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 troncs of California place names is in the process of being flooded away as construction forces ahead on the gigantic San Luis Dam project at Los Banos.

Los Banos is Spanish for wet soil of the name, the been one of California’s dryest, with less than 10 inches annual rainfall and in summer 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 water shortage of California’s winterime water, flooding out to sea in the outpouring of two of the main rivers—the Sacramento and the San Joaquin.

San Luis Dam will put water in the winter and late summer from the Delta—Mendota Canal, which runs quite close to the Los Banos dam site.

The area has in all recent history been a noted area for floodcontrol projects, and the San Luis Dam project will be an outpouring of the efforts of the past.

**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 to the city of Chicago late this month, and the International Union of Operating Engineers will have a prominent position in the Safety spotlight, focused demographically on the occasion.

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 conclaves will be representatives from labor organizations from all over the U.S.

And presiding when the Labor Section opens its own deliberative 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 and in many contributions 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 plan a part in the general deliberations at Chicago as a member of the Board of Directors of the National Safety Council.

**Operating Engineers Local No. 3**

Local No. 3 will also be making a notable contribution to this year’s National Safety Council conference 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, “Use and Safety 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 talk about because IUOE General Pres. Hunter P. Wharton.

**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...

---Continued on Page 5---

**Attend The Safety Meetings**

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

If you are in a safe distance of the following meetings, you are favored an interesting and rewarding session.

**SACRAMENTO**—Veterans Memorial Auditorium, Oct. 9.
**SANTA ROSA**—Union Hall, Oct. 11.
**UKIAH**—Labor Temple, Oct. 12.
**SACRAMENTO**—Labor Temple, Oct. 16.
Apprenticeship Trainsees Must Attend Class Unless Exused

With all the Local 3 apprenticeship programs going strong, the number of classes tripled and the attendance more than doubled from last year. This is no accident; we know that when we show up to work, the work gets done, and that when you show up, you'll be well supervised and will be trained in the proper manner.

Just remember that these classes are maintained for your benefit. These classes are not intended to be mere social events; they are classes that are designed to enhance your employment opportunities. The class meets every Tuesday night, starting 7 p.m., at the Compass School, 22nd St. & Market, San Francisco. Although the class has started, you can still sign up to attend the class, on Tuesday nights.

The instructor is a member of Labor 3, Brother H. Cuming.

The course material covers a review of basic math, grade-setters equipment and tools, stakes and grades for various types of work, and some basic equipment in earthwork and blueprint reading.

In addition to improving their competence in earth-moving operations, the engineers that take the course will be equipping themselves to go out as grade-setters for road work.

Enhance your skills. Improve your employability. Sign up for the course.

Clem Hooper, secretary of the Vancouver District. A good job well done, Clem. We have received many compliments on him.

Engineers Featured in Safety Meet

Combined from Page 1—

A labor speaker for this year's Construction Section meeting.

Recognizing Local 3's outstanding performance on its jobs, the National Safety Council, because of the large number of delegates attending these congresses, the following list of engineers was selected to attend the Labor movement's annual conferences. These engineers will be used for the various sessions.

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

$24,794 For Firing


The settlement was reached in October 1965 following a decision of the commission. The commission ruled that the discrimination was actionable under the laws of the province.

The settlement was made in accordance with the provisions of the B.C. Human Rights Act which covers the province in the work place.

The settlement was announced in the first year of its existence and that a major cut in the annual budget has been announced by Premier W. R. Bennett.

The combined fee, $952 for a family during the first year, was reduced to $35. Single persons, who had been paying $150, will now pay $50.

Survey Notes

Pay Starts Where You're Told to Report

By ART PENNABER

There are many strange questions as to how the new Technicians Engineers Master Agreement applies to the present situation. There has been little change. The old agreement was written in such a manner that if you were instructed to report for work at your employer's office, your pay started when you reported. If you were required to report directly to a job site you started your employer's time, as travel pay was not included.

The old agreement did set provide for one way on your time card, the employer's time, or does the new agreement.

The agreement further states that if you're asked to keep accurate records on a day-to-day basis including (1) the place you worked, (2) the hour you started, (3) the time you worked, and in a few cases, (4) were you paid for it?

If you can not answer these questions, you need to be more explicit in your instructions. We anticipate very little change on this situation, provided, the instructions of your supervisor are explicit.

We have been meeting with the California Adjustment Committee on the few months, trying to solve at a State level the multiple of jurisdictional problems that are most important reason for an agreement will be to provide some sort of reasonable and equitable agreement for the lowest possible cost. We were then asked to continue receiving their pay checks. We hope to report on an agreement by next month.

Your representative attended the first meeting of the Industry Committee on Nov. 19. San Francisco. 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 are one industry.

