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**A HOLE NOW, A DAM SOON:** This is a view of the excavations for the cut-off trenches which will form the impervious cores of the big earthfill San Luis Dam near Los Banos. Darker area in right center has been excavated as much as 100 feet deep and is now being backfilled with impervious material. Immediately to the left of it, the second cut-off trench is being dug. This part of the huge California water program is a partnership venture, with the State and Federal governments sharing the cost.

## Big Equipment Busy On San Luis Project

What has long been one of the finer ironies of California place names is in the process of being flooded away as construction forges ahead on the gigantic San Luis Dam complex at Los Banos.

Los Banos is Spanish for "The Baths," but despite the wet sound of the name, the area has in all recent history been one of California's driest, with less than 10 inches annual rainfall and in summertime only a trickle of water in San Luis Creek, from which the project takes its name.

Key to this paradox is the need to end the vast waste of California's wintertime water, flooding out to sea in the outpouring of two of the main rivers—the Sacramento and the San Joaquin.

San Luis Dam will get water in the winter and late spring via 75 miles of canals from the Sacramento-San Joaquin delta area and store it for release in the summer to a large area of the fertile San Joaquin Valley, and by other canals to Southern California.

### TWO DAMS

The San Luis project will actually consist of two dams and reservoirs, two pumping plants and some stretches of canal.

The main dam will be an earth-fill structure 320 feet high with a crest 18,500 feet long, containing 78 million cubic yards of material. When full, it will cover 13,000 acres and hold 2,100,000 acre-feet of water.

There will also be a forebay dam, a 70-foot high earth structure with 10,000-foot crest length. It will cover 2,000 acres and impound 50,000 acre-feet of water.

Sacramento Delta water is already flowing south in the Delta-Mendota Canal, which runs quite close to the Los Banos dam site.

An intake channel will be cut from the Delta-Mendota Canal and another, parallel canal of larger flow—the North Portion California Aqueduct — will be built, both of which will bring water to the San Luis forebay reservoir.

### WINTER SURPLUS

In summertime this water will continue on through the southern network of canals, but in wintertime, as more water runs into the Forebay than is needed downstream, the surplus will be pumped up into the main reservoir for storage.

Total estimated cost of the San Luis Dams and related construction is \$511 million, but the heart of the project is \$86 million contract awarded a joint venture comprising Morrison-Knudsen-Utah-Brown & Root, who are building the dams and reservoirs, main pumping station and the inlet-outlet channels.

Morrison-Knudsen broke ground for the project in February 1963 and hope to complete it in late 1967. By March M-K was busy moving dirt. They have finished excavating one of the 100-foot-deep foundation trenches for the main dam and are backfilling it with impervious material. They are nearly through digging the second foundation trench and

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## IUOE in Safety Council Spotlight Gen. Pres. Wharton Chairs Labor Section

The eyes of all who are seriously involved in the promotion of Safety—in the home, in the schools, on the road, on the farm, on the job—will be turned on the city of Chicago late this month, and the International Union of Operating Engineers will have a prominent position in the Safety spotlight focussed there.

The occasion will be the 1963 National Safety Congress and Exposition, scheduled to be held in the Windy City October 28 through 31.

Among the 10,000 delegates expected to participate in the four-day national safety conclave will be representatives from labor organizations from all over the U.S.

And presiding when the Labor Section opens its own deliberations Monday afternoon, October 28, at the Pick-Congress Hotel, will be General President Hunter P. Wharton of the Operating Engineers International Union.

### RECOGNIZED

Brother Wharton, who is nationally recognized for his long interest in and many contribu-

tions to the cause of safety, is outgoing Chairman of the Labor Conference of the National Safety Council, and in that capacity he will welcome the labor participants and deliver the consolidated report of the Labor Conference standing committees.

He will also play a part in the general deliberations at Chicago as a member of the Board of Directors of the National Safety Council.

Operating Engineers Local Union No. 3 will also be making a notable contribution to this year's National Safety Council conclave through the participation of its Safety Engineer, Brother Dale Marr, who will be one of the key speakers at the opening of the Construction Section sessions, also on Monday afternoon, Oct. 28, at the Conrad Hilton Hotel.

### TOWER CRANES

Marr will speak on the topic, "Uses and Misuses of Tower Cranes." This is believed to be the first time in the National Safety Council's 50 years of existence, that a labor union representative has been invited to address the Construction Section.

This came about because OEIU General Pres. Hunter P. Wharton

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## Announcement Operating Engineers Local Union No. 3 Scholarship Awards 1963-64

By action of the Local Union Executive Board on April 7, 1963, concurred in by the Semi-Annual Membership Meeting on July 13, 1963, two college scholarship awards of \$500 each for the academic year 1963-64 are being offered to sons or daughters of members of Operating Engineers Local Union No. 3 for study at any accredited college or university.

The Local 3 Scholarships will impose no restrictions of any kind on the course of study. Winners may accept any other grants or awards which do not in themselves rule out scholarship aid from other sources.

### Who May Apply

Sons or daughters of members of Local 3 may apply for the scholarships. The parent of the applicant must have been a member of Local 3 for at least one year immediately preceding the date of the application. The student-applicant or the member-parent may reside anywhere in the territorial jurisdiction of Local 3, which comprises Northern California, Northern Nevada, Utah and Hawaii.

The applicants must be senior high school students in public, private or parochial schools who are planning to

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## Attend The Safety Meetings

Safety Education Committee-men, especially, and all members of Local 3 generally are urged to attend the Safety Education meetings scheduled this month.

If you are within travel distance of the following meetings, you are promised an interesting and rewarding session.

In safety, what you don't know CAN hurt you.

All the meetings are at 8 p.m., at the following places and dates:

**SANTA ROSA** — Veterans Memorial Auditorium, Oct. 10.

**SAN JOSE** — Union Hall, Oct. 22.

**UKIAH** — Labor Temple, Oct. 24.

**SACRAMENTO** — Labor Temple, Oct. 29.



## Apprenticeship Trainees Must Attend Class Unless Excused

With all the Local 3 apprenticeship classes started and with the number of classes tripled and the attendance more than doubled, it is hoped that the work so well started will be maintained throughout the school year. We are sure that it will be if every indentured apprentice remembers a few of the basic rules.

Just remember that these classes are maintained for your benefit and even though attendance is sometimes inconvenient and may seem a hardship, the matters taught will shape you into a more skilled journeyman. Remember also that those in charge of this program are not asking you to do anything that they, too, haven't done, and that they understand the difficulties, inconveniences and frustrations sometimes faced.

And anyway, for the indentured apprentice, unless specifically excused by the Sub-Joint Apprenticeship Committee, attendance is mandatory. To fail to attend could cause you to be dropped out of the program, suspended from work up to 30 days or to have your advancement held up. Poor grades could also lead to the same results. So it is to your advantage, if you want to become a skilled Operating Engineer, to be constant in attendance and diligent in your work.

To those apprentices who have been accepted, but not yet indentured by being hired by an approved employer, and to whom it has been suggested that you attend school, we give the same advice. Regular attendance and diligent work may have the result of getting you out with an approved employer and your apprenticeship started.

To all of you we advise that you constantly keep us advised of your correct address and telephone number. Some of you who haven't done so might have been sent out to work as apprentices if we could have reached you.

To those apprentices who have been indentured and are out of work, we advise that you make sure that you are properly dispatched. If you fail to do so you may not receive credit for the time worked.

Also, you who have been indentured and are working be sure to fill out and turn in your work process reports (yellow sheets) for each month to the Secretary of your Sub-JAC by the 5th day of the following month. Failure to observe these rules can result in your being dropped from the program. If you fail to turn in the yellow work record sheet by the 5th of the following month it will not be counted as time worked.

Some of the curriculum for the classes is now being printed by the State Bureau of Industrial Education, under Dr. Sidney McGaw.

In some areas we did not start a first-year class, as we still have several apprentices who have not been sent out to work. So take care of your place in this program, because we have several hundred applications on file waiting to get into the program.

We had a booth at the Sacramento State Fair under the direction of the Sacramento Sub-Joint Apprenticeship Committee, with

### Class in Gradesetting Still Open

Operating Engineers Local 3 has started a class in grade-setting and blueprint reading for all Engineers in the San Francisco vicinity who are interested in enhancing their employment opportunities.

The class meets every Tuesday night, starting 7 p.m., at the Gompers School, 22nd St. & Bartlett, San Francisco. Although the class has started, you can still register at the class, on Tuesday nights.

The instructor is a member of Local 3, Brother H. Cummings.

The course material covers a review of basic math, gradesetters' equipment and tools, stakes and grades for various types of work, determining volume in earthwork and blueprint reading.

In addition to improving their competence in earthmoving work, Engineers who take the course will be equipping themselves to go out as gradesetters or foremen.

Enhance your skills. Improve your earning capacity. Sign up for the course.

Clem Hoover, secretary of the Committee, in attendance. A good job well done, Clem. We have received many compliments on it.

## Engineers Featured in Safety Meet

Continued from Page 1—  
was asked to supply a labor speaker for this year's Construction Section meeting.

Recognizing Local 3's outstanding record in promoting safety in construction, President Wharton asked Business Manager Al Clem to provide the speaker, and Brother Marr was given the assignment.

### 51ST SESSION

This will be the 51st National Safety Congress held by the National Safety Council. Because of the large number of delegates attending these congresses, the facilities of Chicago's six largest hotels will be used for the various sessions.

One of the main magnets drawing the delegates is the Exposition of safety products which is held in conjunction with the Congress. Over 1,000 products and services for prevention of accidents and care of the injured will be on display.

### \$24,794 For Firing

Vancouver, B. C. — The Bank of Montreal has made an out-of-court settlement of \$24,794 to M. W. Bluck, an official of the bank for 27 years prior to his dismissal in October 1961 during a union organizing drive at the branch here.

## San Francisco Start on 43-Story Skyscraper

Work has begun on what will be San Francisco's tallest skyscraper, a new 43-story Wells Fargo office building at 44 Montgomery St. The first phase is demolition of six buildings on Sutter and Montgomery Sts.

Announcement of the \$20,000,000 project was made by Fred C. McPherson, vice president of the Dillingham Corp. of San Francisco, who will be owners of the structure.

The building will include an observation gallery on the 43rd floor and a roof garden, an underground arcade to the planned Market St. rapid transit station and 18 high-speed elevators.

Removal of the buildings now on the site will take about two

## Vote YES on Proposition C

Voters in the City of San Francisco election Nov. 5 will have an opportunity to correct a situation in which the city is "stealing" part of a retired employee's Social Security benefits, by voting YES on Proposition C. The measure is endorsed by organized labor. (for more details, see article on Page 14 of this newspaper.)

months. The Wells Fargo bank at Market & Montgomery will be left intact until the tower is near completion in 1965.

Plans for the structure were drawn by John Graham and Co., designers of the Space Needle featured at the Seattle World's Fair.

San Francisco's tallest buildings, currently, are the Russ Building, 31 stories, at 235 Montgomery, and the Pacific Telephone Building, 30 stories, at 140 New Montgomery.

A Seattle construction company outbid seven other firms on the contract to build the main portion of the San Francisco port's \$25,500,000 Army St. terminal. The low bid of \$15,084,000 for fill and pier work at the entrance of Islais Creek was made by Manson Construction & Engineering Co. The other bids ranged up to \$19,609,780. The port's engineers estimated the work would cost close to \$17,000,000.

Eichler Homes have finished with their tower cranes and have them down. But one hoist is still in operation.

The Perini job at the Civic Auditorium had just started to operate smoothly when the American Medical Association came along. This will make it rough on the bosses to reorganize this job again.

The Perini job at Fort Miley Hospital is progressing nicely. Also their job on the Golden Gateway is starting to shape up, now that they have the foundation finished.

Flora Crane has just about finished the excavation for the new Westmorland job and is also about to finish the demolition of the old Terminal Hotel on Market St.

Disabling work injuries in 1962 totalled 1,990,000.

## Local 3 Profile



RAY COOPER

Ray Cooper, Local 3 District Representative in the Eureka district, claims to have been a union man since the day he was born. He backs this statement with the recollection that his father gave him a union button for a teething ring.

And later in life, he recalls, whenever he brought home an item from a store, it was thoroughly inspected for the union label. If there was no such label, it had to be returned.

Ray was born in Raymond, Wash., on August 9, 1920, and completed his education in the same area.

At the outbreak of World War II, in December 1941, Ray accepted a dispatch and a set of Navy Blues from Uncle Sam and had steady employment for nearly six years, serving most of his time overseas in the South Pacific.

In 1947 he joined the Operating Engineers, working in the capacity of Heavy Duty Mechanic, Operator and Foreman. While working at the craft in the Eureka area he served three years on the Grievance Committee.

In April 1962 he was appointed Business Representative for Operating Engineers Local Union No. 3 and assigned to the Eureka area. In November of the same year he was transferred to Oakland for a short time and then, in January 1963, was sent to Marysville. In April this year he was transferred back to the Eureka office and appointed District Representative.

Ray is a delegate to the Humboldt-Del Norte Counties Building Trades Council and also a delegate to COPE (Committee on Political Education).

He makes his home in Eureka and has a daughter, Tina, 17, who graduates from high school this year.

## Canadian Health Plan Cuts Fees

Regina, Sask. — The Saskatchewan (Canada) medical care-hospitalization program, which covers everybody in the province, worked out so successfully in the first year of its existence that a major cut in the annual premium has been announced by Premier Woodrow Lloyd.

The combined fee, \$72 for a family during the first year, was reduced to \$52. Single persons, who have been paying \$36, will now pay \$26.

## Survey Notes Pay Starts Where You're Told to Report

By ART PENNEBAKER and  
JERRY SIMS

There have been many questions as to how the new Technical Engineers Master Agreement applies to travel time. Actually there has been little change. The old agreement provided that if you were instructed to report for work at your employer's office, your pay started there, and if you were required to report directly to a job site your pay started there. This provision has not been changed in the new agreement.

The old agreement further provided if you were required to report directly to the job site, you would receive straight time pay for one half the distance from the employer's office to the job site, up to a maximum of 20 miles, as travel pay. This is the part that was taken out.

The old agreement did not provide for one way on your time and one way on the employer's time, nor does the new agreement.

We caution you to keep accurate records on a day-to-day basis including (1) the place you were instructed to report, (2) who instructed you, (3) the time you were instructed to be there, (4) were you paid for it?

If you can not answer these questions, ask your supervisor to be more explicit in his instructions. We anticipate very little confusion with these provisions, provided the instructions of your supervisor are explicit.

\* \* \*

We have been meeting with the Carpenters over the last few months, trying to solve at a State level the multitude of jurisdictional problems. Probably the most important reason for an agreement will be to provide strict procedures to settle disputes in the shortest time possible and still allow our members to continue receiving their pay checks. We hope to report an equitable agreement by next month.

\* \* \*

Your representative attended the first meeting of the Industry Committee set up in our new agreement. It is the desire of the Union to use this committee as a method of coordinating the efforts of both Union and Management in promoting any issue which is vital to the whole survey industry. After all, we have an equal interest in a healthy survey industry.

We were able to secure the services of Bill Robinson of the R. M. Towill Co. for one of our apprenticeship classes. Mr. Robinson brought along a Tellurometer and demonstrated and lectured on its uses. He also approached the many problems involved in precise surveying. From time to time other guest speakers will be scheduled for these classes. If there is enough interest, perhaps arrangements can be made for all Technical Engineers to attend these special events.

No! The New Agreements are not back from the printers yet. As soon as they are we will announce it in this column.

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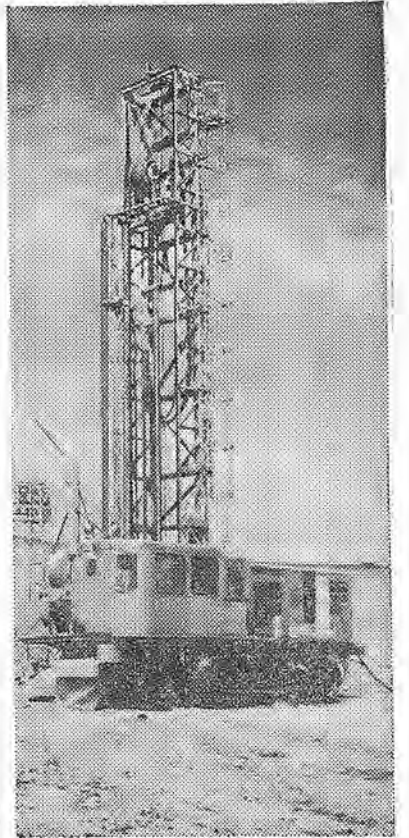


# San Luis Dam—Big Project, Big Machines



**BY LATE 1967** water is expected to start covering the area shown in the rear portion of this photograph. This is a view of the start of the main embankment of the earth-fill San Luis Dam, in the direction of the 13,000-acre reservoir which it will impound. The main dam will be 320 feet high with a crest

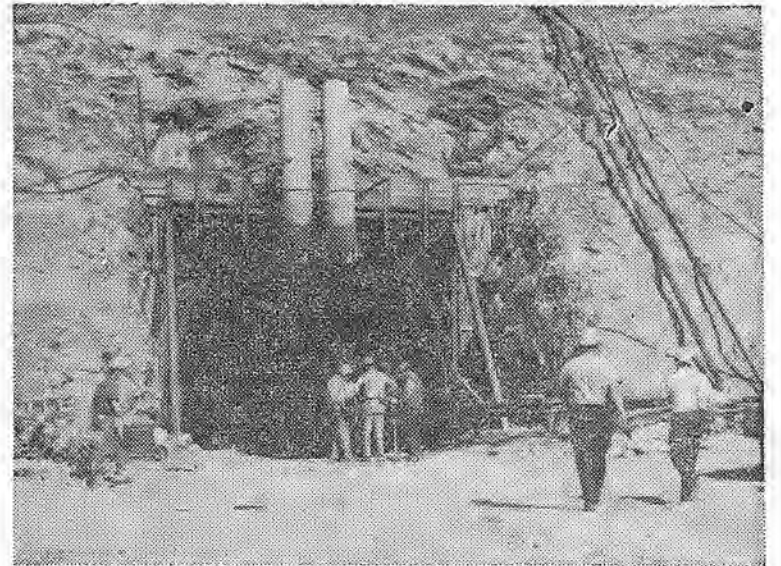
18,500 feet long and will contain 78 million cubic yards of material. Morrison-Knudsen has almost 400 Operating Engineers working on the project now, and at peak will be using some 400 pieces of heavy equipment with aggregate value of \$12 million.



