 p.m., Southwest Labor Temple, 16th and Capp Streets.

**Oakland**

Oct. 1, Thursday, 8:00 p.m., Labor Temple, 215 Valdez.

**Sacramento**

Oct. 12, Tuesday, 9:00 p.m., CUEF Building, 256 Stockton.

**Watsonville**

Nov. 15, Thursday, 7:30 p.m., Veteran's Memorial Hall, 215 Third Street.

**October, 1962**

**Nevada**

Stockton — Nov. 1, Thursday, Engineers Building.

Oakland — Nov. 8, Thursday, Labor Temple, 215 Valdez.

Sacramento — Nov. 12, Tuesday, CUEF Building, 256 Stockton.

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