We are working towards the securing of the recognition of the J. M. Towle Co. for one of our apprenticeship classes. Mr. Robinson brought along a Tal cmester and demonstrated and featured on its use. He also explained some of the many involved in our problems in pr eduction and the machine shop and I was told that most of the other guest speakers will be scheduled for these classes. Our next meeting in the day arrangements can be made for all members of the Industry to attend and listen to these special events.

The New Agreements are not ready for publication. As soon as they are we will announce them in this column.

Ray Cooper

Ray Cooper, Secretary of the Southern California District, is Representative in the Los Angeles District. He will handle matters in the area.

San Francisco Start on 43-Story Skyscraper

Work has been on for a long time in San Francisco's tallest skyscraper, the Pacific Stock Exchange building at 51 Montgomery St., the first phase is designed by Joseph Smith, architect. The work will be started in a few weeks.

The building will include an observation gallery on the 4th floor and a roof garden, an underground arcade to the planned Market St. rapid transit station and 18 high-speed elevators.

Remember that if you are doing this work you will see the new building when it is completed.

Class in Grading Set Still Open

Operating Engineers Local 3 has started a class in grading and blueprint reading for all Engineers in the San Francisco area, those engineers interested in enhancing their employment opportunities. The class meets every Tuesday night, starting 7 p.m., at the Compass School, 22nd St. & Market, San Francisco. Although the class has started, you can still sign up to attend the class, on Tuesday nights.

The instructor is a member of Labor 3, Brother H. Cuming.

The course material covers a review of basic math, grade-setters equipment and tools, stakes and grades for various types of work, some basic equipment in earthwork and blueprint reading.

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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.

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Drill: This 50-R 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.

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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.

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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.

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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.

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Big Tower Crane in San Jose

By A. J. HOPE

The first rains have shown in the past that the weather returns, and although they have not been too heavy, they prove to the contrary. The work has continued to move in his heavy equipment.

SUN JAEO is excited about this PECCO 770 climbing crane shown over the new Superior Courthouse, building one of only three in the country.

ENGINES NEWS

October, 1963

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. Negotiations were conducted by the Building Trades Council, like many others, 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. We are confident that, barring unforeseen eventualities, we will ultimately get a fair agreement for the members of our Union.

While the labor movement in Hawaii is comparatively young, we are fortunate in that 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.

This is the same here as elsewhere. When we enter into negotiations with the employers, it takes many months of work and study to prepare the proposal, and much time is spent on the Union's viewpoint so as to indicate to the employers what our members demand 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 local Lodges, we can build a still better Union in the State of Utah.

This is a state in which, due to the so-called "right-to-work" law, we have no more security 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. We feel 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 be 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 high- ly organized. We feel that the best way to solve this 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 area of this particular portion of California is expanding at an accelerated pace, we are hopeful that we will be able to sign contracts with the employers in this area and sign many contracts there with contractors who through the years have not seen fit to adhere to the working rules of our organization to pay wages.

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

NUMBER OF MIN cleared during the past month: 3,612.
A Keat Belt Can Save Your Life

By DALE MARR
Local 3 Safety Engineer

For enlightenment by 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."

To this sentiment we may add some common-sense 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 consideration of a number of recent accidents and near accidents, 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 that without qualification that in most accidents involving rubber-tired equipment, the man who wore a seat belt has come out in better shape than the man who has not worn it.

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

Then there is an instance in San Francisco recently. One of our operators was driving his rig down a roadway at a speed when he suddenly found himself on top of an automobile that had run off the highway. He dropped his scraper and made a crash stop... and was uninjured.

But his can... or in some places requiring pesticide work... and 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 1,200 cubic feet of water per minute, lifting it as much as 300 feet. In the summer, when water is released by gravity flow through the tunnels into the forebay reservoir, the pumps will be used to bring the water on the four tunnels which will serve as inlets and outlets for the main dams. Each tunnel is 2,210 feet long, about 24 feet diameter and 30 feet finished. In the tunnel, the wheel and its rig was crushed. The rig stayed upright and was uninjured.

Recently, in San Antonio, we had two similar fatal accidents the rig in both instances, the operators were losing control supposedly well maintained broad tracks, 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 drivers 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 sudden stop. The operators have been thrown off the rig or into the steering wheel. The belts, they would be alive today. 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 working very fast 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 whether he will wear one, but we recommend their use.

2. If the man on a job asks 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 usually around the hips of the operator.

In some rigs like the big Bucyrus deep bucket scrapers, the belts are often installed so they come together over the side of the bucket seat, and there may be as much as 6 or 8 inches of belt loop to the operator in front, and the belt when it is buckled.

If there is a hard step, 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 life-saver. We sincerely advise our operators to run rubber-tired equipment: see that you have one on your rig... and use it.

An operating Engineers Scholarship Award

Continued from Page 1...