**DRILL:** This 50R Bucyrus-Erie electric drill rig is boring 10-inch diameter holes 50 ft. deep for blasting out the area where the main San Luis Dam pumping plant will be located.



**MOVING THE MUCK:** This big Euclid elevating loader with 54-inch belt is shown loading belly-dumps in the borrow pit for the San Luis earthfill dam. It moves 1,200 cubic yards of dirt per hour. Machines like this one have made it possible for M-K's crews to move as much as 110,000 cubic yards of dirt in a three-shift day and to average 4,500 cubic yards an hour.



**ONE OF FOUR:** This is the portal of one of the four tunnels through which water will be pumped from the San Luis forebay dam into the main reservoir during the wet season, to be fed back out to thirsty Central and Southern California areas during the dry months.



**BIG SHOVEL:** This 280B Bucyrus-Erie electric shovel with 15-cubic-yard bucket is believed to be the largest shovel presently in use on a construction job in the West. But Bucyrus is building a special digger with a rotary digging wheel and overhead belt that will show up on the job next year and will move 2,500 cubic yards an hour.



**DEEP DIGGER:** Another big piece of equipment on the San Luis Dam is this Manitowoc 4500 dragline with 5-cubic-yard bucket, shown excavating the second foundation trench for the main dam, which later will be backfilled with impervious material. Machines like this one and the skill of the Operating Engineers who run them have made conspicuous changes in the arid Los Banos landscape since the job started in March.



# Big Tower Crane in San Jose

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

The first rains have shown in the San Jose area, and although they have not been too heavy, they pose a threat to the contractors who have work to complete before the real heavy rain shows. This situation has created a great deal of activity in the dispatching and the out-of-work list is nearly depleted, with plenty of work in the offing. It is a real healthy situation in the San Jose Area.

A new mechanical crane, one of three in existence in the United States, has made its debut in San Jose. This is the German-made PECCO 700 climbing crane. The unique feature of this piece of equipment is that it stands in the center of a building under construction, and as the building goes up, the crane goes higher.

It also swivels 360 degrees around the work area to cover a 200 ft. circle, and hauls material from ground to work level.

The crane weighs 27 tons, has 134 horsepower and 100 ft. of boom. The hook is 50 ft. above floor of the rig, has a lifting capacity of 14,000 lbs. at 50 ft. radius, and 4700 lbs. at the tip of the boom, the 100 ft. radius. It can hoist a 12,000 lb. load at 500 ft. per minute. Can be used for hoisting steel, lifting concrete slabs, laying pipe or pouring concrete. It can be operated from the cab or from a remote control box on the side of the building.

## VERSATILE

Another special feature is that these things can be done without once moving the rig. The crane is owned by the Carl N. Swenson Co. and is currently being used on the new Superior Court building at Market & James St., San Jose.

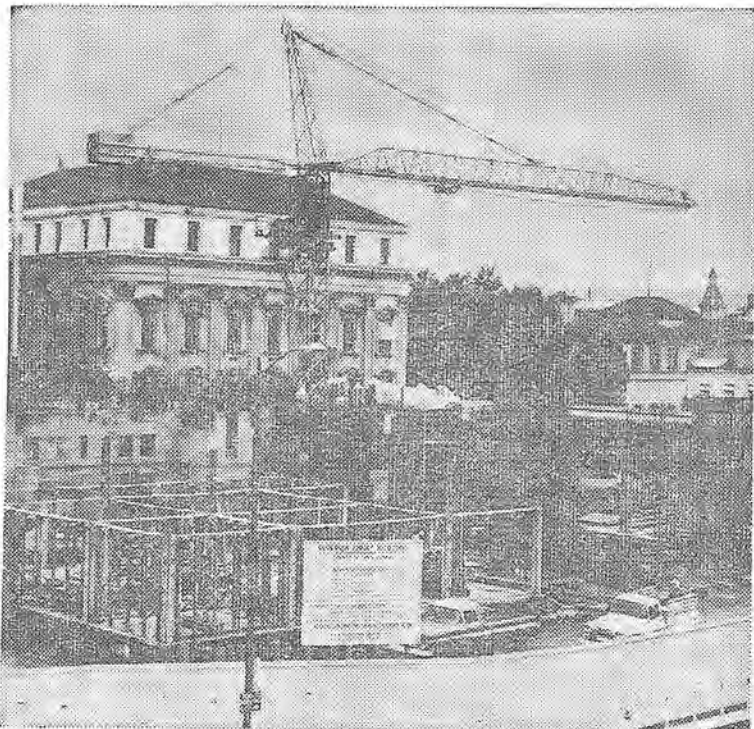
A company representative assembled the crane and spent a few minutes with the operator, Brother Howard Cartee, who then took over. Brother Cartee is to be commended as, in spite of the fact that he had such a short time with the company representative, he is showing exceptional capabilities in the operation of this fascinating piece of equipment, and according to reports Cartee will be an expert in a very short time.

Ground breaking for the new 750,000 kilowatt generator at the Pacific Gas & Electric Co.'s plant at Moss Landing has been set for some time in December. The new generator will more than double the output of the existing steam plant. Estimated cost of the new unit plus a twin unit expected to be completed in 1967 is \$132,000,000.

## ROAD WORK

Nine bids were submitted for improvements to Limekiln Creek Bridge, on the San Simeon highway south of Carmel. The work will consist of removing portions of the existing bridge and installing a reinforced concrete approach slab, supported by concrete piling. Granite got the job. Granite was right in there also on the bidding to pave Cabrillo College Dr., from the Park Ave. freeway interchange to Soquel Dr. (a one mile stretch).

Construction of the much-discussed Mathilda Ave. overpass in Sunnyvale is scheduled to start at once. Lew Jones Construction Co. was awarded this one and is starting to move in his heavy equipment. The \$1,576,000 overpass six lane project will cross the South-



**SAN JOSE** is excited about this PECCO 700 climbing crane shown over the new Superior Court building, one of only three machines like it in the country.

ern Pacific main line and Evelyn Ave. During the construction Evelyn will be widened to four lanes. This job will take approximately 15 to 18 months to complete and should bring in plenty of work for the brothers.

Leo F. Piazza is working on the joint San Jose and Santa Clara County project for improvements on Camden Ave., between Leigh Ave. and Route 17 Freeway. The street is being widened to four lanes with divider strip. Other improvements include new traffic signals at S. Bascom & Union Ave., plus 900 ft. of storm drains.

Krzych & Ramos Co. started work on October 1 on their contract for the construction of sewers for 240 acres in the Pierce Rd. area, Cupertino. They were low bidders at \$124,506.

## AT THE COLLEGE

Bids are in for the San Jose State College new classroom building on San Carlos St. to house the Army and Air Force Reserve Officer Training Corps office and the Police School. The Guy F. Atkinson Co. was low bidder for the general work to the tune of \$1.38 million dollars.

L. C. Smith Co., of San Mateo, got the contract to widen one-half mile of El Monte Avenue to four lanes, through the planned Junipero Serra freeway interchange in Los Altos Hills.

Underground Construction Co., A. J. Peters and Manuel Smith all have sewer line jobs going at present in the Hollister area, keeping the brothers very busy. Granite's job at the end of Pacheco Pass to Bell Station is going right along, and should be completed by the time the rains set in. L. C. Smith's job in Morgan Hill is just about completed.

## SANTA CRUZ

Work is holding up in the Santa Cruz area. Granite was awarded the job on the San Lorenzo Park for base paving, curb and gutter, sewers, water facilities and storm drains for \$333,158. K. J. McGranahan, Santa Cruz, was awarded the contract for changing the old treatment plant to a sewage pumping station in Capitola. This job went for \$37,750.

Great Western Pipeline Co. of San Jose were awarded the contract for Construction of Force Main between Capitola and East Cliff sewage treatment plant for \$120,659.

Dredging of the boat harbor in Santa Cruz went to Shellmaker, Inc., for \$125,918.

Improvements on the Nina Terrace Unit No. 1 went to Roberson Bros., a Scotts Valley Contractor. Bid was \$76,315.

**WATSONVILLE:** Fullington Construction from Boulder Creek have started a county road job by La Selva Beach. They are also going right ahead with their subdivision job at Rio Del Mar. Granite Rock Quarry at Aromas are still going strong.

**MONTEREY:** Fullerton Cons. Co. of Sacramento were low bidders for work on addition of shops, etc., to existing hangar at Fort Ord Airport. Bid was \$283,000. Granite's crews in this area are still keeping very busy on various jobs. Phil Calabrese is also still keeping his crews busy.

**SALINAS:** Granite Construction Co. have started grading on the Peter Paul Candy factory job in Salinas. Madonna has started their concrete paving job in San Ardo and work will soon start on the setting up of the hot plants and rock crusher. This job should put some Engineers to work real soon.

## BLOOD DONORS

In our last issue we put out an appeal for blood, as our blood bank is exceedingly low. It is heartbreaking to listen to an appeal for blood from a wife or husband or mother or father, who desire to obtain blood for one of their family who is desperately ill, only to have to tell them that the blood is not available. It takes such a little time to donate a pint of blood. We realize that with most of the Engineers, time is the issue. The rains will soon be with us, and then there will be no excuse. We should make sure, by building up the Blood Bank this winter, that those Engineers who will need this blood, will not be denied the help only you Brothers can give them.

Our hats off to the following who answered our last blood appeal: Brothers Robert Sandow (working on his second gallon), Vincent Jimenez, Boyd Barney, Robert Speiser and Ronald Phillips.

Blood may be donated on Tuesday and Friday of each week. Friday evening is also open for blood donors.

One hundred and five thousand deaths from cancer will occur in the working force of the nation this year and some 200,000 new cases of the disease.

# Memo from the Manager's Desk

By AL CLEM

**DURING THE PAST MONTH** it was necessary to spend considerable time in the State of Hawaii attempting to reach a settlement with the employers on the construction agreement. Inasmuch as the Building Trades Council, the Laborers, the Carpenters and the Cement Finishers were signatory to the old agreement, when we entered negotiations this time there were numerous problems presented.

We took the position that we must negotiate only for the members of our Union. At this point the negotiations proceeded at an accelerated pace, but it was necessary to return to the mainland due to a stoppage of work at the Pacific States Steel by the Steelworkers. Also, we wanted to make a further evaluation of the job content of certain of our jobs.

We have been informed unofficially that the other crafts have settled on a four-year agreement. We are also informed that while their membership has ratified it, they have not signed the contract.

The work situation in the state of Hawaii is rather good, and the dredge job in the South Pacific is taking a number of the people in Hawaii as well as some from the mainland. We are confident that, barring unforeseen eventualities, we will ultimately get a fair agreement for the members of our Union in the State of Hawaii.

While the labor movement in Hawaii is comparatively young, we are fortunate in that the employers' negotiating committee seems to understand the problems of the Operating Engineers, and we are sure that as our talks progress they will take into consideration the complexity of the machinery which we operate and reward us accordingly.

It is the same here as elsewhere. When we enter into negotiations with the employer, it takes many hours of work and study to prepare the proposal, and much time is spent in presenting the Union's viewpoint so as to indicate to the employers what our members desire in the way of working conditions and wages.

\* \* \*

**WE ATTENDED** the regular quarterly meeting in the State of Utah, which, we are sorry to say, was very lightly attended. No doubt this was the result of several special called meetings we had conducted in the State of Utah recently to present the new contract for the ratification of the membership. There is reason to hope that with the new contract in effect in this area and with the full cooperation of the membership, we can build a still better Union in the State of Utah for the Operating Engineers.

This is a state in which, due to the so-called "right-to-work" law, we must of necessity all pull together, and I am sure that with the added representation that we have in the state we will be able to achieve the goal which we have set ourselves.

\* \* \*

**THE REGULAR** quarterly meeting in Reno, we are sorry to say, was also lightly attended. However, we believe that this is due to the fact that most of the brothers are working, and some of them are working quite long distances from town.

At each and every one of these meetings that we are able to attend we gain knowledge from all the brothers that we talk to, which we are able to assemble in our office and from there develop ideas that will become helpful to us in the future negotiations.

\* \* \*

**I WAS FORTUNATE** in being able to attend the meeting of the Nevada State Federation of Labor (AFL-CIO). This was a stimulating meeting, and there were some very interesting speakers present.

We find that all the Local Unions in the state of Nevada have problems, and this again can be laid to the fact that there is a so-called "right-to-work" law in this state and an influx of workers, coming particularly from those states which either have "right-to-work" laws or which are not highly organized. It goes without saying that this presents a problem to your Union and to your representatives in this area.

\* \* \*

**WE HAVE RECENTLY** assigned a Business Representative to Lake Tahoe area. Inasmuch as the economy of this particular portion of California is expanding at an accelerated rate, we find that we are able to organize many people there and sign many contracts there with contractors who through the years have not seen fit to adhere to the working rules of our organization nor pay the wages.

\* \* \*

**DURING** the past month there were 219 agreements signed, 52 regular and 167 short form.

\* \* \*

**NUMBER OF MEN** cleared during the past month: 3,613.



# A Seat Belt Can Save Your Life

By DALE MARR  
Local 3 Safety Engineer

With apologies to the great W. Shakespeare, we might paraphrase one of the most important safety issues of the day in this manner: "To belt, or not to belt, that is the question."

There seems to be some confusion and divided opinion in the minds of our members about the value of seat belts on equipment—especially on rubber-tired equipment.

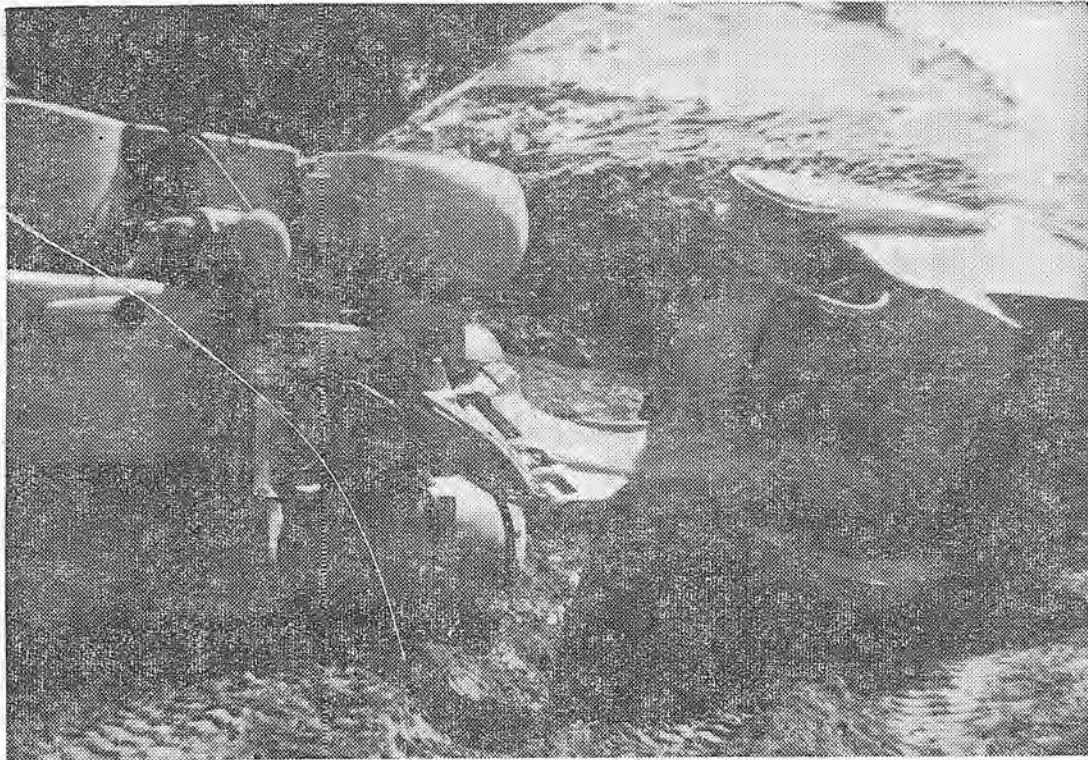
We have been studying this problem for some time, and on the basis of that study and a considerable number of recent accident and near-accident cases, there are some things about seat belts that the membership should know and should consider very seriously.

First of all, we now have enough experience and records to say without hesitation that in most accidents involving rubber-tired rigs, the man wearing a seat belt has come out in better shape than the man who has not worn a belt.

We have had a significant number of cases in which men not using seat belts have been killed, where it was clear that they would have received only slight injuries, if any, had they worn belts.

There was an instance in San Francisco recently. One of our operators was driving his rig downhill at a good speed when he suddenly found himself almost on top of an automobile that had run past the flagman. He dropped his scraper and made a crash stop . . . just in time.

But his can had made a hole



**SAVED BY THE BELT:** This photo shows one of the numerous incidents which are proving the value of seat belts on rubber-tired equipment. This happened on a freeway job in the Eureka area. The operator of this Caterpillar 632 scraper was coming into a cut on a slope and dropped his "can" too late. The rig picked up too much speed and turned over. But the man was wearing a belt. He unsnapped it and walked away, unhurt.

in the haul road, and moments later a second rig came high-balling down the hill and hit the hole in the road. The operator bounced off, fell under the rear wheel of his rig and was crushed. The rig stayed upright and was undamaged.

Recently, in Santa Rosa, we had two similar fatal accidents in a single day. In both cases the operators were rolling down supposedly well-maintained haul roads, suddenly hit rough spots they didn't know were there and were thrown off the machines.

One was run over by his own rig, the other by a machine that was following him.

In all these instances, if the Brothers had been wearing seat belts, they would be alive today.

There has been another group of accidents in which cables have broken, dropping the "can" without warning and bringing the rig to a violent stop. The operators have been thrown off the rigs or into the steering wheels or windshields, with chest and internal injuries, head and face cuts, wrenched knees

and other damage. Seat belts would have prevented most, if not all, of these injuries.

We realize that many of our fellows still feel that they don't want to be tied to the machine in case anything should happen. We can understand this feeling in some cases, like when an operator is pioneering. But this is a special situation—the operator is usually going slow and being extra careful. It's altogether different when the job is well under way, with speed and traffic problems.

So, to sum up, the following is the Union's thinking on seat belts.

1. We feel that on most jobs, where the equipment is rolling with any speed at all, seat belts pay off in safety. If the company doesn't have any policy on seat belts, it's up to each operator to decide for himself, but we recommend their use.
2. If the men on a job ask for seat belts and will use them, we ask the company to provide them.
3. Where the company furnishes seat belts and demands that they be used, we must ask our men to comply with company policy.

But where the company requires belts, we say the belt has to fit the man, not fit the seat. A proper seat belt must go through the sides of the seat so that it can adjust snugly around the hips of the operator.

In some rigs like the big Eucs with deep bucket seats, the belts are often installed so they come together over the sides of the bucket seat, and there may be as much as 6 or 8 inches of space between the operator and the belt when it is buckled.

If there is a hard stop, the operator is thrown forward hard before the belt catches him, and industrial doctors are now calling our attention to "whiplash" neck and back injuries resulting from such poorly-fitted seat belts.

But a well-fitted belt is a lifesaver. We sincerely advise our Brothers who run rubber-tired equipment: see that you have one on your rig . . . and use it.

## San Luis Dam--Big Machines

Continued from Page 1—  
placing earth meanwhile for the main dam structure.

### FOUR TUNNELS

Construction has started on four tunnels which will serve as inlets and outlets for the main dam. These will be approximately 2,200 feet long, about 24 feet diameter rough and 20 feet finished. The tunneling is hampered by bad, shaly rock that in some places requires placing steel sets almost side-by-side.

Excavation is also in progress for the main pumping station which will utilize these tunnels and which will be equipped with eight dual-purpose turbine pumps.

During the rainy season, when the reservoir is being filled, each pump will push up to 1,375 cubic feet of water per second, lifting it as much as 320 feet. In the summer, when water is released by gravity flow through the tunnels into the forebay reservoir, the pumps will become turbines, each generating 50,000 kilowatt hours of energy.

### 400 ENGINEERS

In mid-September, Morrison-Knudsen had over 900 on its San Luis Dam payroll, including almost 400 Operating Engineers.

By October 1, over 12 million cubic yards of material had already been placed in the main embankment. Working three 7-hour shifts around the clock, M-K's crews had moved as much as 110,000 cubic yards of dirt in a day and were averaging more

than 4,500 cubic yards an hour.

A big job, the San Luis project has equipment to match. A 15-yard Model 280 Bucyrus electric shovel chewing up dirt on the job is believed to be the biggest shovel used in construction in the west.

### BIG DIGGER

Now being built on special order and expected on the job after the first of next year is a giant Bucyrus-Erie digger consisting of a 30-foot wheel with ten 2½-cubic yard buckets mounted on the front of a shoveltype rig, designed to nose into a bank and load overhead onto a belt. The special rig will be rated for 3,600 cubic yards an hour and is expected to produce 2,500 cubic yards an hour in steady use.

There are nearly 300 items of major equipment on the site now, and when the job hits full stride there will be close to 400 heavy equipment items with aggregate value of about \$12 million.

A partial list of the equipment includes 23 scrapers, mainly TSS24 Eucs of 24-yard capacity, the 15-yard Bucyrus shovel and another with a 4-yard bucket; a Manitowoc 4500 five-yard dragline and a 3½-yard Bucyrus 88B dragline; three 54-inch Euclid elevating loaders; two 60-inch loaders; 15 end-dump rock haulers of 75-ton and 67½-ton capacity; 33 Euclid 100-ton bottom dumps and a large miscellany of Cats, motor graders, sheepsfoot rollers and so on.

Overall supervision of the job

is by Harold Gourlie, project manager. Other key M-K personnel include Cecil Cole, general superintendent; Alfred M. Petrofsky, project engineer; Harold Thornock, labor coordinator; Tony Campbell, office manager; Lee Ellis, equipment superintendent; and Duane Buckert, excavation superintendent.

### PARTNERSHIP

The San Luis Dam project is noteworthy in one other way—it is the first part of the great California water development to be constructed in partnership by the federal and state governments. The total project makes use of parts of the federal Central Valley Project; other new facilities will be paid for separately by the federal government and the state, and the dams and certain other portions are considered joint facilities for which the federal government will pay 45 per cent of the cost and the State of California, 55 per cent.

### Oppose Price-Fix Law

Washington — A spokesman for 15 million "co-op" member families has urged Congress to reject a so-called "quality stabilization" bill which he said would "pick the consumers' pockets of hundreds of millions of dollars."

Robert Morrow, representing the Cooperative League of the United States, termed the title of the bill "misleading" since the legislation "stabilizes neither quality nor service—only price."

## Operating Engineers Scholarship Awards

Continued from Page 1—

attend a college or university anywhere in the United States during the coming academic year and who are able to meet the academic requirements for entrance into the university or college of their choice. Students selected for scholarships must have achieved not less than a "B" average in their high school work.

### How to Apply

Application forms may be obtained by writing to the Recording-Corresponding Secretary, Operating Engineers Local Union No. 3, 474 Valencia St., San Francisco, Calif.

Application will be accepted between December 1, 1963, and March 1, 1964, for appointment to begin with the following fall semester.

### Awarding Scholarships

On receiving the application, Local 3 will verify the membership of the parent. The application will then be submitted for judging to the University Scholarship Selection Committee, an independent, outside group composed entirely of professional educators.

Apart from verifying the eligibility of the applicant, Local 3 will not exercise any choice among the various applicants or indicate in any way that one applicant should be favored over another. All selections will be made by the University Scholarship Selection Committee on the basis of factors normally used in awarding academic scholarships.

Selections will be announced before the end of the current school year, and a check for \$500 will be deposited in each winning student's name at the college or university he plans to attend.



# San Mateo County—'One Big Construction Job'

By BILL RANEY and  
MIKE KRAYNICK

This is by far the best season yet for Engineers in San Mateo county.

As we have predicted in past months, 1963 has really become a banner year. Add to this the recent light rains which made everyone realize October is really here, and then add the general feeling of nearly all developers, builders, contractors, economists, bankers, businessmen of all types that 1964 will be even greater in this area . . . and you might say San Mateo county is just one big construction job from border to border.

We have been severely low on many classifications of work for some months and October looks like more of the same. A good journeyman is welcomed with open arms by Jim Daniel, our Dispatcher.

## NEW SKYLINE

The Carl Olsen Co. this year will start two high rise buildings in downtown San Mateo; one 16 stories and another 12 stories, simultaneously. So the City of San Mateo's skyline will soon look like much of San Francisco does, with Linden-type cranes sticking their weird heads above all the surrounding buildings.

San Francisco Airport opened the new south wing of the administration and passenger terminal. But even while they were dedicating it, other jobs in sight of this \$14 million edifice were making it look like a thing of the past.

Engstrom, Nourse & Massman Co. is well started on the foundation of the new \$10 million Airport garage, with many subs. Haas & Haynie is all over the place with a dozen subs or more. Fay Improvement and Frederickson & Watson (joint venture) are still polishing up the perimeter of the landing field.

Nineteenth Ave. is now open from Bayshore to Hillsdale Blvd. with L. C. Smith selling the job to the State of California, and now there is pressure to extend it over the Bayshore so a new commercial and professional \$8 million center may be built.

Just south of there, at Hillsdale overpass, Meyer Bros. is planning a \$3 million shopping center, we suppose to rival the 19th Ave. Unimart which is being rushed for a November deadline.

## LITTLE ONES GROW

To those Brothers who have been away for a year or two, do you remember the little outfits like Fisk, Firenze & McLean, Kunz Paving Co. and Erv. Varwig, to name a few?

Well, they are no longer little contractors. Seems as though they are all getting much bigger and, of course, hiring many Engineers, and have become major contenders when bidding times come.

Dutra Dredging Co. is clamming up the Bay in these waters with various rigs. Their latest acquisition is the old Utah Dredging Co. dredge "The California," skippered by Paul McQueen, levered by Mush Butler, Dick Lopez and Rod Youree; Bill Kelly and Gene Mansfield are commanding the deck, and the finest dredge cook in the bay area, Caroline Smith.

There is not room here to name all, but the outfits with the biggest work at the moment are M &

## Accidents Can Be Exciting

By HAROLD LOGUE  
Safety Education Committeeman  
San Mateo

Are you bored with it all? Are you looking for a new horizon? Have an accident!

\* \* \*

Accidents can open up a whole new exciting world for you. You'll see places and experience sensations like out there.

You'll meet pretty young nurses - and probing doctors.

You'll learn how emergency wards, operating rooms, surgeons and other specialties function - first hand.

You may get a stub or scar which will make an ideal conversation piece.

You can write a best seller on, "How I was Brought Back from the Brink," or "How a Cripple Can Up His Income."

You may get your name in the papers. Maybe even get a headline like "Drunk Runs Into School Bus," or even in the Obituaries.

You can collect on that accident insurance you've been pouring money down the drain on so long.

You may deduct your time lost from work on your income tax return.

You can sit around the house while recuperating and catch up on all the new daytime shows.

You can solicit sympathy you'd never get otherwise, maybe even from the kids and spouse, or even from your fellow Engineers.

Your physical system will be injected with all sorts of new drugs and stimulants.

The wife might get to go to work "on two jobs," and the older kids can drop out of school, and so "enrich their experience."

The doctor may have to put you on a regimen to cure some of your bad habits, like "No Smoking" or "No Cocktails."

You might have to learn a new trade to replace the old one you can't continue and didn't like anyway.

So, live modern. Have an accident. Experience can be a good teacher—if you live through it all.

\* \* \*

KEEP YOUR GUARD UP — ANOTHER WAVE IS ON THE WAY — IT MAY STRIKE YOU . . .

K Corp.; C. J. Wood; Hydraulic Dredging; "Buzz" Haskins; Peter Kiewit; McNamara Corp.; Engstrom, Nourse & Massman and Granite Construction.

## CHISELERS, BEWARE

As you may have noticed, Bus. Rep. Dan Matteson has been transferred to San Rafael office to help Brother Al Hansen. Brother Mike Kraynick came over to help us beat the bushes, from Stockton, Northeastern Nevada, Marysville, San Jose and in-between points. You early chiselers look out! His valuable experience ferreting them out in the boondocks will be put to good use here.

A new gradesetting and blueprint reading class has started and is accepting new students at Samuel Gompers School, 22nd St. and Bartlett in San Francisco (near Valencia), 7:00 p.m. on Tuesday evenings. Take advantage of this opportunity!

## BLOOD DAY

"B" Day is here again! The next Semi-Annual Blood Bank Day will be Saturday, October 12 at the Peninsula Memorial Blood Bank, 1791 El Camino Real, by the entrance to Peninsula Hospital. The same deal as usual, breakfast, snort . . . the works. It gets bigger and bigger—300 pints last June. Mystery? Will

Engineers top the Carpenters this time??

Come and see—bring the family. Help your fellow Engineer—your community standing—your Union—but more important, help yourself. How do you like your eggs? Mike and Bill will be taking your orders. Looking forward to seeing you.

## GIVE BIG

Much has been said during the years about the United Crusade. It is still true, only more so. It is by far the most worthwhile cause one can give to, as it helps many agencies serve the working man. This is the one appeal that by its wise, sound economics, keeps some 40 member agencies from knocking on your door in this county alone. Please give generously and know your community service dollars are going where they should.

The Boy's Club of San Mateo received national recognition September 25 in a ceremony that honored those labor Union members who gave of their time and skills to produce the fine club which is doing so much for the youth of your community. It is also a United Crusade agency. Your Business Reps. accepted this honor on your behalf. We wish all who helped could have been there.

## Personal Notes

### San Francisco

We wish a speedy recovery to J. B. Butler who is in the Livermore Hospital and also to Tom Helean who is in Mt. Zion Hospital.

Condolences to Bro. George White, whose wife died suddenly Sept. 5. She was a native of Missouri. They had been married 30 years.

\* \* \*

### Fresno

With sincere sorrow we report the passing of our friend and brother, Paul Bennett, and extend our deepest sympathy to his family.

Brother Danny Hooker is the proud father of a boy, and that Brother B. F. (Tiny) Helling is the equally proud grandfather of a boy.

Brother Gene Young suffered a broken foot while employed with Westbrook & M. K. Co. on the Fowler freeway. Gene is now at home.

\* \* \*

### Utah

Brother Francis L. (Max) McNally has been ill with a paralytic stroke which has affected his speech. We wish him a fast recovery.

\* \* \*

### San Mateo

Bro. Chuck Chisum is recuperating in Mills Hospital, San Mateo, from severe injuries sustained in an auto accident on the way home from work. He will be there for awhile, but is definitely on the mend. Chuck's wife and two young-uns are finding it lonesome in the new home Chuck just bought.

The other Brothers on the Freeman Paving job in Millbrae got together and extended the nicest gesture of their brotherhood and friendship we have yet seen in this area. We do not have permission to give the details here; suffice it to say it was a perfect example of true Union brotherhood of a type not often seen in this day of commercialism. It also shows what kind of man Chuck is.

\* \* \*

### Santa Rosa

We wish to thank our only blood donor this month, Ellery Marsh. Congratulations to our two proud new parents—young Jim Grant and Frank Silva.

\* \* \*

### Nevada

Steward Jim Lichau and wife Pat are the proud parents of a new daughter. Grievance Committee Member Leonard Miller's wife is just back from the hospital. Get well quick, Beatrice. Clarence O'Conye has been hospitalized again for observation. Lots of luck, Clarence.

Bro. Matt Summers passed away sometime ago. Matt was a 20-year member and is missed by those who knew him. He worked primarily as a foreman and superintendent for dirt-moving companies.

Ray Duvall also passed away recently. Ray was a 20-year member and worked a crane for several of the big companies. His presence and cooperation around here will also be missed. Our condolences to his family.

Pete Sherman will also be missed around the Silver State Construction Co. (Andy Drum) of Fallon. Pete worked with the shovels on the rock spread.

\* \* \*

### San Jose

It was a pleasant surprise to get visits from Bros. C. D. Do Moe and Ed Bayer, both convalescing after illnesses. Bro. Brad Stobell is at O'Connor Hospital, and we hope he will be home soon.

\* \* \*

### Redding

We wish a speedy recovery to the following Brothers: Bill Gregory, Mercy Hospital; John Alameda, Mercy Hospital; Jim Hedges, Mercy Hospital; also, Bud Trisdale, Ralph Martinez, Charles Allen, and Ed Wycoff.

\* \* \*

### Stockton

Brother Clark Richardson suffered three cracked vertebrae on the Green-Winston job on Camanche Dam when he struck a chuck hole in the haul road with his '651' at a high rate of speed. We understand that Bro. Richardson will be in traction for some time at Lodi Memorial Hospital.

Bro. E. H. Ragsdale has been confined to St. Joseph's Hospital as the result of a muscle spasm affecting the heart. He is recuperating nicely and expects to return home soon.

\* \* \*

### San Rafael

Best wishes to Bro. Tony Argento, hospitalized at Queen of the Valley in Napa—heart condition. Our thanks to Bro. Chas. Snyder for a donation of blood August 30 and to Bro. Ray Schunk for a blood donation September 11.

\* \* \*

### Eureka

We of the Eureka office send our sympathy to Bro. Frank E. Wright upon the sudden passing of his wife, Mary, Aug. 27, 1963, and to the family of Bro. Cole Sterrett who was killed in an airplane crash in Nevada.

Bro. John J. Kiper is back in St. Joseph's hospital.



# PG&E Pipeline Spurs Oakland

By DON KINCHLOE, L. L. (Tiny)  
LAUX, NORRIS CASEY, FRAN  
WALKER and JAMES (Red)  
IVY

Southern Alameda county is the scene of much activity this season. There are many jobs going full force now, with many more on the drawing board. It looks real good for the years to come.

The largest and newest job to start is the PG&E pipeline being constructed by Hood Corp. This job consists of 20 miles of 36" pipeline between Irvington and Livermore and eight miles between Brentwood and Antioch. The Alameda county end of the job runs through the hills past Mission San Jose to Livermore. This section is steep and rough and will require good engineering and the best of men.

The job is under the supervision of Brother John Barnard with Brother Jim Donahue as ditch foreman, Brother William James as right-of-way foreman and Ray Butterfield on the clean-up.

## WHO'S WHO

The ditch equipment consists of 320 Cleveland Trencher operated by Brother H. Moore with Brother Tice Geer as oiler. Five backhoes with Brothers W. Conn, Les Davis, Robert Nordendahl, Rex Stanberry, and Al Englund as operators. Their oilers being Brothers W. Newbrough, Frank Cabral, W. German, A. Phillips and Robert Elliott.

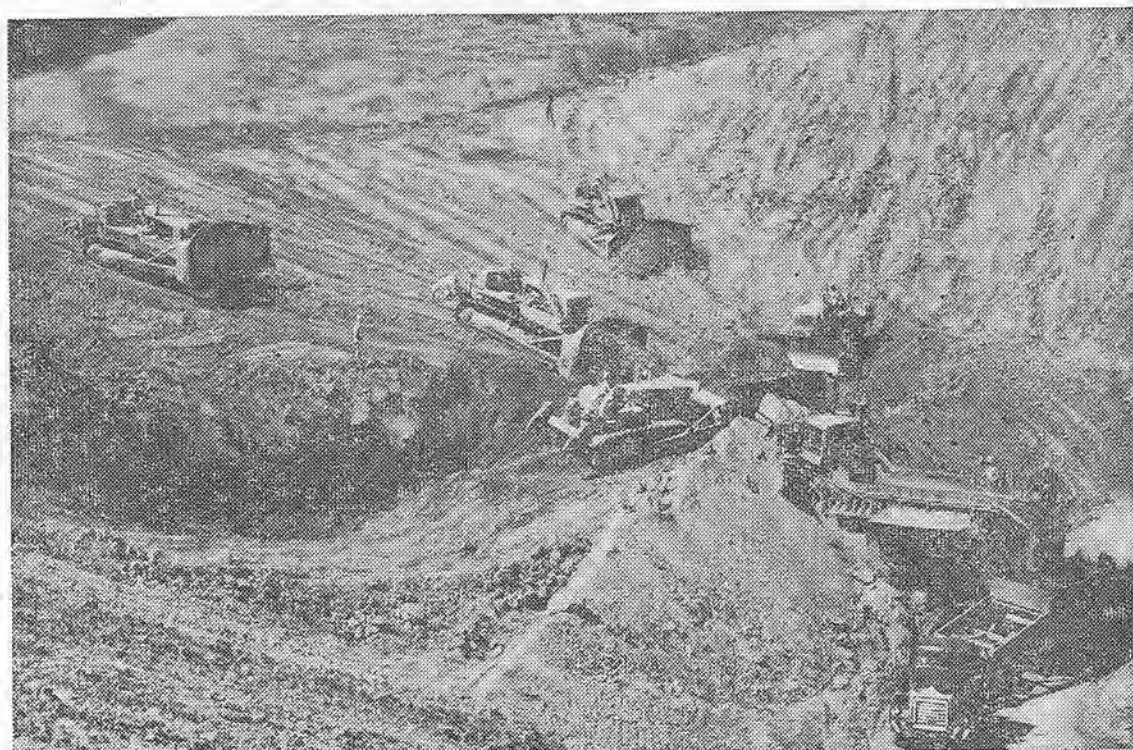
On the dozers we find Brothers Ray Quillen, Joe Maxey, M. Torres, Orville Teague, Billy Palmer, Sal Giordano and T. Bennett.