Operating Engineers Scholarship Awards

Continued from Page 1...

How to Apply

Application forms may be obtained by writing to the Recording-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.

Averding Scholarships

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

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ENGINEERS NEWS

San Mateo County-"One Big Construction Job"

By BILL RANEY and MIKE KRAYNICK

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

As we have predicted in past quarters this year will really become a banner year. Add to this the tremendous amount of work which made everyone realize October is really here, and then add the generous amount of work nearly all developers, builders, contractors, economists, bankers, businessmen of every type in the area of the construction field that 1965 will be even greater in this area . . . and you may very well say 1965 is just one big construction job from border to border.

We have 6 severely low on many classifications of work for some months and October looks like more of the same. A good journeyman is welcomed everywhere by Jim Daniel, our Dispatcher.

NEW SKYLINE

The new skyline for this year will start two high rise buildings in downtown San Mateo; one 10 stories and another 12 stories, simultaneously. So the City of San Mateo and their contractors will look much like much of San Francisco does, with Linden-type cranes sticking their hoist heads above all the surrounding buildings.

San Francisco Airport opened the new south wing of the administration and passenger terminal. But some of the new equipment is revolutionizing it, other jobs in sight of this $14 million edifice were making it "look like a thing of the past.

Engstrom, Source & Musman Co. (George Musman is the president) are under the supervision of the new $10 million Airport garage, with many subs. Hans & Hanra is all over the place with a dozen subs or more. Far improvement and Frederickson & Watson (joint venture) are still polishing up the perimeter of the new garage.

Nineteenth Ave. is now open from Bayshore to Hilldale Blvd with L. C. Smith selling his home to the State of California, and now the men are getting ready to turn it over the Croydon so a new commercial and professional $8 million shopping area may be built.

Just south of there, at Hilldale overpass, Meyer Bros. is planning a $30 million shopping center we suspect to rival the 19th Ave. Unimark which is being rushed for November deadline.

LITTLE ONES GROW

To those Brothers who have been away for a year or two, do you remember the little outfits like Ethel, Florence & McLean, Kuss Paving Co. and Evar. Varich. to name a few? Well, they are no longer little contractors. Seems as though they are still they are a lot of big ones now. Slim, of course, many Engineers, and have become major contractors.

Dorla Dredging Co. is clam mongers through the Bay this week in a battle with various rigs. Their latest acquisition in the old Utah Dredging is a 400-foot protective barrier skimmered by Paul McQueen, lessening the damage of the mud and promoting the dredge cook in the bay area, Carole Smith.

There is not room here to name all, but the outfits with the biggest work at the moment are M & K Corp; C. J. Weed; Hydraulic Dredging "Buss" Haskell; Peter Klemic; McNamara Corp.; Engstrom, Source & Musman and breakfast, among others, the works.

CHEISLERS, BEWARE

As you may have noticed, But Rep. Dan Mattisson has been transferred to San Rafael office to help Brother Al Hanson. Brother Mike Kraynick came over to help out the hounds, from Stockton, Northeastern California, Marysville, San Jose and he's been there since. Your early attention look out! His valuable experience ferreting out the boons in the boon don't be put to good use here.

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

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 own sound economies, keeps some 40 member agencies from knocking on your door in this county alone. Please give generously and know your monies service dollars are going where they should.

The Boy's Club of San Mateo received national recognition Sep tember 2nd, 1963. The committee that honored those labor Union members who worked for the bond drive were from the Peninsula area, and so the United Crusade.

Your Business Reps, accepted this honor on your behalf. We wish all who helped could have been there.

San Francisco

We wish a speedy recovery to J. B. Butler who is in the Lutheran Hospital and also to Tom Helian who is in Mil Zion Hospital.

Confidences to Bro. George White, whose wife died sud denly Sept. 28, 1963. This 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 F. P. (Tino) Helling is the equally proud father of a girl.

Brother Gene Young suffered a broken foot while employed with Western Union & M. & E. 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 Chism 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 will be definitely on the mend. Wife and two younglings are finding it lonesome in the new home. Chuck just bought.

The Other Brothers on the Freeman Paving job in Millbrae are also suffering from their injuries. We are sure that the brotherhood and friendship we have yet seen in this area. We do not have permission to give the details here; suffice it to say that it is the 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 proud new parent— young Jim Grant and Frank Silva.

Nevada

Steward Jim Licha 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 quickly, 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 previously as a foreman and superintendent for dirt-moving companies.

Ray Duval also passed away recently. Ray was a 20-year member and worked for several of the big companies. His presence and cooperation around here will also be missed.

Pete Sherman will also be missed around the Silver State Construction Co. (Andy Drum) of Fallon, Pete worked on the schools on the rock coast.