On the sidebooms are Brothers L. Sands, Clarence Rehn, N. Tytle, Harry Gunderson, F. Bockover and Stan Johnson.

The mechanic force consists of Brothers Chesley Austin, Valney Jones, Art Port and Pat Jones with D. O'Dowd doing the oiling on the grease truck.

Brother J. Ivy is firing the dope pot, Joe Wendell on the welding machines and Don Long on the hydraulic hoe and L. Chandler on the blade.

Schmidt & Sons Crane Rental Service have their truck crane on the job with Brothers Woodrow



**FOR THE LONG HAUL:** three-D9's, two-D8's and a T.C. 12 Twin Euclid Crawler (not shown) feed a 60-inch Kolman Belt Loader which loads as many as 720 bottom-dumps per shift on the Guy F. Atkinson freeway job, south of Walnut Creek.

Schmidt as operator and G. Schmidt as oiler.

This job started approximately August 15th, 1963, and has a completion date of November 21, 1963.

## CONTRA COSTA BOOM

Dirt work in upper Contra Costa county is at an all-time high right now and should continue well into the winter with any kind of break from the weatherman.

The larger, \$5 to \$14 million jobs under way in upper Contra Costa county at this time include the Fredrickson & Watson and Granite freeway job and the Guy F. Atkinson Briones Dam job in the Orinda Area, the Guy F. Atkinson freeway job south of Walnut Creek, the Gordon Ball, Price and Harris freeway job at Concord, the Peter Kiewit intake channel job, south of Byron and the Fredrickson & Watson job for the Rossmore Corp.'s retirement village near Walnut Creek.

The latter, which entails the movement of some six to eight million yards of dirt, will be a record for this area as far as excavation for housing is concerned.

Gallagher & Burk has been quite active in the Moraga area this summer on tract work. They also have a number of other tract and road jobs in the area and employ approximately 90 engineers at this time.

Martin Bros. is about to finish up the Virginia Hills job at Martinez but they also have a number of other jobs in the area that should keep their engineers busy until winter.

## TWO COMING UP

There are at least two multi-million dollar jobs expected to be let early next year that will prolong the high employment rate for the dirt hands in the area. They include the Highway 21 freeway from Danville to Dublin and Highway 4 through Franklin Canyon. The Highway 4 job is through pretty rough country and will be a major dirt moving job itself.

In contrast to the abundance of dirt work in the area, steel erection work has been quite slow, with not too much hope for any improvement in the near future.

The only major erection job working at this time is the C. C. Moore, Antioch Steam Plant job which is over the hump now.

Swinerton & Walberg have been picking up enough work in the Columbia Steel mill at Pittsburgh to keep the small crew of Engineers they have busy, but that is all. This plant provided work for a large number of Engineers through last winter and it is hoped that they will follow up with another good job this year, as they have a lot of work proposed but they don't seem to be in any hurry to let it out.

Work in this area is progressing full speed. The jobs with the dirt spreads are trying to get as much done as possible before the rains.

## HELIPORT

The new Heliport in downtown Oakland is nearing completion. The building is three-quarters of a mile up and will be used for parking space as well as the Heliport on top. For the 'copters that go from the Oakland airport to Berkeley then to the San Francisco airport, the one-way fare is \$8.25.

The Low & Watson Co. is now finishing up on the MacArthur Freeway, and it now appears that the bonding company is paying

the bill on this job. So if any of you Brothers have money coming, let us know so we can try and collect same.

The M & K Corp. has a Telesat Station going up on round top. This job will cost \$1½ million and will be among many across the U. S. used by the Bell Telephone Co. in connection with a space satellite for worldwide telecasts.

The scrap metal contract for the scrap metal assn. has just been completed. A 19½c package was gained for a one year contract which appears to be a substantial package, as the scrap industry is a sick industry for the time being.

## BLOOD DONORS

We would like to extend our greatest appreciation to the good Steward, Tom Forsell, and the following Brothers for their participation in donating the many pints of blood:

Thomas Forsell, Michael J. Hennessy, Earl L. Kresge, Dale R. Strain, Walter F. Alvarez, Jr., Lloyd C. Harbert, Walter E. Martin, Stanley R. Slowick, Harold F. Hansen, Nick Florini, George R. Spencer, William E. Baird, Bob G. Helton and Daniel J. Molina.

These members are employed by Peterson Tractor Co. in San Leandro and donated this blood for a co-worker, also a member.

If we could have more cooperation from the members our Blood Bank would not always be nearly depleted. If any of you can donate, please call the Blood Bank for an appointment: Olympic 4-2924.

## Radiation Safety Code Delayed

Washington — The effective date for radiation safety and health standards under the Walsh-Healey Act has been postponed by the Labor Dept. from Sept. 8 to Jan. 6, 1964, largely because of AFL-CIO protests.

The standards set fell far short of those proposed by the AFL-CIO, which had made a detailed study of regulations that would be required to protect workers against radiation. The act establishes basic labor standards for employees working on federal contracts in excess of \$10,000.

## '64 Outlook Is Good For Vallejo

By AARON SMITH

While Vallejo is not booming at this time, numerous small jobs are keeping the Brothers busy. However, the work picture for 1964 looks good. The Benicia-to-Cordelia freeway job is supposed to be let this coming November or December. Engineers' estimate on this runs about \$10 million. Also, the Fairfield freeway is in the mill for early 1964.

San Leandro Pipe Line has the underground on three subdivisions in Solano county—Rancho Vallejo, between Vallejo and Napa, Vallejo Square and one in Fairfield, Dover Terrace.

M. F. Weber is still fighting traffic, water mains and such on the widening of Broadway street in Vallejo. Williams Construction is excavating this job.

Clyde Plymell has been keeping fairly busy all summer, and as this goes to press he hopes to be in Green Valley doing dirt work for White Builders. This job should keep several Engineers busy well into next year.

Gordon Ball/Syar & Harms have started the paving Highway 40 at Vacaville. If the rains hold off until they get the paving done, they will have the traffic changed about the 15th of October, then they will start the north side of the Freeway with a good number of Brothers keeping busy for the balance of the year.

Syar & Harms are still running a fair sized crew on Leisure Town. This is going to be a beautiful little city when completed.

A. Teichert & Son has a couple of jobs going in the area; they seem to always keep a few members busy around the year. In addition, they were awarded a contract for structure work on the Ulati Project flood control at a cost of \$131,094 also a contract for 25.7 miles of resurfacing between Isleton Bridge and Painter V. Bridge.

Syar & Harms have jobs going all over Solano county with about 60 Engineers.

Fredrickson Brothers are doing the paving for the Fredrickson & Watson Construction Co. job on the freeway job at Dixon. Hess and Dubach are doing the grading. If they don't keep pushing they will not finish this year.

Luhr & Wendt of Rio Vista has started the Ulati Creek flood control job, Fairfield area, at a cost of \$500,000. Starting date about September 23 with a schedule of 200 working days, using 15 Engineers on the job.

Benicia did not get the South Hampton Development job started this year as originally scheduled, but hope to start next spring. Baldwin Contracting has started work on the Calif. Medical Facility project at Vacaville, Syar & Harms doing the excavating.

Pacific Pipe Line Construction has a job going in Napa, they are wrapping Pipe for PG&E, keeping seven brothers busy.

Jay Bailey Co. of Woodland was awarded the job at University of California, Solano county side, to construct veterinary medicine animal quarters and cattle pens, at a total cost of \$54,549.

Varwig Contractors of Palo Alto were awarded grading and drainage for the new high school at Fairfield for \$348,886. This phase is set for completion about January 1, 1964.

## TO DO THE JOB BETTER . . .



**Construction Equipment** for excavating, grading, ditching, concrete placing, paving, loading, hoisting and dewatering has been furnished to Northern California Contractors by the Edward R. Bacon Company since 1910.

We still supply the top lines of equipment and give even better parts and field service to help make your job more profitable today!

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# Apprentice Class Starts in Fresno

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

The membership in the Fresno district have waited patiently for a long time for the Apprenticeship Training Program to come to reality. We are happy to report that the program is now in effect and that classroom studies have started.

On September 16, 1963, 25 apprentices from the Fresno area enrolled for classes at the Fresno City College. A photo of this splendid group is with this article. We are pleased to have a group of this size in attendance.

Brother Calvin Bartels, the instructor, is pictured with the group. We are most fortunate in having Brother Bartels as an instructor. He was an instructor in the Oakland area for quite some time and did a splendid job there, and we know that he will do the same in Fresno.

Fresno City College has excellent facilities for both classroom and shop instruction for these young Operating Engineers apprentices. We hope that they fully realize the opportunity before them and that they will take full advantage of it. Many of the "old timers" in Local No. 3 are envious of these young men.

## DELL WEBB CENTER

The \$8 million Dell Webb Center in Fresno is nearing completion. They expect to have the hotel open for business in February 1964.

The structure is now 18 floors in the air and they have three more to go. The hotel will have 200 rooms and convention facilities for 1200 people and a 400-car parking garage. A photo of the project is with this article and shows the Linden tower crane

on top, operated by Brother Bob Leslie. Brother R. C. Harris is on a material hoist operating from the ground floor, on the south side of the structure.

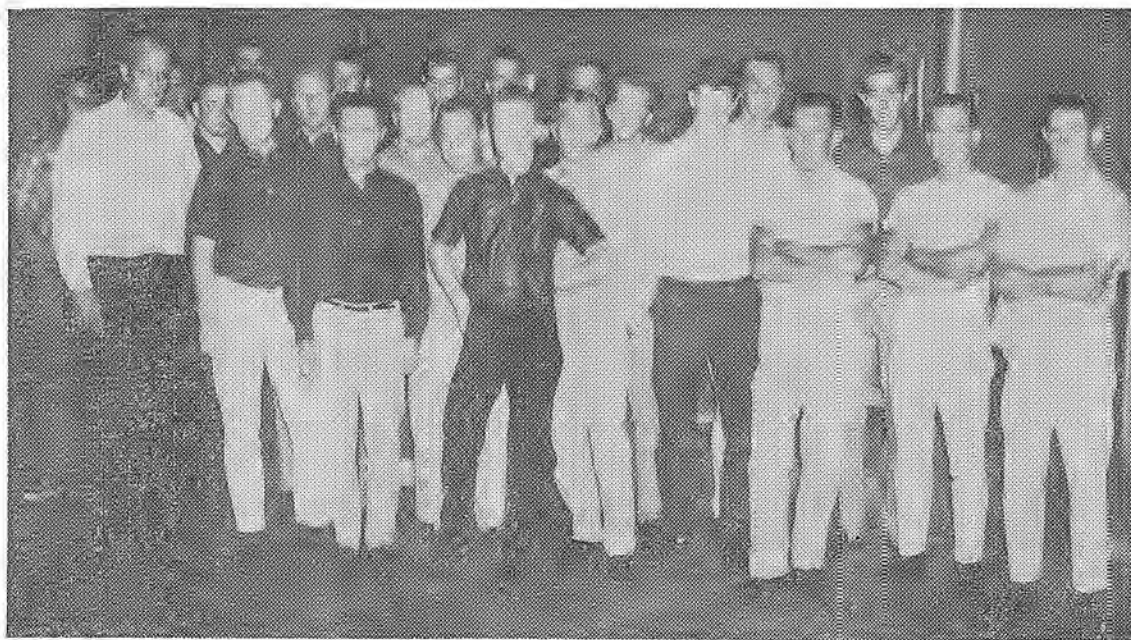
E. N. Wolcott Corp. is doing very well, constructing a vegetable oil processing plant on Chestnut Ave. We have several sub-contractors on this job who keep from eight to 10 Operating Engineers busy. Gallo Winery is building 18 additional storage tanks on the site at Olive and Clovis Aves. Chicago Bridge & Iron is doing the job and are high-balling it in order to meet a deadline schedule. We have four operators on the job on cranes and welding machines that are getting some good time in.

## LOT OF WORK

We have a lot of work going on in the Fresno area at present and more work coming. All contractors are busy. The rock plants have been slow for the past month, but are between jobs and should pick up this month. Many members are working in the district, and we have many coming in from all over the country. Our dispatching has been good and we clear men every day. The season is at its peak and we see good times ahead for quite a period of time.

We expect to have an out-of-work list of some size due to men coming into the area for work. We hope that they will call us before coming to Fresno so that we can inform them of the work picture and possible need for men before they spend their time and money traveling to this area.

We held three Safety meetings during the past month. Two of these meetings were in Los Banos and one in Fresno. Approximately 100 men attended these meetings



**FRESNO APPRENTICES:** The first Fresno apprenticeship class is pictured at Fresno City College, with Instructor Calvin Bartels in the front row, at the extreme left.

which were most interesting and informative. We wish to thank these men for their attendance and participation.

Valley Excavation has a contract to pave six miles of road in Fresno County and also has various jobs here in Fresno.

## LAYING PIPE

McGuire & Hester have started putting concrete pipe in the ditch on their job south of Mendota. Fresno Paving has a sub on the dirt. Kenneth H. Golden has subbed the clearing and grubbing and import to M. A. Cox & Sons, and the road way excavation to Lew Griggs on their job at Trimmer Springs.

Cox & Sons have all the clearing done and Lew Griggs has equipment working on road way excavation. This job will be good until March 1964. There will be a bid opening October 9th for a road job in Visalia between Route 10 and 0.1 mile north of Houston Avenue. Also there will be a bid opening October 16th for seven and one-half miles from Highway 41 to Hanford. This will be a four lane highway.

Neils Larsen Co. has started another tank and building job for United Vintners Inc. to do the grading. T. M. Page Co. has started to order men for their 1.3 million levee job in Merced county. Brother Coy Collins is superintendent and Nick Nichols will be grade foreman.

## OTHER JOBS

Peter Kiewitt Sons Co. are making good progress on the Merced freeway job and should keep their crew busy until the first of the year.

M. K. Utah-Brown & Root are building their Monigan dragline with the help of Owl Crane & Rigging Co. and should have it swinging in about two months. They have 22 miles of the San Luis Canal and expect to move 9 million yards of dirt with the dragline and 4 million yards with their new LeTourneau electric-powered tandem scrapers.

Guy F. Atkinson on their 15 miles of San Luis Canal are making good progress with two rubber spreads on the excavation. They will be getting into the gravel and concrete operation this winter.

## Expand Job Training

Washington — The Senate has voted a \$200 million expansion of the man-power training program, shifting its emphasis from those with the best chances of finding jobs to helping the "hard core" of the unemployed—school dropouts, and men and women who need to be taught reading, writing and arithmetic before they can qualify for job training.

# Good Weather Favors Brothers in Hawaii

By HAROLD LEWIS, BERT NAKANO, CLARENCE FRIEND and WILFRED BROWN

Work in Hawaii is progressing at a steady pace. The summer months have gone by, but the weather seems to remain in our favor.

Our office has been busy as a beehive for the past few months. We have been swamped with negotiations with various contractors and we have also been processing many of our brother members to do dredge work overseas in the South Pacific. Our brother members in Hawaii who do mostly dredging have been out of work for quite some time, and this project is more than welcomed by them.

Brother Clarence Friend, Business Representative, should be leaving soon to police this project. This remote spot is four hours' flying time from Honolulu, and many of our brothers say the fishing is really great.

## TERMINAL

The new \$3,451,000 passenger-freight terminal complex at Aloha Tower is in full swing. The old 800-ft. pier will be demolished to make room for new facilities and an elevated concourse for passenger operations. Reed & Martin, Inc. is the contractor for this project. Reed & Martin also has jobs in Kaneohe, Schofield, Wai-pahu and will be bidding for more work to come.

At this writing, another federal highway project has been let for bid. Apparent low bidder was Construction Equipment Co., Inc. This federal highway project consists of three miles from the Wilson Tunnel to Kahalu Valley. Work will commence in approximately 30 days.

Construction Equipment Co., Inc. has also been doing a wonderful job at Mt. Kaala peak, the highest peak on the Island of Oahu. This particular job was a very tough one and a hearty congratulation on work well done goes to the company and our brother members who worked on this project.

## SEA-LIFE PARK

Our brothers employed by Hawaiian Dredging & Construction Co., Ltd. are doing a terrific job at the new Sea-Life Park out Waimanalo way. The new Sea-Life Park will be the first of its kind in the State of Hawaii and is being patterned after the Marine Land in Los Angeles where porpoises are trained to jump

through hoops. This project is about half completed.

G. Kobatake, Inc., doing a 2,000-home subdivision, has just completed Section 2A and is now working in the third section. Our brothers working on this project are enjoying the wonderful weather we have been having which enables them to work six days a week.

At this writing, State Tile, Ltd. is working two shifts to keep up the demand for hollow block. This company is furnishing all the hollow block for the Reed & Martin's Capehart housing over in Kaneohe and for many other home builders.

## ENTERTAINMENT CENTER

Hawaii will soon have a brand new, versatile entertainment center. The new auditorium complex located at Ward Ave. and Kapiolani Blvd. is due to open next year. Besides providing a wide variety of new entertainment for island residents, the center, properly promoted, can become a tremendous economic asset to the economy of our State. For example, large conventions could be held to help boost our ever-growing tourist trade. The prime builders of this vast auditorium complex are Hawaiian Dredging & Construction Co.; Pacific Construction Co. and Associated Steel Co.

The following are the Stewards and Committeemen that were nominated and elected by the employees of Permanente Cement Co. at their last meeting: STEWARDS: Daniel Amaral, Albert Gilding and Adrian Silva. COMMITTEEMEN: Dick Thomas, Quarry; William Au Hoon, Millers & Burners; Hiroshi Uejio, Machine Shop; Matias Ulanga, Shop; and William Galisa and Nicholas Lawrence, Line Hall.

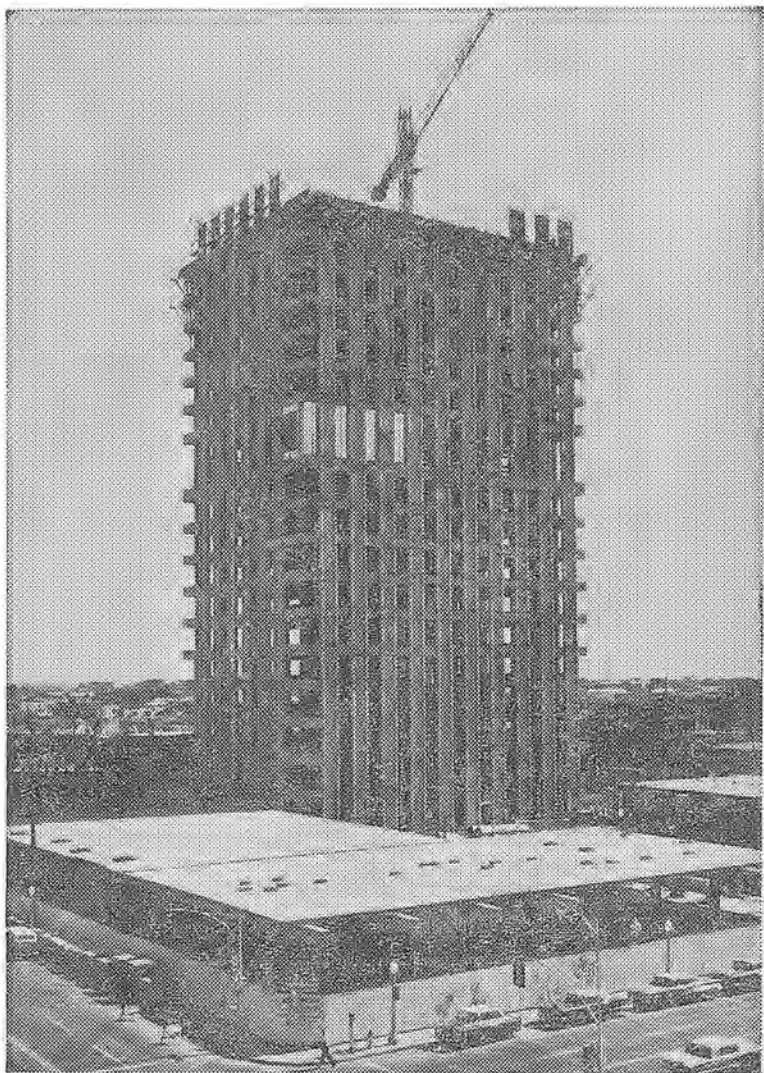
## REMINDERS:

When you are terminated from employment, be sure to check your medical status with us for the protection of your family.

Your Union office is open every Monday evening from 7:00 to 9:00 p.m., 2305 S. Beretania St. Feel free to come in and discuss your problems with us.

## Kaiser Profit-Sharing

Oakland — August sharing plan bonuses for Steelworkers at Kaiser Steel Corp.'s Fontana, Calif., plant averaged 24 cents an hour, or \$39 per man.



**FIRST IN 38 YEARS:** The new Dell Webb Center going up in Fresno is that city's first new skyscraper in 38 years. Now at 18 floors, it will have 21 stories and will be 246.2 feet tall. The hotel will have 200 rooms and convention facilities for 1,200 persons.



## Marysville

# Lake Almanor Dam Winding Up

By HAROLD HUSTON, W. R. WEEKS, CLAUDE ODOM and WILLIAM METTZ

As this goes to press, the Brothers in the Marysville district are putting the finishing touches on the Lake Almanor Dam for Morrison-Knudsen Co.

This job located at Canyon Dam near Greenville has kept a lot of our Brothers busy for quite some time. New equipment was used on this job that had never been used in Northern California prior to this time. It goes without saying, no matter what the contractors build, the Operating Engineers will always have the skill needed to operate it.

One of the main features of this project was the grouting of the foundation of the old existing dam. For some of it the company had to drive sheet piling up to 950 feet in length and use a special chemical grouting machine to grout around the sheeting. There were 87,000 cubic yards of existing dam material that had to be moved before the placing of 780,000 cubic yards of earth fill on the dam.

Besides the earth fill, 165,000 tons of rock fill were also placed. A total of 30,000 tons of rip-rap was used, to protect the dam against any high water that might occur during the heavy winter rains.

### NEW UNDERPASS

A low bid of \$544,228 was received by the Calif. Division of Highways for a new four-lane underpass at 12th St. in East Marysville between B and Yuba Sts. The route is part of Hwy. 20 to Grass Valley. A. Teichert & Son of Yuba City was low.

Construction is expected to get under way in about a month or six weeks and will take about 14 months, depending on weather. Vertical clearance under the new structure will be increased to a minimum of 15 feet from the present 9 feet, 11 inches, to accommodate legal height trucks which have long been routed over Yuba and 10th Sts.

During construction the underpass will be closed and traffic detoured over Yuba and 10th Sts.

### ROADS

Adams Grading & Paving, who subbed from the Baldwin Contracting Co. the job to widen 7.3 miles of State Route 245 in Sutter county, about nine miles south of Yuba City, are in full swing.

There will be no interruption to traffic. Completion is scheduled for late this fall. The bid was \$196,000.

The Division of Highways received a low bid of \$2,054,079 for construction of two more miles of U.S. 99E freeway near Chico. McNamara Corp., Ltd., of Burlingame was lowest of six bidders. The four-lane project will extend from the Skyway to E. 8th Street and will connect with the first unit through Bidwell Park new near completion. It will follow a new alignment over mostly unimproved land south and east of Chico.

We hope to have a pre-job with this firm in the very near future. Construction will get under way in a month or six weeks and is expected to be completed by the end of next year.

A. Teichert & Son, Inc., submitted a low bid of \$326,136 to the Department of Water Resources for improvement of a recreation



**AT LAKE ALMANOR:** Photo shows a T.C. 12 Euclid dozer and 631-B Cat scraper working on the Morrison-Knudsen job at Lake Almanor Dam, which is now just about wound up.

access road to Frenchman Reservoir of the State Water Project. This work will include widening and paving 4½ miles of a county road and Forest Service road that connects with Highway 40 Alternate at Chilcote, Plumas county. Plans have been made for later improvements of another 3½ mile stretch of the road which extends to Frenchman Reservoir. The work is expected to be completed in the fall of 1964.

A. Teichert & Sons submitted a low bid of \$93,720.50 to the Yuba county Supervisors and were awarded a contract for paving of Wheatland - Smartville Road. Work should get under way immediately on the 2.44 miles of road.

### RECREATION AREA

A new recreation area only 40 minutes' drive from Yuba City and Marysville, is being planned to provide swimming, boating, waterskiing, fishing, picnicking and camping for about a quarter-million persons annually.

Construction costing \$217,000 will begin next year at Merle Collins Reservoir, site of Virginia Ranch dam, and the first recreation facilities will be ready in early 1965.

A water basin is being shaped in the form of a whale, complete with forked tail. When full, it will hold 1,050 acres of water and have more than 12 miles of shoreline. It will be three miles long and three-quarters of a mile wide.

Williams & Burrows Co. is busy trying to complete the 150 foot high dam which will have a road along its top. The entire project is being supervised by the Browns Valley Irrigation District. Total cost of dam, reservoir and recreational facilities will be \$5,491,000. Of this, \$4.9 million will come from federal funds. The district's contribution will be about \$200,000, and the remainder will be paid by state funds.

### INDUSTRIAL REPORT

All the rock producers are working in the Twin Cities area. Baldwin at Hallwood is working two shifts, A. Teichert at the same location has one shift in operation. Tiecherts' "Green Hornet" has had its stay in Chico and Hallwood and is now working in Clements. The Yuba San Co. engineers are dredging up more than sand.

They collect bones of all kinds, including human bones. Marysville Rock Products have their crews pretty well scattered over seven counties. The Ready-Mix plants are slow, because the housing projects are at a standstill since the reduction of personnel at Beale Air Force Base.

We recently signed new agreements with the New York Machine Shop and Diamond Steel. We are presently in negotiations with Yuba City Steel Products and the Marysville Steel & Scrap Co. All of the plants in the Oroville area have full crews at Harms and Richter at Montgomery Street, Wheelock and Wick's Corner location. Baldwin and Oroville Ready-Mix dominate the concrete market with Operating Engineers at the controls.

At Paradise Ready Mix our ingenious and capable Engineers have remodeled a 4-yard transit mixer to diesel power so that it can be used in the tunnel at Colfax for Gates & Fox. At Chico, Baldwin's Butte Creek Rock operations are keeping 30 Engineers on the payroll with some overtime. A. Teichert's Hamilton City hot plant and crusher have a crew of top Engineers getting a paycheck each week. At present, we have 26 Operating Engineers working for Peterson Tractor Co. in Chico. This is a 100% union shop with a lot of our old-timers busting nuts.

On the West Side we have Thomas Creek Sand at Corning, Goforth Bros. at Williams, Cortinas Sand & Gravel at Colusa and Mack Rock & Sand at Hamilton City. Mathews has a crew of three at Gridley crushing aggregates and batching ready-mix. H. Earl Parker has a small crew in the home town shop with Brother Link Moffett in charge.

### Canadian Pensions

Ottawa, Ont. — The Liberal government has agreed to increase the Canadian old age pension from \$65 to \$75 monthly at age 70 in October. The boost is contingent upon action by Parliament, where approval is taken for granted because both the New Democrats and the Conservatives have been clamoring for such an increase.

# Eureka Prays for a Few Months of Sun

By RAY COOPER and H. L. SPENCE

Work in the Eureka area is still at its peak. With a few jobs being completed but with other jobs starting, our out-of-work list remains about the same. We hope the good Brother upstairs keeps blessing us with these rays of sun for another two or three months to make up for the late start we had this year.

The outlook for next year is very promising, and weather permitting, we should blast off to an early start.

The Wunderlich job at Klamath will be carrying over next year with additional bids to be let for the Klamath bridge and approaches, and also the base rock and paving for the freeway. Two other big jobs that will continue next year will be Granites' McKinleyville freeway job, and the Orleans job being done by Casey & Lind.

In December of this year the Mad River to Blue Lake job will be advertised for bids, and the following month another link in the U. S. 101 Redwood Highway from Sylva Dale to Dean Creek will be advertised. Numerous smaller jobs are also on the county and state agenda to be let early in the year. So, as we say, weather permitting, we hope for an early start next spring.

As you all know—or at least should know—effective September 15, 1963, you received a 5 cents per hour increase in all classifications. If you are not receiving this increase, notify this office or your Business Agent so we can take care of it for you.

Brother Art Tonkin of Tonkin Logging Co. is well along on his county road job from Bridgeville to Alderpoint, with a good crew of Engineers. Art had a little trouble meeting specification with his crushed material, but that is all behind him now.

Marlin Tryon has some rental rigs on Highway 36 east of Bridgeville; he also has a dragline getting rock out of the river at Bridgeville. Marlin's Northwest Model 6 is in the rock quarry near Blue Lake getting out rip-rap for the Blue Lake Levee job, which is being done by Gravelle & Gravelle.

C & M Construction Co., from Newcastle, has moved in on their county road job at McNutt Gulch on the coast. Tom Coy is off to a good start on his job near Garberville.

Casey & Lind Co. of Oregon is well along on their highway job between Bluff Creek and Orleans. There was a big slide on this job, and the road was closed to traffic for a few days, but it's open now, with a one hour delay most of the time.

John Petersen has four or five rigs working on his county road job south of Ferndale on Wild Cat road to Petrolia. John also has two rigs working on a new road at Kings Peak.

Hooker Co. has most of the work done on their bridge job between Fernbridge & Ferndale and has part of the dirt moved out, with much more to go.

Hooker Co. has most of the dirt hauled in on the job at Arcata.

## Cochran & Celli

### Recap for Economy



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Oakland



# Sacramento: Record Number of Jobs

By ERNIE NELSON, CLEM HOOVER, AL DALTON, TOM ECK and JOHN THORNTON

We have had more people employed in the Sacramento area this year than any year in the history of Local 3. We dispatched 733 people to various jobs through the month of August. Work is still holding up good throughout the area and from all indications will continue until the rains shut us off.

If at all possible, please go to the BLOOD BANK and give blood for the Operating Engineers. We need it badly. We will appreciate it as we have been giving such large amounts lately. Our most recent blood donors include A. V. Dalton, Bill Dalton and Mel Purser.

## SHAKEN UP

The first rain of the season that hit here September 12 sure got all the contractors in a hurry to finish up the many jobs they have scattered throughout the area.

Lentz Construction Co. are putting the finishing touches to their Auburn Blvd. job. This will make Auburn Blvd. four lanes from Wills Point to Greenback Lane—a much-needed project. Lentz is also rushing to finish their pipeline job in the Citrus Heights area, which has been a good one for a number of the Brothers.

A. Teichert & Son are still trying to widen Auburn Blvd. in the Citrus Heights area, where the traffic is quite a problem. Teichert also was low bidder on the first phase of the new Industrial Tract for the new Sunset City. This first phase is for an aluminum plant which will eventually be increased to three plants.

Matich Bros. of Colton, Calif., was apparent low bidder for the sewage disposal plant in the new Sunset City Industrial Tract. This involving approximately 100,000 yds. of excavation. This company is still trying to find a place to hide all the rocks on the Sunset City housing projects.

## ROCK PROBLEMS

Garnier Pipeline Co. is also still trying to chisel through this same rock. Brothers Frank Haddux and Lyle Janis sure hate to bang those new P & H backhoes on all those rocks.

Out in the north area, Teichert, Steve Rubalo, R. C. Wise and many others are trying to finish their jobs before the winter rains.

Out at Douglas, Hardeman, Kaiser, A. M. Van Valkenburgh are still going strong on their test stands. Wismer & Becker was the low bidder on the other test stand for over \$700,000. A. Teichert will do the excavating.

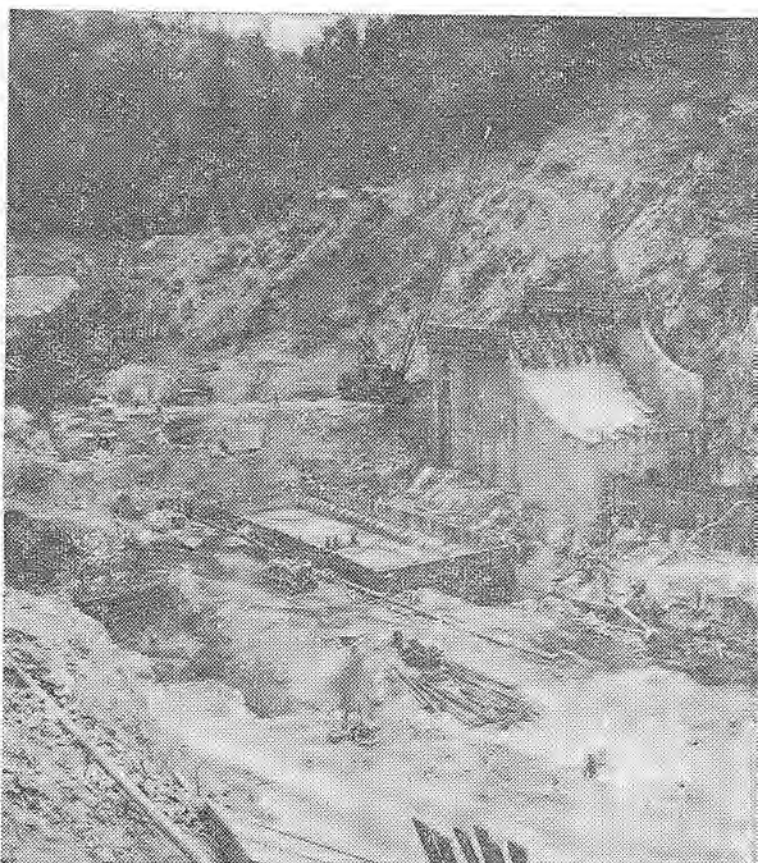
Bethlehem Steel has moved into downtown Sacramento with two American cranes and will have about six weeks' work erecting the steel for the new bank building between 4th and 5th on Capitol Mall.

J. P. Smith is still busy tearing down the west side of town and occasionally doing some wrecking between 29th and 30th St., clearing the way for the new section of freeway to be let not too far in the future.

## PRE-JOB

A pre-job was held with A. Teichert & Son recently for their Elk Grove sewer project scheduled to start October 1st. This should keep 15 or 20 Engineers busy during the winter months. A trencher capable of digging ditch for 72 inch pipe is scheduled to be used for this job.

Continental-Heller Co. is rapidly completing the work on the



**CHILI BAR DAM** on the American River at Coloma is starting to take shape. Excavation for the dam and powerhouse is complete, and the first concrete was placed in the dam structure in August. The concrete is batched on the project, with Ray Hamilton, plant operator, and Hank Stauss, loader operator. Largest placement to date, 772 cu. yds. in 10½ hours; average placements will be approximately 500 cu. yd. per shift until completion early in 1964. A 75-ton American crane is placing the concrete—Jack Williams, operator, Bill Williams, oiler.

Retirement Center, except for inside work. However, they are just getting a good start on their PG&E power station on Fruitridge Rd.

Work is still progressing at McClelland Field with the concrete work being done by Vlier, Brighton Sand & Gravel and Teichert. Tri-Co. Inc., a Las Vegas firm is starting to erect the steel for the new hangars.

The new Linde plant is taking shape near Florin by Ralph M. Parsons' and Kaiser Co.'s able crews. Parsons has one crane and Kaiser Co. has two of their own and several rented machines.

## Legislative: CSEA Seeks Monopoly Over Jobs

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

The California State Employees' Association has filed suits in a San Francisco Superior Court charging the Board of Trustees of the State College System with violation of the Constitution in its practices of contracting with private architects for design work and in hiring non-academic employees from outside the ranks of civil service.

The suits ask for orders restraining the Trustees from contracting out any more architectural work; claiming expenditures for such services are "illegal, wasteful, unnecessary, and unduly burdensome on plaintiff, its members, and the people of the State of California."

In the other suit, the California State Employees' Assn. charges that about 40 employees of the Dept. of Education were assigned to non-academic state college work when the Trustees took over the system in 1961, and asks that all of these employees be transferred to employment on

the Trustees' staff, without impairment of civil service status or rights. It also seeks re-employment, with back salary, for approximately 10 employees who were not transferred by the Trustees and lost their jobs.

So, again we see the California State Employees' Assn. attempting to keep unto itself all State work. This organization has, in the past, acted as a company union and has succeeded in blocking efforts of Organized Labor to organize state employees.

We will watch with interest. If the courts should rule against the Association, it would open a wide field for the subletting of engineering work to private engineering firms.

Safety bill - AB 1799, sponsored by the California State Conference of Operating Engineers, became a law on September 20. This law provides for stiff fines and jail sentences for employers who fail to provide a safe place of employment for their employees. This office would appreciate notification of any cases of gross negligence on the part of contractors.

## LONG TUNNEL

Paul Hardeman Const. Co. is still working on the Rock Bound tunnel. When completed this tunnel will be 1,353 feet long. They should hole through about Nov. 15. Bill Harris, project manager on this job, has been asked by Hardeman Corp. to move to their Grass Valley job and take most of his Operating Engineers with him.