San Jose

It was a pleasant surprise to visit from Bm. C. D. De Moe and Ed Baver, both converging after Hicenens. Bro. Fred Stibolt 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 Almena, Mercy Hospital; Jim Hedger, Mercy Hospital, also, Bud Trindale, Ralph Martin, Charles Allen, and Ed Wynn.

Stockton

Brother Clark Richardson suffered three cracked vertebrae on the Green-Winston job on Camanche Dam when he struck a chuck pole in the hole. With his '63 at a high rate of speed. We understand that Bro. Richardson will be in the hospital for some time. We wish him a speedy recovery and the finest of care.

Bro. E. B. Ragland 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 soon.

San Rafael

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

Eureka

We of the Eureka office send our sympathy to Bro. Frank R. 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.
Western Alameda county is the scene of much activity this summer. Many jobs are full force now, with many more on the drawing board. It looks real good for the rest 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-inch pipeline between Irvington and Livermore and eight miles more 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 skill and the best of men.

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

WHO'S WHO

The ditch equipment consists of a Trencher operated by Brother H. Moore with Brother Tae Ges as giver. Five backhoes with Brother W. Caw, Leo Davis, Robert Nordenuk, Jim Sutnet, and Al Englund running their others being Brothers Newthrew, Frank Cabral, W. Gorman, A. Phillips and Robert Elliott.


The mechanized forces consist of Brothers Charlie Anderson, Valley Jones, Art Port and Pat Jones with D. O'Dowd doing the sitting around.

Brother J. Iy is firing the dope pot, Joe Wendell on the welder machines and Don Leng on the hydration hose and L. Chandler on the marker.

Schmidt & Sons Crane Rental Service of San Leandro is providing a crane on the job with Brothers Woodrow Schmidt as operator and G. L. Lander as helper.

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, $8 to $14 million jobs under way in upper Contra Costa county at this time include the Fredericks & 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 and the Gaylor & Bark has been quite active in the Moraga area this summer on trunk work. They also have a number of other trunk and road jobs in the area and employ approximately 50 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 the winter.

TWO COMING UP

There are at least two multimillion dollar jobs expected to be let early next year that will prolong the high employment rate for the dirt in the hands for 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 project.

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. M. C. Moore, Antioch Steam Plant job which is over the hump now.

Swinsen & Walberg have been picking up enough work in the Columbia Steel mill at Pittsburg 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 hope that they will follow up with another good job this year, as they have a lot of work proposed but they don't have to be in any hurry to let it go.

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

BELMONT

The new Heliport in downtown Oakland is nearing completion. This Heliport is three-quarters of a mile along and will be used for parking space as well as the Bellpit hangar. They hope to open it soon, go from the Oakland airport to Berkeley then to the San Francisco airport, the one-way fare is $2.35.

The Law & 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 you are working for them, let us know so we can try and collect some.

The M & K Corp. has a Talon Starlight going up on roundabout Bay Bridge job, they have a number of other jobs in the area that should keep their engineers busy until winter.

BLOOD DONORS

We would like to extend our greatest appreciation to the good Sisters, Touray, Parfait, and the following Brothers for their part in making the many plats of blood:


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 thereby depleted. If any of you can donate, please call the Blood Bank for an appointment: Olympic 4-2954.

Radiation Safety Code Delayed

Washington—The effective date for radiation safety a n d health standards under the Walsh-Healey Act has been postponed. The bill went into effect on Sept. 8, to Jan. 6, 1964, largely because of APL-CIO protests.

The standards are still to be formulated of those proposed by the APL-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.

46 Outlook is Good For Vallejo

By AARON SHIME

Vallejo's building boom at this time, numerous small jobs are being kept the Brothers busy. However, the outlook for 1964 looks good. The Benicia-to-San Francisco Bay Bridge is supposed to be let this coming November or December, Engineers estimate the work will take about 15 months. Also, the Fairfield freeway is in the mill for early 1964.

The new heliport on Vaca Island has the underground on three subdivisions in Solano county—Benicia, Napa Valley Square and one in Fairfield.

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

The road work has been kept 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 for some time.

Gordon Ball/Syar & Harms have started the paving Highway 4 job at Livermore and they should finish off before they get the paving done, they will have the traffic changed over to the left side of the job next. They will start the north side of the job after the Heavy Construction is over before Brothers keeping busy for the balance of the year.

Harley Hall is still running a fair sized crew on the Leven Town. This is going to be a bean job and keeping the Brothers busy.

T. Jeffelot & Son has a couple of jobs going in the area, they seem to keep a few members busy around the year. In addition, they were awarded a contract for structure work on the Olathe Project flood control and the job covers a construction for 25.5 miles of reinforcing old Highway 3 and bridge and Tallow R. Bridge.

Syar & Harms have jobs going on in Solano county with about 80 Engineers.