J. A. Jones at Loon Lake Dam is working long hours, trying to beat old man winter. The new shovels that started this job can't be called new now—this has been

strictly a hard granite rock job. Bill Kinnish is the project manager on this job.

Granite Const. Co. on their freeway job in Pollock Pines have moved 60% of the muck. They have their crusher set up and are about to start crushing. They have moved a 713 shovel to the quarry to feed the crusher.

Herb Miltz is the project manager, Jim Clark the superintendent and Byron Dougherty, master mechanic. There are about 58 operating Engineers on this job.

## WINTER NEARS

With Old Man Winter approaching, American River Constructors are zipping right along with work on Placer county's \$91,750,000 Water Project. At present there are approximately 900 men (of all crafts) employed on all phases of the Middle Fork American River Project, which is proceeding on schedule.

MacGregor Triangle Co. is pushing access roads into various portions of the project. The Emil Anderson Construction Co. is approximately 1500 feet on the Duncan Creek outlet portal and have gone underground on the Duncan Creek inlet portal and are now pioneering a road into the French Meadows tunnel portal—a rough, rocky go.

Cattermole-Trethewey Co. have cleared over 60% of the French Meadows reservoir area and now have cats working in the Hell Hole reservoir area and the Ralston After Bay Dam area. American River Constructors themselves are now underground on the two of the tunnels and are making progress on the Core Trench, Keyways and spillway sections in both French Meadows and Hell Hole Dam sites.

Their gravel plant is now running round the clock. The American River Constructors camps are now in operation at French Meadows, Long Canyon and Hell Hole. MacGregor Triangle has a camp near Groggin Mine and the Emil Anderson Constructors moved into their new camp, in the French Meadows Reservoir area. Ets-Holkin Corp. have purchased some new equipment for use in the Auburn, Oxbow and Hell Hole areas.

The Yuba-Bear River Project is off to a good start. The Paul Hardeman Co. and Bedford Const. Co. Ltd., have numerous phases of this project under operation such as Jackson Meadows, Faucherie, Bowman Tunnel, Milton Tunnel, etc.

The Ponderosa Contractors have the clearing well underway at Scotts Flat and Rollins Reservoir area, and John Tirey in the Jackson Meadows and Faucherie area. Gates and Fox moving right along on the diversion tunnels and have holed three at Jackson Meadows and are not lining same and meanwhile have gone underground at the Rollins site. Orville Constructors moving along on the roads into the Dutch Flat areas. The Granite Const. Co., who subbed The Scotts Flat & Rollins Dams, have a spread of pulls working one shift at present on the Scotts Flat Dam.

## Win After 30 Years

Detroit — The Auto Workers, successful after 30 years of trying to organize the Burroughs Corp. and its 5,527 employees, has been chosen bargaining agent, 2760 to 2404, in an election conducted by the National Labor Relations Board.

## Redding

# Trinity Dam Old-Timers Come Back

By WARREN LeMOINE and C. L. McGETTRICK

The bridge across the Sacramento River which is part of the \$7¼ million, 12-mile freeway stretch from Anderson to Redding is finally under way. Gordon Ball has started two spreads on both sides of the river for the approaches, and Ben Gerwick has started the bridge, with two pile-driving rigs working and another on its way.

This job will require a number of crane operators when it gets rolling. Many of the Brothers who made their homes in the Redding area during Trinity Dam days are back waiting for this job.

Piombo Construction Co. is clearing from the McCloud end to Portals No. 6 and No. 7 for Shea - Kaiser - Morrison - Macco. They are also working on the Pit River bridge with approximately 15 Brothers employed on both jobs.

Shea - Kaiser - Morrison - Macco have opened up a couple of Portals with approximately 15 Brothers employed on both jobs. They are 3000 feet in Portal No. 1. When the crews get through here they will move on to Portal No. 5. At the present time they have six Motormen working in Portal No. 6 and No. 7 with three muckers and five mechanics working 3 shifts, 5 days with time off on the weekends for deer hunting—which is very good in these hills.

Morrison-Knudsen laid off the swing and graveyard shifts on Pit No. 6. However they expect to start up again next month. Soon two Whirleys will be in operation on each of the pits. This will put six Whirley operators and 12 oilers to work. At the present time we have approximately 45 Engineers employed on the project.

J. G. Shotwell is busy working on their sand plant at Hat Creek and expect to have their crusher set up in operation for the Morrison - Knudsen project, a good winter job for a few of the Brothers.

Frederickson & Watson are going strong on their job at Mt. Shasta but will be through before the snow flies.

Charles Dorfman Construction are coming right along on their sewer job at Enterprise. There will be winter work ahead for the Brothers.

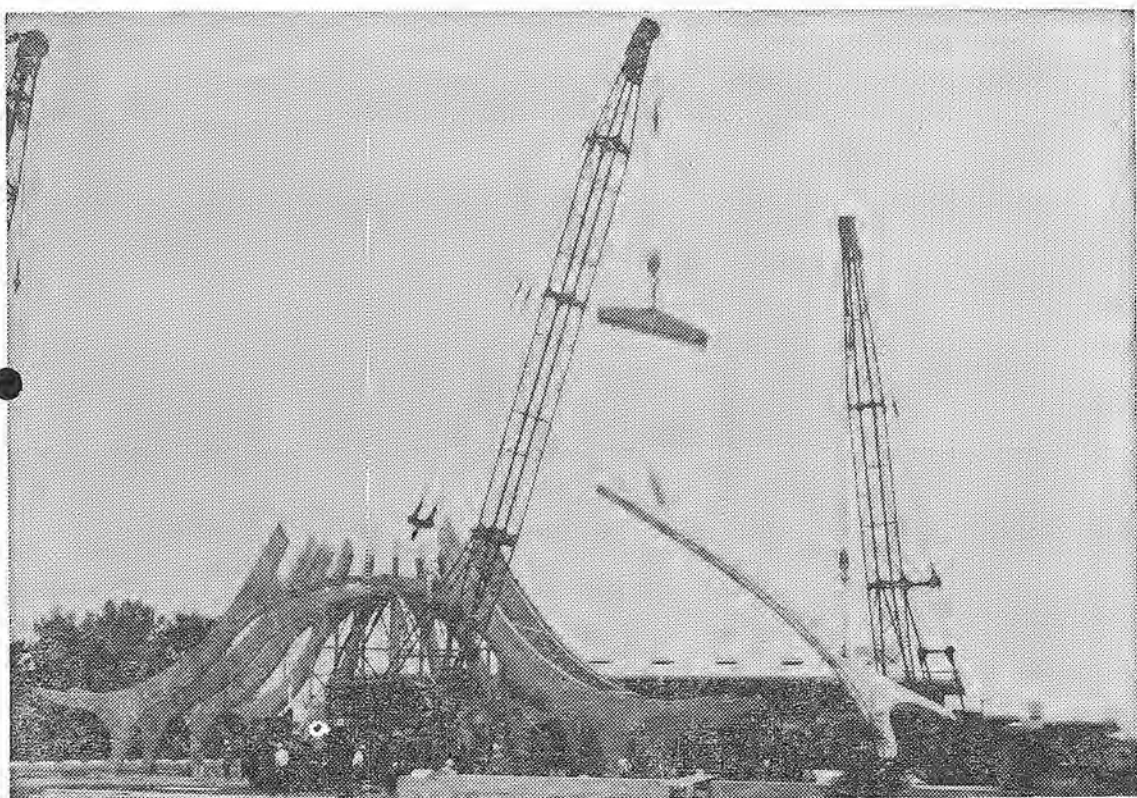
A. Young & Son are busy on the batch plant at Lewiston, working 5 days, 10 hours, and will continue to work this way until completion.

Kimberly-Clark plant in Anderson is beginning to shape up, with most of the building foundations poured and most of the dirt work completed. Isaacson Iron Works is erecting the steel just as fast as it can be handled. The mechanical contractor has moved in and is ready to go. Within 60 days everything will be going real strong on this job.

Ransome Co. have all the sub-base in on their Cottonwood job and at present are very busy crushing and working their hot plant.

We are still holding checks for the following: Jack Smith, Wm. Horner, Geo. Ward, Kenneth Coonce, F. K. Corbit, Cecil Francis, Frank Skala and Walter McIntosh.





**ODDLY SHAPED** prestressed concrete beams weighing 23 tons each are being placed to form a strange silhouette against the sky which on completion will be the new Central Methodist Church in Stockton. Shown in a lift are two of the three P&H rigs on the job, owned by Kelly Bros., San Jose, subbing for C. S. Plumb Co. Manning the rigs are Brothers E. T. Whitfield, operator, Don Raisch, oiler, on the 30-ton; Darrel Wilson, operator, Allen Boyach, oiler, on the 80-ton, and Tom J. Bristow, operator, Bert Miller, oiler, on the 35-ton.

## Stockton Finishing Two Big Ones

By **WALTER M. TALBOT,**  
**AL McNAMARA and**  
**GLENN L. DOBYNS**

The work load for the Stockton district remains good at this time although no new major projects are expected to be bid in the immediate future.

With our two major jobs, Camanche Dam and New Hogan Dam, scheduled for completion by the end of the year, we expect the job opportunities at that time will rapidly diminish. However, as of this writing, it is nip and tuck to keep the various jobs manned, with men available one day and none the next.

Two small road jobs were awarded since our last report going to O. K. Mittry & Son for \$354,269, to grade and surface 3.3 miles on O'Byrnes Ferry Rd., in Tuolumne county. This will afford better access to the Sierra Conservation Center now under construction by the Robert E. McKee Co., general contractor, and B. R. Schedell, of Los Angeles, doing the excavation and grading work. The other road job was awarded to Dan Caputo, of San Jose, with a low bid of \$150,000 for the Waterford job.

### YOUTH CENTER

The California Youth Authority have appropriated \$10½ million for construction of the California Youth Center east of Stockton, bounded by Castle, Weber and Austin Rds. However, work is not expected to start until next spring.

Granite Construction Co. of Watsonville was low bidder to the State for approximately six miles of highway grading and surfacing in Calaveras county near Gann's Meadow, with a low bid of \$1,477,713.

N. D. Plant, Sr., of Marysville, has just started to clear for the H. Earl Parker road job on Highway 49, south of Jackson, and due to the late start the job will probably try to run through the winter months, weather permitting.

The Granite job at Markleeville is all but finished, with only the miscellaneous cleanup work to be done.

### RACING THE SNOW

Harms Bros., with three separate jobs on Highway 88 cover-

ing approximately 22 miles, are going full blast and will continue to do so right up to snowfall. Other jobs that will also be affected by the snow at the higher elevations are—Crowell & Larson on Highway 108; A. J. Diani, Highway 120, and Toston & Raymond, also Highway 120.

Alex Robertson, pipeline contractors from Bakersfield, have a natural gas pipeline to install from the Best fertilizer plant in Lathrop to the gas fields in the McMillan Tract, a distance of three to four miles.

Matich & Maxwell, constructors of the Modesto Freeway, have subcontracted some of the excavation work on the Ceres Freeway to Mason Equipment Rental of Fresno.

A. Teichert & Son, Sacramento, have finally commenced work on the Stockton-Lodi freeway. Larry Aksland, of Manteca, and O. K. Davis, of Clements, have completed the clearing. This same company have poured the concrete lanes for the Lodi By-Pass, but much work remains on the access ramps, shoulders, cloverleaf and miscellaneous work needed before the by-pass can be used by the general public.

### TEICHERT EVERYWHERE

A. Teichert & Son, Stockton, have crews working in almost any direction you care to go in the county, with three paving crews working on the City of Stockton street program. Aggregate Construction, Inc., of Arcadia, have a new type heater-scarifier also working with Teichert on the overlay jobs.

Other jobs under construction by Teichert at this time in addition to the city streets contract are streets in Park Woods; storm drain in El Dorado Village; canal relocation on Hammer Lane; site preparation for the new Breuner's store at Pacific Ave. & Hammer Lane; paving on Swain Road; excavating at the new Libby-Owens-Ford Glass plant near Lathrop, county road job between Tracy and Byron; \$997,350 site development for Stanislaus State College in Turlock and miscellaneous jobs, including the reactivating of the hot plant in their yard to supply plant mix to the various jobs.

S. M. McGaw Co., Stockton, like A. Teichert & Son, have more jobs going on this year than in any previous year of our knowledge. These include all types of paving, as they have the only hot plant in Stockton at this time, and grading, from small parking lots to large site preparations such as the new Sears-Roebuck, Weinstock-Lubin and the Charles Weber complex, and the new box factory location on West Lane for F. P. Lathrop Co.

The McGaw Co. also have storm sewer jobs on Rosemarie Lane, reconstruction of Anteros Ave. in east Stockton and have subbed the dirt work in the Redevelopment Area, also in east Stockton, to Al Haworth of this city.

### HURRY CAMANCHE

Fresno Paving have stepped up the tempo of their road job around Camanche Reservoir and now have San Joaquin Rock of Fresno and Bakersfield, crushing aggregate on the job site to be used in the paving. Cal Contractors have completed the piers and abutments for their bridge job, which divides Fresno Paving's road job on each side of the Mokelumne River, and are now placing the prestressed concrete girders to support the road bed.

### APPRENTICESHIP

The apprenticeship program officially got under way here September 10th, when 18 apprentices attended the first classroom related training instruction at San Joaquin Delta College. Brother Harold Hamrick, a 21-year member of this organization, has taken on the responsibility of classroom instructor. Our thanks to Brother Hamrick and to the many people, coordinators, consultants and committeemen who devoted time and energy to make this program possible.

We are now attempting to get the Grade Setting course started that will be open to journeymen, oilers and apprentices. We must have a minimum of 20 students enrolled in order to get a classroom and the necessary facilities from the college. If you are interested in this course, please contact the dispatcher and leave your name.

## Santa Rosa-Ukiah Is Busy; No Letup Seen

By **RUSS SWANSON and**  
**LOU BARNES**

To date this area has been very fortunate in that work has been plentiful through most of the construction year. The jobs have been somewhat scattered, and it has been almost impossible to cover them the way we would like, but we do attempt to take care of the complaints and see you fellows as often as possible.

Peter Kiewit Sons will be paving on their Highway 12 freeway job through Santa Rosa. The Brothers are hoping the State will award the rest of this project, for the one now in progress only poses a traffic problem, as it ends half-way. This could come to pass, for the local Chamber of Commerce is up in arms and putting pressure on the State.

Many Brothers are asking about the Dry Creek Dam Project. We have heard nothing to indicate any action in the near future.

### MOVING IN

Reichhold & Jurkovich Paving have approximately 32 miles of plantmix overlay going and have been awarded a \$36,000 county road improvement contract in various locations. This company is in the process of moving their equipment and establishing a permanent yard in Santa Rosa. We in the Santa Rosa office say Welcome, for our past association with this company has been good.

The Santa Rosa-Ukiah area is certainly on the move through state, city and county redevelopment programs. Now in progress is the Matanza Creek Dam with Plumas Development Corp. doing the work. Brother Ernie Dawson, Project Foreman, says it will take another 30 to 45 days to complete the earth work and cleanup.

The city was faced with quite a problem with two creeks running through town, and knowing that we need more land for parking facilities decided to take the water underground through concrete tunnels. The John Gobbi Excavators and Paul Wright General Contractors joint venture is now approximately 60% completed.

### COUNTY ROAD

The county will award a \$270,000 project the 23rd of September for another portion of county road. This is an overall program to tie in some day with the new portion of freeway giving easy access to the Russian River resort areas. The O. C. Jones Co. is now working on a portion of road that ties in with this road system.

Peter Kiewit Sons also going strong at Bodega for the P. G. & E., digging a hole 142 feet in diameter and 78 feet deep, and also a number of tunnels to house the nuclear reactor and containment system. There is still much controversy as to whether or not the atomic power plant will be built, but certainly a lot of money has been spent so far in the construction of the access road by Piombo Constr. Co., and now the "nuclear pit" by Kiewit. A number of Local 3 brothers are happy with the work which has been done because of the long hours which they have worked and the fair to middling pay checks. It is our hope that work will continue on this plant because of the employment it will provide for our brothers.

In the north section, Minnis &



**QUICKSAND:** Start of the Matanza Creek Dam in Santa Rosa district. Trench in photo was a deposit of quicksand 20 miles from any running water and 30 feet below the surface. Brother Glendenning is operating the loader.

Wright are working on the road near the Glenn county line. Hooker-Fredrickson & Watson Cos. are still busy on road work in Ukiah and also near Laytonville. McNamara Constr. is in the final stages with the Asti by-pass.

Arthur B. Siri with a lot of new equipment and jobs appears to be running the jobs himself, rather than subbing them. Their present jobs include: Mendocino-Willits-Leggett and Branscomb highway work and scattered road and subdivision jobs in and around Santa Rosa.

Strocco Constr. Co. rolling right along with road work near Boonville-Dos Rios and Ukiah-Absco Paving is very busy with scattered work and also presently paving on Fredrickson highway job north of Ukiah.

### \$2 MILLION JOB

Gordon Ball Enterprises is going to town on the \$2 million job just awarded for overpasses and approaches in Ukiah. So far they have about 25 Engineers on this project. Argonaut is in Santa Rosa keeping a number of Engineers busy. The rock plants are all going strong. Many other jobs going too that we will report on in the next issue.

**MEETINGS:** There will be a Safety meeting on October 10th, 8 p.m., in the Veteran's Memorial Building, Santa Rosa. Also, on October 24th there will be a Safety meeting at the Labor Temple in Ukiah. The last District meeting in Ukiah brought forth a good number of Brothers considering the overtime being worked in that vicinity. Many thanks, Brothers, for your interest.



# ENGINEERS NEWS

STATIONARY ENGINEERS LOCAL 39

OPERATING ENGINEERS LOCAL 3



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## Taking the Long Look at Our Work

It's all in the way you look at it . . .

Most of us who work for a living have a kind of hand-to-mouth feeling. The money comes, and it goes. There never seems to be enough of it.

Around the first of the month, the mailman seems to deliver nothing but bills. Life seems to be punctuated by an endless succession of small financial crises like how to scratch up this month's payment on the car, and what'll we do about the tax bill that will be delinquent next week?

In a word, most of us go through life with a feeling of being just one jump ahead of the bill-collector and one step this side of the poor house.

Recently, however, the U. S. Dept. of Labor did a little sharp-pencil work and came up with some surprising figures about what the average man earns in a working lifetime.

The average non-professional man with a high school education who entered the work force in 1958 could expect a lifetime income of about \$258,000, the Labor Dept. study showed. That's a little more than a quarter of a million dollars.