Frick Bros. are doing the Van Vle Galaxy Construction Co. job on the freeway job at Dixon. Hess Bros. are doing the North Bridge and Tallow R. Bridge.

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C. T. Allison has been preparing for a project in the area.

Pacific Pipe Line Construction has a job going in Napa, they are wrapping up Pipe Line job they are keeping seven brothers busy.

The Kaiser Steel, Richmond shipyard has its land for the old Ford plant and this week the Ford plant was awarded the job at University of California, Solano county site. They will be doing the final in putting animal quarters and cattle pens, at a total cost of $94,569.

Last month All was awarded grading and drainage and paving job for the new high school at Fairfield for $9,100,305. This phase is set for completion about January 1, 1964.
Apprentice Class Starts in Fresno

By JOE MILLER, B. F. (Piny) HELLENG and GLENN MULLANY

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 our 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 really realize the opportunity before them and that they will take full advantage of it. Many of the old standards, 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 it open for business in February. They expect to have the facilities for both classroom and shop instruction for both classroom and shop instruction for the apprenticeship program.

The structure is now 18 floors high. They are making good progress with the help of three tank and building jobs for Lew Griggs on their job at Trimmer Springs. We expect to have an informative trip to the job.

Fresno Appr entices

Fresno Paving has a sub-contractor with this article. We wish to thank Brother Dave Lamb, site foreman on the excavation. This job will be good for quite some time, and we hope that we will be able to welcome them in.

Brother Clayton, Business Representative, should be leaving soon to police this project.

This remote spot is four hours' driving time from Hanford, and many of our brothers say the fishing is fine there. We wish them luck.

Good Weather Favors Brothers in Hawaii

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

Work in Hawaii is progressing at a steady pace. The summer months have gone by, but the humidity that always 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 in the South Pacific. Our brother members in Hawaii who do most of their work for quite some time, and the projects are more than welcomed by us.

Brother Clayton, Business Representative, should be leaving soon to police this project.

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.

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

Valley Excavation has a contract for work in dirt with the Fresno County and also has various jobs here in Fresno.

LAVING TOWERS

McQuire & Hester have started putting concrete pipe in the ditch on their job south of Mendota. Fresno Paving has a team on the dirt. Kennedy K. Halpert has phoned for clearing and grubbing and import to M. A. Cox & Sons, and the road way excavation to Lew Griggs on their job at Trimmer Springs.

K. L. A. & 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 14th for several one-half mile segments of road construction for the Reed group out of the Second Street area. Fresno Paving has a sub contract to pave six miles of road in this area, and we see good progress being made.

Apprentices' Class in Chicago

The new, versatile entertainment complex at Aloha Tower in Honolulu is due to open next year. This will be a four lane highway. 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 in the South Pacific. Our brother members in Hawaii who did most of their work for quite some time, and the projects are more than welcomed by us.

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October, 1963

Marysville
Lake Almanor Dam Windin Up

By HAROLD HUSTON, W. B. WEEKS, CLAUDE ODEN and WILLIAM METZ

boat by boat, the equipment, the workers, the weather, and the water levels, all the various factors that influence the build-up of the dam will play a role in the rate of construction. The contractors will have to realize that they will have to work faster if they are to complete the job within the scheduled time.

The project is expected to be completed by late this fall. The bids received for the job total $3,513,259.

Eureka Prays for a Few Months of Sun

By RAY COOPER and L. F. SPENCER

Work in the Eureka area is still at its peak. With a few jobs being completed, and new ones starting, our out-of-work list remains about the same. We hope the good weather continues bringing us closer to the end of the year.

We are also hearing about some improvements to the roads in the area. The boost is expected to help the contractors and the economy as a whole.

The division of highways for this area has four new four-lane bridges and three new county roads, all of which will be completed within the next few months. This will greatly improve the transportation system in the area.

The contractors are working hard to meet the deadlines and complete the projects on time. We wish them all the best in their endeavors.
Redding

Trinity Dam
Old-Timers
Come Back

BY WARREN LOMOINE and

The bridge across the Serrano River which is part of the 575 million dollar project, stretches from Anderson to Redding. It is finally under way and will be completed this fall. Ball has started two spadels on both sides of the river for the approaches to the bridge which will start the bridge, with two plowing rigs working and another two lifting the bridge.

This job will require a number of men for weeks when it gets really rolling. Many of the Brothers who made their homes in the Redding area on much of the project will be getting back for this job.

Ponzo Construction Co. is preparing the right of way for the bridge in approximately 13 Brackets employed on both jobs. C. E. McDaniel, President of the Ponzo Co., Ltd. has six motor workers in working the Hole valley area. The American River Constructors themselves are now underground on a job, and making progress on the Core Trench, Keyways and spillway for the dam. The American River Constructors have their gravel plant 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, working 3 shifts in 10-hour days. average placements will be approximately 500 cyd. per shift. Othercontractors on this job are:

Lentz Construction Co.

A. Teichert & Son.

Rubalo, R. C.

FLORAL ROCKS

liping all the rocks on the City housing projects.

is being increased to three plants.

this year than any in the history of the California State College System. There have been approximately 700 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 it all possible, please go to the BLOOD COLLECTION GROUP for the Operating Engineers. We need it badly. We will appreciate it as we have been giving such a large amounts late. Our next regular Blood Drive is Thursday October 6th.

SHAKEN UP

The first rain of the season that hit here last week 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 longer from Blue Hills Point to Greenback Lane—a much-needed project. Lentz is also putting in the first phase of the new Industrial Tractor Plant. This first phase is for an aluminum plant which will eventually be increased to three.

Match Bros. of Colton, Calif., was apparently low bidder for the sewage disposal plant in the new Sutphen City Industrial Tract. This involving approximately 100,000 yd. of excavation. This company is still trying to find a place to house all the relics on the Sutphen City housing projects.

ROAD GROUNDS

Contractors are also still trying to chisel through this snow like Frank Hadley. J. Paul Innes thinks the job will be handled. The mechanical equipment is being used on this job.

Lendy Hansen is busy working one shift on this job. They are coming right along on their job.

By A. G. BOODMAN

Director of Education & Research
California State Conf. of Operating Engineers

The California State College Employers' 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 institutions for curriculum work and in hiring non-academic employees from outside the ranks of civil servants.

The suits ask for orders restraining the Trustees from contracting out any more architectural and engineering services for any of the colleges.

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

Legislative: CSEA Seeks Monopoly Over Jobs

This has been strictly a granite rock job. Bill Kishin is the project manager on this job.

SACRAMENTO: Record Number of Jobs

BY ERNEST NELSON, CLARK HOOGER, AL DALLON, TOM EK and JOHN THORNTON

Since the beginning of the year in the Sacramento area this year there have been approximately 742 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 it is all possible, please go to the BLOOD COLLECTION GROUP for the Operating Engineers. We need it badly. We will appreciate it as we have been giving such a large amounts late. Our next regular Blood Drive is Thursday October 6th.

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Stoicking Finishing Two Big Ones

By WALTER M. TALBOT, AL MORTON and GLENN N. DOYNE

The work load for the Stockton district remains good at this time
although no new major projects have been awarded 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 still possible and likely 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 go-
ing October 10, B. M. Milloy & Sons, for $363,598, to grade and
surfacing 9 miles on O'Byrne Ferry Rd., in Turlock. This job will
probably try to run through the winter months weather per
mitting.

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

RACING THE SNOW

Barmes Bros., with three sep-
sate jobs on Highway 99 cover-
ings approximately 22 miles, are
still working and will continue to
do so right up to snowfall.

Other jobs that will also be affected
by the snow at the higher eleva-
tions are—Crowell & Larson on Highway
108; A. J. Dulas, Highway
120, and Guston & Raymond,
also Highway 120.

Aker Robertson, pipeline
contractors from Bakersfield,
has a natural gas pipeline to
install from the Butts fertilizer
plant in Lathrop to the gas fields in
the McFarlan trail, a distance of
three to four miles.

Mitchell & Maxwell, constructors of the Modot Freeway, have
subcontracted some of the excavation work on the Coose Freeway to
Mano Equipment Rental of Fresno.

A. Teichert & Son, Sacramento, have finally commenced work
on the Stockton-Lodi freeway. Larry Abdol, of Manteca, and O. K.
Clement, of Lodi, have completed the clearing. This same
company has poured the con-
crete lanes for the Lodi By-Pass, but work on the Stockton
access ramps, shoulders, clover-
leaf and miscellaneous work
will be finished before the bypass can be used by the general
public.

TEICHERT EVERYWHERE

A. Teichert & Son, Stockton,
have crews working in almost
every 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, has a new type heterifier mixer
also working with Teichert on the
San Joaquin.

Other jobs under construction
by Teichert at this time in ad-
tion to the city streets con-
tract are streets in Park; Words;
street drain in El Dorado Village;
and a mile ofUsually road on Ham-
ner Lane; site preparation for
the new Stevenson's store at Pacific
Ave. & Hammer Lane; paving on
Swallow Blvd.; excavation for the
California Power, Oldham
plant near Lathrop, county road
between Troy and Byron; 1979,520
site development for Stanford State College in Tur-
lock and miscellaneous jobs, in-
cluding the reconditioning of the
hot plant in their yard to supply
plant mix to the various jobs.

S. M. McGavock Co., Stockton, like
A. Teichert & Son, have more jobs on this year than in
any previous year of our knowl-
dedge. They have begun
paving, as they have the only
toilet 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
hotel/office project on West Lane for F. P. Talkoff Co.