The government's figures check out pretty well with calculations for our own craft. For statistical purposes, you can consider the Catskinner's rate to be an average income for our craft. Our welfare fund records show that the average member over the last few years has been working about 1,750 hours a year. In a span between 20 years of age and the 65-year retirement age and at current Catskinner wage rates, that would work out to nearly \$300,000. That's a lot of money.

The difficulty with looking at it this way is the difficulty the farmer had with his mule. You're familiar with the story of the farmer who was training his mule to go without hay. He cut down a little bit each day and just about had the mule cured of eating, when the danged critter upped and died.

Some wit once said that if the working people saved all their money, they would soon control the world. The only trouble is, they would have to succeed where the farmer's mule failed.

But there is still a point in looking a little farther ahead than this week's pay check and this month's bills.

With the realization that you are, in effect, owning and managing a small business that will in your lifetime take in a quarter million dollars or more, many things might be seen in a different perspective.

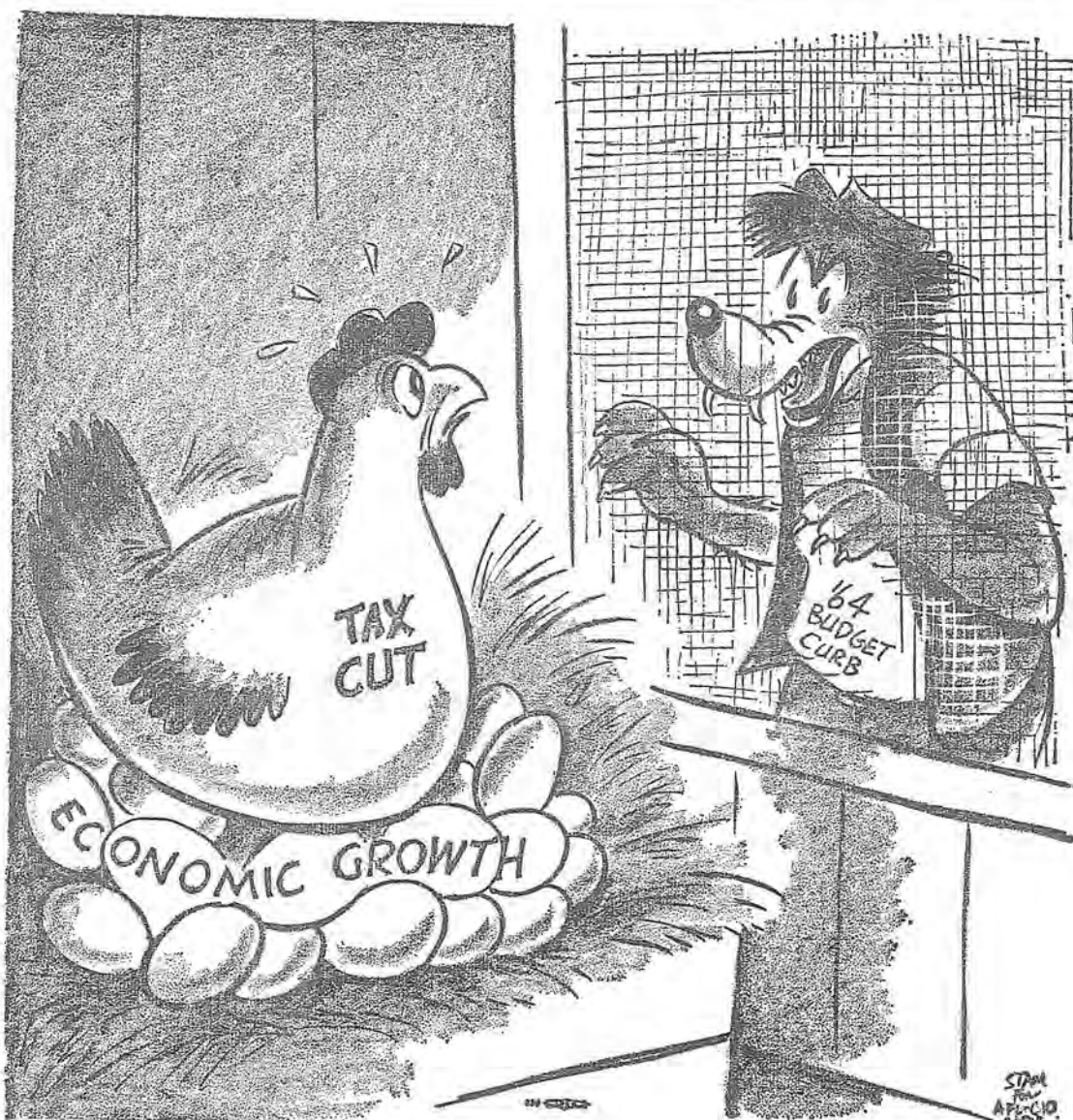
Just as the businessman is concerned about getting improved, more efficient equipment, the wage-earner might become more concerned with improving his tools and his efficiency. For example, Local 3 is currently offering classes in Gradesetting & Blueprint Reading which can open the way to increased earning-power for our members, but the response to these classes has been disappointing. Perhaps a lifetime, instead of a day-to-day, perspective on earnings would bring our members flocking into such classes.

The viewpoint on many other things might be altered, too.

The attitude of the members toward Safety might be improved if they were constantly aware that every time they cut a corner they are risking the loss of a couple of hundred thousand dollars of earning-power.

Above all, they might develop a heightened appreciation of what they are getting back in returns from the small dues investment in their Union, which is the ultimate protection of their wage scales, conditions, security and work opportunities—the bedrock on which this lifetime, quarter-million-dollar enterprise rests.

As we said, it's all in the way you look at it.



## Consumer Advice

# October Buying Calendar.

By SIDNEY MARGOLIUS

After a summer of jumping prices, living costs finally are receding. With a number of important foods a little cheaper this month, you now can bring your eating bill back into line, especially if you seek out the more abundant, and thus cheaper, foods of the month.

October also is a good month to look for coat sales. The Columbus Day sales start the annual price-cutting from the higher prices usually charged for fall clothing in September.

If your house needs roof repairs before winter, note that the building materials buy of the year is asphalt roofing. It has taken a noticeable drop in recent months.

Other good values this month include the recently-reduced prices of stereo record players, standard-quality mattresses and nylon rugs. In children's clothing, Dame Fashion once in a while takes a practical turn, and the big style for girls this year is the versatile jumper. Corduroy jumpers are both reasonable and machine-washable.

Here are price trends and buying tips for October which can help you choose family needs more advantageously.

**MATTRESSES:** Many retailers nowadays advertise innerspring mattresses at \$39. These are "leaders", advertised at a low price to bring you into the store. There, the salesmen have an opportunity to trade you up to a \$79 deluxe mattress, or even a "king", "queen" or other "supersize" for as much as \$100.

But the \$39 standard mattress widely advertised as a special actually happens to be quite good quality and better than mattresses at this price used to be. Trade sources report that the improved quality at this moderate price is made possible by automation in the mattress factories. Another reason for the value is that retailers get a very small profit, often only \$2 after expenses, on the \$39 mattresses, compared to the \$20 they usually net on the \$79 mattresses they would like to sell.

You will find a hard push from salesmen to buy the super-size mattresses, and the new box spring you consequently would need. Salesmen get bonuses (known in the trade as PM's or "push money") from manufacturers for pushing the higher-priced sets. They make as much as \$8 extra for selling a supersize set, compared to \$2 or even nothing for selling an ordinary standard mattress, according to *Home Furnishings Daily*, industry trade paper.

You may not really need a new box spring for a new mattress, nor one of the same brand. Stores often charge as much for a box spring as for a

mattress even though box springs cost less to manufacture.

In shopping values in mattresses, compare the innerspring unit, the filling, and quality of ticking. An innerspring unit of at least 220 coils is satisfactory for many needs. Those with 252 to 312 coils or more, provide additional strength and firmness, and sometimes have heavier-gauge springs. A strong, closely-woven ticking, preferably of 8-oz. woven cotton, helps the mattress keep its shape.

Well-made innerspring mattresses also usually have vertically-stitched "pre-built" borders to prevent sagging at the edges. Low-quality mattresses usually lack these. Sit on the edge when you shop for a mattress to see how firm it is at that important area.

A good-quality mattress is noticeably heavier than a low-grade one. It has more material in it.

**RUGS:** Prices of wool rugs have been raised this year. Result is, nylon is getting more retail promotion and consumer interest than ever before. Good wool rugs have high soil resistance, but continuous-filament nylon rugs are reasonably good in this respect, and the better grades do rate high in durability.

However, nylon rugs on the market today range all the way from very poor to very good, and anywhere from \$4.95 a square yard to \$14.95. Even the fact that a rug is made of "continuous-filament" nylon is no assurance of durability. Continuous-filament nylon is a thicker, longer nylon which resists soil and doesn't form little fiber balls as does the older "staple" nylon.

But continuous-filament nylon carpeting can vary in quality of fiber, in the thickness and length of pile and in how closely woven or tufted it is. One of the most notorious scandals in the building industry today is the low-grade nylon carpeting installed in place of finished wood floors in many moderate-price new houses. Woven nylon usually are more durable, more stable and shape-retaining than tufted rugs. Tufted rugs can be satisfactory if thickly tufted, and if made with a double jute back.

Always remember that a good-quality rug feels heavy.

You probably have to pay \$7.50 to \$10.00 a square yard for good-quality nylon carpeting at this time. Carpeting widely sold around the \$4-\$5 level usually is satisfactory only for light-to-medium duty, or for temporary use. On the other hand, it may not pay to go much above \$10 a yard. One leading retailer has said publicly that nylon carpeting at \$10 a yard is close in quality to that for \$15.



# Nevada: \$15 Million Cement Plant

By JIM JENNINGS, B.J. (Bu)  
BARKS, RALPH WILSON  
and JACK SHORT

Dixon-Tiberti Co. are going all out to meet the early October opening date on the new First National Bank Building in downtown Reno. We are told the bank is going to occupy the first five

floors, with the other 11 floors to be leased.

Martin Iron Works has subcontracted the steel on the new Courthouse addition, and this building is also looking skyward.

The footing is partly poured on the new State building in Carson City. This project is also being done by Dixon-Tiberti and Martin Iron Works, and John Savage Co. is furnishing the concrete.

Robert L. Helms Construction Co. is keeping a good-sized crew busy in the housing tracts around Reno and Sparks, plus some more access roads and waste ponds for the Rocketdyne Testing Facility. These jobs will amount to up around \$75,000 to \$100,000. These small jobs are nice fill-ins between other jobs. Helms also had access roads in five microwave stations for the telephone company.

## UNDERGROUND

Weichman Engineers has been doing a lot of underground work all over town and have their dirt equipment doing the excavation for footing and grading of the streets and roads for the new cement plant now under way at Fernley, Nev.

King Construction Co. of Houston, Tex., is the prime contractor on the new cement plant for the Cen-Tex Cement Co. This plant will cost approximately \$15 million and will produce 3000 barrels a day. This job will keep a few Engineers steady for a few months. Also, in conjunction with the cement plant the Jesse Wilson Co. has set up a portable batching plant and is supplying all the concrete, which is no small item.

Gibbons & Reed have finished the grade and are now laying the blacktop on the freeway at Carson City. Some 4000 tons is to be laid this year, then next year they will come back and finish the chipping. This has been a nice job for about 50 of the Engineers for 3½ months. Holcomb Construction Co. of Reno has taken care of the concrete structures.

## INTERSTATE 80

Isbell Co. are now putting down the sub-base on the Verdi section of Interstate 80. This job was a nice one after the rain finally let up, going to two 9-hour shifts. Isbell also has a nice size crew on street jobs around town and have picked off a good road job at Tonopah.

The Griffall Co. is doing their share of the underground, subdivision demolition and clean-up. Griffall Sandpit supplies a great majority of pad material for the power company.

Anaconda Copper Co. at Weed Heights, Nev., has completed their vacation season with the exception of the deer hunters.

Work in the eastern portion of the State is still going at a good pace with the contractors putting the finishing touches on some projects and moving to others.

Dodge Construction has finished at Currie and have moved their spreads to Wells. Vern Wilson, superintendent for Dodge, hopes to have this job all wrapped up before the bad weather.

## AIRPORT

Hoover-McGhan working at their paving job at the Ely Airport will move their operations to Hawthorne where they have a grading and paving job for the

## MEETING NOTICES

### October

#### DISTRICT 1

San Francisco—Oct. 2, Wednesday, S. F. Labor Temple, 16th & Capp Sts., 8:00 p.m.

#### DISTRICT 4

Eureka—Oct. 8, Tuesday, 2806 Broadway, 8:00 p.m.

#### DISTRICT 7

Redding—Oct. 9, Wednesday Engineers Bldg., Lake Blvd., 8:00 p.m.

#### DISTRICT 6

Marysville—Oct. 10, Thursday, Elks Club, 920 D St., 8:00 p.m.

### November

#### DISTRICT 3

Stockton—Nov. 4, Monday, Engineers Bldg., 8:00 p.m.

#### DISTRICT 2

Oakland—Nov. 6, Wednesday, Labor Temple, 2315 Valdez, 8:00 p.m.

#### DISTRICT 8

Sacramento—Nov. 12, Tuesday, CELT Bldg., 2525 Stockton Blvd., 8:00 p.m.

#### DISTRICT 9

Watsonville—Nov. 14, Thursday, Veterans Memorial Bldg., 215 Third St., 8:00 p.m.

## Notice: Voting On Election Committeemen

In accordance with Article XIII, section (e) of the Local Union By-Laws, relative to Election of International Convention Delegates, the "Election Committee shall be nominated and elected at the regular quarterly District Meeting in the fourth quarter of the year preceeding the election."

There will be one Election Committee member elected from each district by secret ballot of those members present whose last known address 10 days prior to the first District Meeting in October was within the area covered by the District.

Nominees for the Election Committee must be registered voters within the respective districts, must have been a member of Local 3 for one year preceding their nomination and shall not be a candidate or the nominator of a candidate for Delegate to the International Convention.

See list of District Meetings to be held in November elsewhere in this edition of ENGINEERS NEWS.

Hawthorne Municipal Airport.

This job is under the supervision of Brother Ken Wanless with Brother Paul Rokich over the paving.

Silver State has moved their equipment back to Wadsworth from the Scheelite Project, with a few of the Brothers left to clean up. The laydown crew at Wadsworth has been kept busy with both lanes and frontage roads laid up to the dirt and gravel spreads. Brother Bill Fritz, better known as the Arnold Palmer of Fallon, is laydown foreman and is backed up by a good crew.

Hoops Construction has the gravel going down on the grade with the dirt spread way out ahead and approximately six weeks of dirt moving left.

Industrial Construction has moved the dirt spread to Valmy with two new 641's joining the roster to make this an efficient dirt spread. Holmes Construction is subcontracting the crushing on this job and doing the paving on

the Brady's Hot Springs job.

The Boyles Bros. - Kiewit Co. job at the Shoal Project, east of Fallon, is about finished. This has been a good job for the Brothers, going 7 days a week around the clock since January, 1963, with the men working 6 days. We have approximately 18 men on this job.

The following men still have vacation checks at the vacation office. (You receive this check by sending your current address to the Vacation Trust Fund, 39 St. Lawrence Ave., Reno, Nev.):

Jerry Anastassatos, R. D. Austin, James W. Barnes, James W. Bottorff, Ira E. Bowdish, Carl S. Bradley, Roy E. Brown, Earl V. Burhans, Henry M. Burkey, Cecil E. Carr, Solomon Domingo, Kenneth R. Forinash, D. L. Goodwine, Roy M. Grice and L. V. Hack.

Also, Dale R. Hastay, Donald Hayes, P. L. Hodgkins, Alpheus G. Howard, Eugene Ingram, L. R. McDonald, Walter McClellan, Malcolm McGuire, Paul Melton, D. B. Olsen, Carl A. Roberts, William Robinson, W. K. Roush, Benjie D. Smith and G. F. Wilkins.

## SWAP SHOP: free want ads for Operating Engineers

### FOR SALE

1956 DODGE 1-TON DUAL WHEEL PICKUP, heater, hydrovac, overloads, heavy springs. V-8 Eng. 4SP tr., heavy hitch & bumper, custom cab. Runs great. \$450 or best offer. Stanley Wood, 3454 Redwood, Napa, Calif. Phone: 224-4012. Reg. No. 519931.

WHEELCHAIR, like new, \$35.00. Invalid walker \$15.00. Fur coat, 14-16, cost \$400.00, worn 6 times. \$75.00. New Singer featherweight portable sewing machine, (cost \$150.00) \$100.00. Ralph Kidwell, 21575 Norman Drive, Los Gatos, Calif. Phone: 354-2901. Reg. No. 947108.

3 BEDROOM HOME, newly painted, on large corner lot. FHA approved. \$12,000.00. Low down payment. E. C. Bickford, 4395 Cabrilho Drive, Martinez, Calif. Phone: 228-5149. Reg. No. 47362.

UNIVERSAL INBOARD BOAT ENGINE, 4 cylinder N29, with mag. & starter. Rebuilt. New piston rings, valves, etc. Approx. 45 hp. \$300.00. Oscar E. Medalen, 1727 Hiawatha Ave., Stockton 5, Calif., 95205. Reg. No. 434457.

1 DOUBLE DRUM WINCH. Bert Genereux, 2900 Mt. Diablo, Stockton 3, Calif. Phone: HO 3-3371. Reg. No. 509659.

TILT-TRAILER single axle, dual wheel, new tires & tubes. \$350.00. Bud Pemberton, 1435 San Antonio Ave., Menlo Park, Calif. Phone: 322-6157. Reg. No. 971487.

1947 PETERBILT CUMMINS DIESEL and set of doubles flat—\$4750.00. 1952 GMC Diesel and set of doubles flat—\$5000.00. One set of doubles flat—\$2000.00. H. G. Lacy, P. O. Box 2386, Niles, California. Phone 797-0535. Reg. No. 1126155.

WILL SELL \$3000.00 EQUITY—Biltmore-Expando 1963, 8 mos. old. 10x55. 3 beds, custom furniture extras. Balance \$4000.00. Chester Pfohl, 2130 Redwood Highway, San Rafael, California. Reg. No. 313690.

4-CYLINDER AIR COOLED WISCONSIN ENGINE w/6 volt starter, \$85.00. Gas-driven, excellent condition. Lincoln Arc Welder. 200 amps., 40 volts, 4 cylinder—\$400.00. (Mrs.) R. C. Button, 140 Norlyn Drive, Walnut Creek, Calif. Reg. No. 449646.