The McGavock Co. also have storm
sewer jobs on Rosemarie Lane,
reconstruction of Antlers Ave. in
east Stockton and have submitted
the dirt work in the Redevelopment
Area, also in east Stockton to Al Hawsorth of this city.

BURLY CAMANCHE

Fremo Paving has stepped up
the tempo of their road job
around Camanche Reservoir and
now have San Joaquin Rock of
Fremo and Bakersfield, crushing
aggregate on the job site to be
used in the paving. Cal Construc-
tors have completed the piers and
abutments for their bridge job
which divides Fremo's paving's
road 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 put under way have Sep-
tember 10, when 18 apprentices
attended the first classroom re-
lated training instruction at San
Joaquin Delta College. Brother
Harold Hamrick, a 4-year mem-
er of this organization, has taken
the responsibility of putting on
the classes. Our thanks to Brother
Hamrick and to the many people,
administrators, consultants and a
commiteesmen that devoted time
and energy to make this program
possible.

We are now attempting to get
the Grade School course started
that will give white operative
trainees their apprentices and
officers. We must have a minimum of 20 students
enrolled in order to get a class
up and running. These officers come
from the college.

We must continue to get these
students educated in this field,
including the reconditioning of the
hot plant in their yard to supply
plant mix to the various jobs.

QUICKSAND: -Start of the
job in Ukiah. The last District
road project. In photo was a
deposit of quicksand 20 feet from any running wa-
ter and 30 feet below the sur-
face. Brother Glendenning is ope-
rating the equipment.

 Wright are working on the road
near the Glenn county line. Hobb-
er-Fredrickson & Watson Co. are
still busy on road work in Ukiah
and also near Loretoville. Mc-
Namara Constr., is in the final stages with the Asti by-pass.

Arthur H. Soti with a lot of new
equipment and jobs appears to be
running the jobs himself, rather
than subbing them. Their present
jobs include: Membrino-Willits-
Leggett and Kranzboom highway
work and scattered road and sub-
division jobs in and around San-
oma County.

Stocco Constr. Co. rolling right
along with road work near Bone-
dale Ros and Ukiah-Abco
Paving is very busy with scat-
tered work and also presently
working on Fremo freeway job
near 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 in Santa Rosa
keeping a number of Engineers
busy. This rock plants are all go-
ing strong. Many other jobs going
too that we will report on in this
next issue.

MEETING: There will be a
Safety meeting on October 10th,
8 p.m., in the Veterans' Memorial
Building, Santa Rosa. Also, on
October 25th, there will be a
Safety meeting at the Lumber
Terminal, Ukiah. The next
meeting in Ukiah brought forth a
good number of Brothers consid-
ering the over-time being worked
in that vicinity. Many Thanks,
Brothers, for your interest.

oddly shaped prestressed concrete beams weighing 23 tons each are being placed to form a bridge for the new Mokelumne Church in Stockton. Shown in a lift are two of the three P&H rigs on the job, owned by Kelly Bros., San Jose, subsid. for C. S. Plumb Co. Manning the rigs are Brothers E. T. Miller, operator, Darrel Miller, rigger, and Tom J. Bristow, operator, Bert Miller, oiler, on the 35-ton.
**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 more than just 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 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 a step 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 1950 could expect a lifetime income of about $250,000, 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 (a) 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 1,500 hours a year. In a span between 20 years of age and the 65-year retirement, at current 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 that is supposed with his. You are familiar with the story of the farmer who was training his male up for market. 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 be 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 Gradestoothing & Blueprint Reading which can open the way to increased earning-power for our members, but the response of those classes has been disappointing.

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

The attitude of the members toward Safety might be improved. More and more members are recognizing that every time they cut a corner they are risking the loss of a couple of hundred thousand dollars of earning power.

In a word, we might develop a heightened appreciation of the value of getting back in returns from the small dues investment in their Union, which is the ultimate protection of a man's 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.

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**Consumer Advice**

**October Buying Calendar**

**BY SYDNEY MARGOLIUS**

After a summer of jumping prices, living costs finally are slowing. With a number of important needs a little closer this month, you can now plan your buying 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 boy of the year is asphalt. It has taken a noticeable rise in recent months.

Some better values this month include the reasonably-priced prices of stereo record players, standard-quality mattresses and nylon rugs. In children's clothing, Dave Fashions 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 prices and buying tips for October which can help you choose family needs more advantageously.

**MATTRESSES:** Many retailers nowadays advertise inexpensive mattresses at $39. These are marked "advantage," 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 "super" for as much as $100.

But the $79 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 get on the $79 mattresses they would like to sell.

You will find a hard push from salesmen to buy the super-star mattresses, and the new box spring you consequently would need. Salesmen get bonuses (known in the trade as "PM" or "push money") from manufacturers for pushing the higher-priced sets. They make as much as $1 extra for selling a super 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 inaccurately sized, the filling and quality of ticking. An insurprisingly unit of at least 320 coils is satisfactory for many needs. Those with 350 to 370 coils or more, provide additional strength and firmness, and sometimes have heavier-gauge springs. A strong, closely-woven ticking, preferably of Box, woven cotton, helps the mattress keep its shape.

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 $4.50 a square yard to $14.50. 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 wear and doesn't form little fiber balls as does the older "safilo" 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 plush wool floor covers in many modern-style new houses. Woven nylon usually are more durable, more stable and shape-reinforcing than tufted rugs. Tufted rugs can be satisfactory if tightly tufted, and it made with a double jute back.

Always remember that a good-quality rug feels heavy.

You probably have to pay $2.50 to $10.00 a square yard for good-quality nylon carpeting at this time. Carpeting weighted sold around the $4.50 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 an 8.50 carpeting at $10 a yard is close in quality to that for $15.
**November**

**DISTRICT 3**
San Francisco — Oct. 2, Wednesday, 8:00 p.m.

**DISTRICT 4**
Enochville — Nov. 30, Monday, 8:00 p.m.

**DISTRICT 5**
Redding — Oct. 5, Wednesday Engineers News, 1206 Lake Blvd., 800 p.m.

**DISTRICT 6**
Marysville — Oct. 10, Thursday, Elks Club, 900 S. D St., 8:00 p.m.

**November**

**DISTRICT 2**
Oakland — Nov. 13, Tuesday, Labor Temple, 2213 Valdez, 8:00 p.m.

**DISTRICT 9**
Watsonville — Nov. 24, Thursday, Veterans Memorial Hall, 213 Third St., 8:00 p.m.

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The Brady's Hot Springs job.

The Bayles Bros. - Kixwell Co. job at the Shenal 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 28 men on this job, and they have been in their present location for the past year and a half. We still have vacation checks at the vacation office, so if any member of the membership is asking for them by sending your current address to the Vacation Trust Fund, 30 St. Marys Rd., Reno, Nevada.


Piledriving/Building Add to Utah Work

By Jay Nealley, Ed Behre, Neilin Bowman, Vance Abrody, Lake Austin and Stan Garry

Work in the Salt Lake City area has added several jobs to the list of Operating Engineers who are working, and we've having problems with classifications. Most of the contractors are working full capacity and should keep the area busy for several months. The work season got a late start this year, but we believe the work will last late into the year, if the frost doesn't get too bad. We hope we will be able to work.

The freeways are still using a good amount of labor. They are rearranging the dirt in the downtown area. Some of the hard roads are crossing the main flow of traffic, and this is causing some traffic problems. There will be some more storm drains or sewer lines put in some more storm drains or sewer lines around and start getting good, and we have two big big projects around here with the Dozers jobs, new to establish a contract for as well.

Piledriving

The Brothers working on the pile drivers are getting in good time. There are two big describ: ing firms to be employed under a comprehensive land surveying program designed to assure absolute uniformity of standards.

The percentage of 97% was reached largely through the well point systems, and a few more jobs in North Bay.

SOUTHERN AREA

Work has picked up and most of Brothers will have quite a few men in some classifications, but we have some difficulty filling others.

We are still involved in the end by the Wahsatch Front and in the area. A two-week strike did the trick. Our brother supported each other very well and are to be commended.

We have had a round of meet-

ings with Thorn Rock Products on their Sand & Gravel contract. This issue is not yet settled, also we have our Asphalt operation added at the South Valley Dam. This is a complicated matter, and we may have a long strike. We have several agreements that will be in force at the end of the year. Some of these agreements are satisfactory, but the workers that we used to have there are needed for the next few years.

The buildings in town are do-

ing good, and we have two big construction jobs in Ogden. With the present plans of the City Council, there will be a lot of new 

large office buildings will be constant for the next 20 years. The work in Ogden is going on good time because the usual headaches. Seems like just as soon as one is paved and open to traffic again, some sewer contractor will come along and put in some more storm drains or sewer lines. Read all kinds of tears are up to the road. Butler Construction is working very hard this time because of the snow. He has a well point system work-

ing on the San Lorenzo Dam, and it's still a real good job.

BOON LEADERS

At the Consmont mine the Operating Engineers were again the top percentage Union in the sign-up for U. S. Savings Bonds. The percentage of 97% was a reached largely through the efforts of the chief steward, Roy Eklund. The Department, from Bills, crane department, K. Stew-

ard, founders' and Trucking depart- ment, Joe Rudovits & Henry Galvan. When the Operating Engineers called on, it is always good cooperation, and as a result, a great holiday letter from Washington D.C. was presented to Brothers Erickson for the work.