ALUMINUM SPORTS LINER PICKUP COVER—first GMC wide bed long wheel base 58-62—also Ford, Chevrolet, Dodge, International. Like new, original price \$225.00. Sell for \$100.00. Clifford L. Pratt, 1939 Hill Ave., Hayward, Calif. Phone: LU 1-2656. Reg. No. 574298.

SPARTAN TRAILER 43'x8'1", bedroom, A-1 shape. New vinyl plastic awning. Would make some Engineer a beautiful home. Best offer over \$2100.00. W. A. Seemann, 139 Clipper Lane, Martinez, Calif. Phone: 228-1101. Reg. No. 251068.

1 CAT 20, good shape, \$400.00. 1-5" Deep Well Pump w/Belt, \$100.00. 1-7 ft. Spike Tooth Harrow, \$25.00. 1-24" Band Saw, \$125.00. 1-6" Sander, \$75.00. Earl O. Hagel, 13600 Almaden Rd., San Jose, Calif. Phone: 269-0508. Reg. No. 367911.

1958 UNIVERSAL TRAILER 8'x45', 2 bedroom, cooler, garbage disposal, carpet, extras. Very good condition. \$2500.00. Ted Lowe, Bay Point Mobile Village, Port Chicago, Calif. Phone: 458-3676. Reg. No. 908595.

457' FRONTAGE on Highway 49, 12 miles north of Nevada City, Calif., with new 3 room cabin. Well & pressure system, fireplace, 1 acre good business potential. \$6,000.00 Cash—or \$6,500.00 on payments. Jae W. Busbee, 3211 - 35th Ave., Sacramento, Calif. Phone: GA 8-7322. Reg. No. 321391.

AKC JAPANESE SPANIEL STUD SERVICE. SCHENCK'S TAKA OF CHU-NANKI at stud. Black & white. Excellent blood lines. \$35.00. John F. Meyer, P.O. Box 308, Valley Springs, Calif. Phone: FELIX 2064. Reg. No. 409005.

PATENT RIGHTS & STOCK ON AIR ELIMINATORS for pipe lines. R. W. Smith, 378 Monterey Ave., Yuba City, Calif. Reg. No. 1070967.

PLACER GOLD MINE about 60 acres, three claims Sierra County. Plenty water, 2 cabins. Can be worked w/dredging & dozer. W. W. Whitman, 3509 Ripley Street, Sacramento 38, Calif. Phone: Sacramento 922-7670. Reg. No. 381862.

1 TON 1951 DODGE FLATBED w/ steel canopy, trailer hitch, vacuum brakes for trailers, signal lites, \$475.00. Richard Eagen, 16510 Topping Way, Los Gatos, Calif. Reg. No. 997088.

BUY FROM OWNER & SAVE—5 min. from Sacramento—home, income, 2-bedroom, 1-bedrm., carport, garbage disposal, water softener, mercury switches, vinyl floors, shrubs, trees, 2-ton Fedder. On paved street, close to bus, school & churches. Assessments paid. Priced for quick sale. Call Sat. eve. or Sun. Henry A. Hamel, 1638 Alabama Ave., West Sacramento, Calif. Phone: FR 1-4136.

3 H.P. 220-440 V 3PH Induction Motor GE Type K, Code J 60 Cy FL speed 1725 TR CLAD. Cost new \$96.00. Sale price \$50.00. Casy O'Brien, 5585 Marquette Dr., San Jose 18, Calif. Phone: 264-4027. Reg. No. 1020174.

1962 FRIGIDAIRE WASHER, like new, excellent condition, \$175.00. Upright Freezer 21 cu. ft. Good buy at \$350.00. H. L. Walker, 16471 Bonny Lane, Los Gatos, Calif. Phone: 356-4404. Reg. No. 181352.

SHIELD BANTAM BACKHOE UNIT located in Concord, Calif. Complete with ¾ cu. yd. bucket & all attachments incl. bucket 30" wide & bucket 20" wide, mounted on GMC 6x6 truck, \$3,000.00. O. H. Graham, 721 Roberts, Reno, Nevada. Phone: 322-9752. Reg. No. 546557.

\$250,000 WORTH OF EQUIPMENT—Six 2UD8 Caterpillars; two Hyster backhoes mounted on Cats; two cranes; sheepsfoot tampers; rippers; dump trucks; ditching machines; miscellaneous. Sell individually or lump. Richard Arthur, Box 2, Myers, Calif. Phone: KIMball 4-3733. Reg. No. 263531.

SURVEY EQUIPMENT—Carl Zeiss N1 2 Self-Leveling Level w/Azimuth Circle & Micrometer (8 months old), K&E Paragon 30-second repeating transit (3 yrs. old) & a Rhodes reducing arc (3 years old). Will take \$1,200.00 for all or sell separately. Edward Schillinger, Box 262, Willow Creek, California. Reg. No. 977679.

BEE GEE TRENCHER, A-1 condition w/5 ft. wheel mounted on case tractor w/rubber. Price \$2,900.00 or best offer. James Di Duca, 60 West Main Street, Los Gatos, Calif. Phone: 354-8710. Reg. No. 1051279.

BOAT, 15-ft. Hollywood Day Cruiser, 25 hp Evinrude motor. Exc. condition. J. W. Kirby, Rt. 1, Box 505, Antioch, Calif. Phone: 757-6096. Reg. No. 814090.

FIBERGLASS BOAT, 15-ft. w/convertible top, 75 hp, Johnson, automatic tilt, Mastercraft trailer, fully equipped. \$1,495.00. Edward Hunt, 3420 Del Mar Circle, San Leandro, Calif. Phone: EL 7-1989. Reg. No. 899368.

1959 OLDSMOBILE. Clean. One Owner. \$1,495.00 1955 DODGE, good tires, good condition. \$325.00. Can be seen at Space 119, Santa Nella Village, Gustine, Calif. George D. McBride, Jr. (same address). Reg. No. 899588.

PALOMINO MARE, A.Q.H.A., 3 yrs. old. Gentle and started. Leo and Zantanon Breeding. \$750.00. Benjamin G. Haubrich, Box 271, La Honda, Calif. Phone: 747-0330. Reg. No. 1091318.

BACKHOE ATTACHMENT, ¾ yd. Bay City, interchangeable on Lorain truck crane, \$1,000.00. Chet Ratti, 1193 Junction Ave., Livermore, Calif. Phone: 447-1696. Reg. No. 264746.

GENTLE BURROS, 1 yr. and up. For children or packing. Arthur J. Davis, 181 Geyer Rd., Santa Cruz, Calif. Phone: 335-7092. Reg. No. 915736.

### TO SWAP

LEAVING STATE, must have smaller trailer. Will trade \$4000.00 equity. Late 1961 2-bedrm. double-wide 16'x40' Roadliner, excellent condition. Trade for 8'x40' or 45'. Kenneth Lehto, P. O. Box 1177, Los Banos, Calif. Reg. No. 587424.

1960 ROMER CAMPER, sleeps 4, butane stove w/oven, refrigerator. Want 18' camp trailer w/electric refrigerator. Or will sell. Mike Hathman, 813 Roe Road, Paradise, Calif. Phone: 877-9944. Reg. No. 360617.

### WANTED TO BUY

ALASKAN CAMPER. Prefer 10 ft. Also set of jacks. Wesley R. Chown, 600 Renfrew Rd., El Sobrante 11, Calif. Phone: 223-2305. Reg. No. 657618.

### 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.

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



# Piledriving, Building Add to Utah Work

By JAY NEELEY, ED HEARNE, MERLIN BOWMAN, VANCE ABBOTT, LAKE AUSTIN and STAN GARBER

Work in the Salt Lake City area has reached its peak. Almost all of the Operating Engineers are working, and we're having problems filling some classifications. Most of the contractors are working full capacity and should keep this up until the snow flies.

The work season got a late start this year, and we are hopeful that the work will last late into the year, if the frost doesn't get too bad. There should be some jobs that will be able to work.

The freeways are still using a good number of our Brothers. They are rearranging the dirt in the downtown area. Some of the haul roads are crossing the main flow of traffic, and this is causing some tie-ups. This is a problem that will be with us for at least three more years, and there is no easy answer.

## PILEDRIVING

The Brothers working on the piledrivers are getting in some good time. There are two big drivers working on sand drains on the freeways and 10 other rigs in the immediate area, using both steam and diesel hammers. The piledrivers should have a real good future in Utah for the next few years.

The buildings in town are doing good, and we have two big ones starting to shape up now. With the present plans of the City Planning Commission, building of large office buildings will be constant for the next 20 years.

The usual small jobs around town are going with the usual headaches. Seems like just as soon as they get a street paved and open to traffic again, some sewer contractor will come around and start tearing it up to put in some more storm drains or sewer lines. Out on Redwood Road all kinds of rigs are tearing up the road. Butler Construction probably has the roughest time because of the blue gumbo. He has a well point system working full bore and with a steel box for the pipe, and still it's a real slow job.

## BOND LEADERS

At the Kennecott mine the Operating Engineers were again the top percentage Union in the sign-up for U. S. Savings Bonds. The percentage of 97% was reached largely through the efforts of the chief steward, Reed Erickson, shovel department, Tom Bills, crane department, K. Steward, dozer and trackshifter department, Joe Badovinatz and Henry Galvan. When the Operating Engineers are called on, there is always good cooperation, and as a result, a congratulatory letter from Washington D.C. was presented to Brother Erickson for the Union.

So far there has been no answer to the Precipitation Plant problem from the NLRB. This is a complicated matter, and we may not get a decision for some time. We are having meetings with the Company on the dozer jobs, new shovels and other new equipment. The new shovel and truck operation should start this month. The weather will probably play a big part in ironing out the bugs in this operation. The snow at this elevation starts early and lasts until late spring. The company

plans a five week break-in period to solve any problems.

## SOUTHERN AREA

Work has picked up and most of our Brothers are working. We still have a few men in some classifications, but have had some difficulty filling others.

We are still involved in the endless mechanics of negotiations. Since last month we settled the contract with the Utah Construction Iron Mines. A two-week strike did the trick. The brothers supported each other very well and are to be commended.

We have had a round of meetings with Thorn Rock Products on their Sand & Gravel contract. This issue is not yet settled, also we have their Asphalt operation to establish a contract for as well as other Sand & Gravel operations in the area.

There is quite a bit of activity lately just East of the Wasatch Front in Carbon & Emery Co., which has been a relief for this area where a somewhat depressed condition has existed for some time.

W. C. Mendenhall has kicked off on the Huntington North Highway and has a good spread going. T. A. Young Co. is finishing up the oil through Castle Dale. Clyde is also finishing in Orangeville Canyon.

## PROGRESS

Joe's Valley Dam has been making good progress. There has been quite a bit of turnover on this job; however, we have a fine bunch of members there, and it has started to level out.

First major work on I-70 is under way, with Lowdermilk Const. the contractor. This job is located in an extremely isolated area. As the Brothers on the job put it, you head out to nowhere; this is where the job begins, and it also goes to nowhere. However, it will eventually link up with I-15 at Cove Fort and I-70 near Greenriver and become one of our more picturesque and useful highways.

We were happy to learn that although we had several members employed at Potash mine near Moab, none of them was injured or killed in the recent disaster which took 18 lives. This is another case where an unorganized company was operating with safety conditions at a much lower standard than those on a Union job, which was a contributing factor in the tragedy.

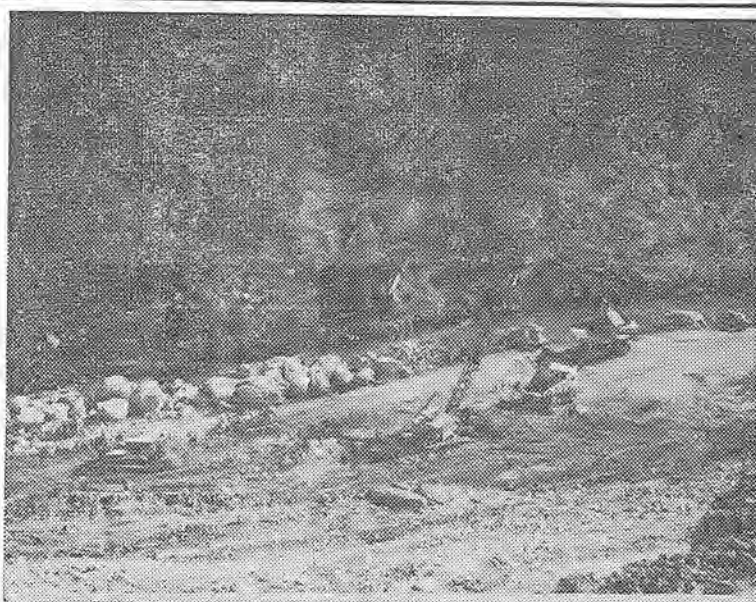
## OGDEN STABILIZING

The work picture in the Ogden area remains bright, although the demand for operators has somewhat leveled off. This is probably due to the weather and the fact that most of the jobs are fully manned.

Jacobsen Construction Co. is having a water problem on the new Federal building in Ogden. The front-end loaders are loading the trucks with wet gravel and mud. When tests were made of the area they found nothing but sand, gravel and water for more than 5,000 feet.

Hoover - McGhan Co. of Salt Lake City hope to complete the right-of-way of two gas and oil lines before long at Devil's Gate in Weber Canyon.

W. W. Clyde Co. on the Willard Bay project is still going strong. They have moved a lot of dirt and



**DWARFED BY** the grandeur of the natural surroundings, is the heavy equipment which is shown here preparing the north keyway of the Joe's Valley Dam in Utah.

# Tech Engineers Will Do Rapid Transit Survey

There are two unusual features of the land surveying program for the San Francisco Bay Area Rapid Transit project.

One is the development of a comprehensive land surveying program designed to assure absolute uniformity of standards.

The other is that Tech Engineer members of Operating Engineers Local 3 employed by member firms of the Bay Counties Assn. of Civil Engineers & Land Surveyors will be doing the big survey job.

Developed by a special committee of consultants from the three counties in the Bay Area Rapid Transit District, the program constitutes an important preliminary step in determining the precise routings and design for the region's new 75-mile rail rapid transit network.

## EXACT STANDARDS

It sets forth the exact specifications and standards by which the surveying firms to be employed by the District's consulting engineers will carry out their indi-

vidual portions of the surveying work.

It also assures that the measurements of all surveyors will be checked against precise reference points and "bench marks," so that there will be no discrepancy between the work of surveyors working for different firms in different localities.

The special program was drawn up by four prominent surveyors recommended by the Bay Counties Assn. of Civil Engineers & Land Surveyors.

They are F. Raymond Shipherd of Martinez, Donald M. Bissell of San Leandro, and John L. Hunter and William Robinson, both of San Francisco.

## FIRST TIME

"I believe this is the first time a group of surveyors from such widely diversified areas of the Bay region have ever prepared complete surveying specifications that are suitable for use in all areas," said R. K. O'Neil, chief location engineer for the district's general engineering consultants, Parsons Brinckerhoff - Tudor-Bechtel.

"As a result, these standards and specifications undoubtedly will be adopted for guidance in many other projects throughout the region. They will stimulate uniform work of high quality in the future."

O'Neil, together with the engineering consultants' survey supervisor, K. G. Haeseler, will supervise the entire program to be carried out by numerous surveying firms to be employed under sub-contracts.

"By sub-contracting this work to various firms throughout Alameda, Contra Costa and San Francisco Counties," O'Neil said, "we will save a great deal of time and we will obtain the services of surveyors with extensive local experience."

# Big Land Fill Job in North Bay

By AL HANSEN and DAN MATTESON

Work in the North Bay area has just about reached its peak, and our out-of-work register is at the bottom in many classifications.

The largest land fill job hereabouts—dredging in the Bay—to be known as San Rafael Cayes—is now under way. United Sand & Gravel has about a four-month job with their "Sandpiper"—transporting fill material and unloading sand into a pipe which leads into the Canal. This operation goes on three times a day—six days a week.

This will be one of the largest land fill operations in the county. Five hundred thousand cubic yards of sand will be pumped from the dredge into 120 acres which will form the first unit of San Rafael Cayes—a half-million-dollar operation. This is the only dredge of its type in the Bay area, manned by four crew members and two each shift on the tugboat which pushes the dredge to Angel Island.

Associated Dredging also used their conventional dredge in this location and poured about 500,000 cubic yds. of mud to form a base for the sand fill.

The crew members on the "Sandpiper" occasionally take a flounder or two home—plus beer bottles brought up from the bottom of the Bay and deteriorated military equipment.

Brown-Ely Co.—trying to finish their job on Tiburon Highway and a few more jobs in North Marin. E. A. Forde—a few paving jobs in the area.

Linscott Co. has several jobs in area and is starting a new job in North Gate, at Lucas Valley turn off.

Syar & Harms are pushing to finish their job at Terra Linda; maybe next week sometime!

Dan Coleman Assoc. is doing work all over the county, as is Holtzinger Bros., with quite a few jobs all over the area.

P. H. Const. Co. is doing a fill job in San Rafael, also starting a new job at Kentfield. C. D. Madsen Co. is working around the area.

Hutchinson Rock Quarry is going strong, with quite a few members employed.

Soiland Co. is busy in the area and has a few jobs out of town.

Matich & Garnier—going strong on their job in Novato. Syar & Harms and Ball, moving right along with their job at Hamilton Field. Heim Bros.—doing a little clearing around the area. Piombo Bros., keeping on the move with a few jobs in the area. Peter Kiewit & Son—going very good at their Black Point job.

Ghilotti Bros., all over the area with lots of jobs going, everyone happy.

Operated Equipment Co., lots of small jobs. Healey Tibbits, moving right along on Waldo Grade. Quinn Ongaro, with a few jobs in the area and one new D-6.

**NOTICE:** All members who worked for Associated Dredge at Black Point (Peter Kiewit), please come to the San Rafael office to pick up your subsistence checks.

# Deaths

	Date Initiated	Died
Paul W. Bennett, Winton	5- 2-42	9- 8-63
J. E. Disney, Sacramento	8- 3-46	9- 4-63
T. R. Farner, Fair Oaks	8- 4-56	9-18-63
J. F. Gambetta, Castroville	8- 2-45	8-24-63
Ernest B. Johnson, Concord	7-12-47	9- 4-63
Norman Kienbaum, Salinas	11- 4-44	8-16-63
Dale Lyman, Coalinga	11- 8-59	9-24-63
F. W. McAfee, Richmond	4- 6-46	8-17-63
Cole Sterrett, Paradise	10- 5-57	9-11-63
Charles T. Susich, Ashland, Ore.	2- 9-59	8-15-63
Oliver C. Taylor, Yuba City	11-29-40	9-20-63
W. John Taylor, Benicia	9- 5-42	8-19-63
Chester P. Thompson, Placerville	9- 7-46	9-26-63