

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

Vol. 19—No. 10

SAN FRANCISCO, CALIFORNIA

NOVEMBER, 1960



TO SAVE TROUBLE, PAIN and even life itself is the goal of the officers of Local 3 in the recently stepped-up safety program in all districts. You can see what happened to this rig on a recent job accident and visualize the danger to our members who operate this type of equipment. By attending safety meetings held in your district you may help avert such accidents.

"Safety Everywhere—All The Time"

By GLEN DOBYNS and DALE MARR
Business Representatives

As we go to press this month, the National Safety Congress is in session in Chicago to devise new methods and ideas to strengthen the Safety Program all over the United States. There will be over 900 leaders from Industry and Labor attending 300 different sessions dealing with all the different phases of safety, both on and off the job.

The theme "Safety Everywhere—All The Time" points up the pressing need for all out cooperation of Labor and Management in this most important field. I am sure that out of these sessions will come many new ideas and methods to promote and sell safety.

It seems ridiculous that anyone should have to sell the idea of safety on the job, but the records show that it takes an all out effort by everyone to have an effective program on the job.

We have held safety meetings in all of the areas and we have appreciated your many suggestions and your enthusiasm for this safety program. We will be announcing the times and places, soon, for the next round of meetings. We hope that you will attend the meetings in your area and bring some other engineers with you.

We have some new films and new material to present to you that we are sure will be of interest to you. We also want to discuss with you some of the progress that has been made in the field of safety on the jobs. We realize that we have hardly scratched the surface of this problem but we can see signs of progress already and we will continue to see progress as we expand our efforts.

We can report to you that most of the contractors around are taking an interest in our program and many of them are asking us to put on a program for all their employees. If you are working for a contractor who is interested in a program like this, let your District Representative know and we will arrange it.

We would like to thank you once again for your interest and

help in this program and we hope to see you at the next meeting in your area.

Rex Hill, excavation foreman, was struck and killed Oct. 18 by a falling rock while blasting on the Winston, Green and Drake Spring Creek Tunnel job. The rock shown in the photo penetrated Hill's hard hat. The weight of the rock was approximately 1 1/3 lbs.

A VAST, COMMON EFFORT

Safety is a subject of vital concern to everyone. It is a link that unites all companies in a

(Continued on Page 11)



CHAS. GHIGLIOTTI
Sept. 23, 1960, Hayward, Calif.

WM. B. CHANCEY
Sept. 26, 1960, Orangevale, Calif.

EDGAR N. THORSON
Oct. 3, 1960, San Jose, Calif.

MAX PICKARD
Oct. 3, 1960, Camino, Calif.

HENRY KIECHLER
Oct. 5, 1960, Sparks, Nevada.

J. L. BAGLEY
Oct. 7, 1960, Pleasanton, Calif.

DWIGHT E. MOODY
Oct. 11, 1960, Arcata, Calif.

FRED NEVINS
Oct. 16, '60, Mammoth Lakes, Cal.

REX E. HILL
Oct. 18, 1960, Central Valley, Cal.

WM. L. WALLACE
Oct. 18, 1960, Oakridge, Oregon.

FLOYD S. GORDON
Oct. 25, 1960, Redding, Calif.

EVERETT McINTOSH
Oct. 25, 1960, Santa Cruz, Calif.

Election Outcome Good For Nation and Local 3

By AL CLEM, Manager

This is being written two days after the November 8 general election, and by the time you read it millions of words will have been published, reporting, analyzing and interpreting the election results from every angle. But it is worth taking some time to discuss the outcome from the point of view of organized labor—and particularly as it affects the construction industry and our own Engineers' trade.

The main results, of course, are the Presidential election victory of Democratic candidates John F. Kennedy and—especially for us—the close victory of the \$1.75 billion water development bonds proposal in California.

Still amazing is the closeness of the Presidential race. It answers for all time the question so many working people have asked, "What's the difference whether I register and vote? One vote more or less won't make any difference."

But this election has shown that it does make a difference. One vote or a couple of votes more or less in every voting precinct in the United States could have changed the outcome of the election entirely. In California the eventual margin of difference between the votes of President-elect Kennedy and his opponent is likely to be no more than the total of votes in the households of members of Local No. 3. Certainly if organized labor as a whole had not endorsed, worked for and spent for the election of Jack Kennedy, the outcome would have been different.

The important thing is that the nation has expressed its desire for a President who believes in doing something about America's internal problems and world position, and not letting the country drift and stagnate. This is important to all of us as citizens, but important to us also as working people.

A positive, dynamic program of growth such as Senator Kennedy has pledged will mean construction, and that means contracts for our employers and jobs for our members. It can be expected that the "tight money" philosophy of the present Administration which has crippled construction will be reversed, that a good housing program will be passed by Congress and that business and work will pick up in the next four years.

We have a right to expect, also, an end to the harsh, punitive attitude toward organized labor that has existed in Wash-

ington for the past eight years, and that we will have no more union-busting legislation and in fact may be able to obtain from Congress legislation correcting the worst abuses of the Taft-Hartley and Landrum-Griffin laws.

We congratulate John F. Kennedy on his election to the Presidency and believe that history will record that the American people made a wise choice.

On another level, the victory of Proposition No. 1, the water bonds, in California is something of a personal triumph for the Engineers as well as for Governor Edmund G. Brown.

We were one of the very few unions actively supporting the water bill, recognizing that no major piece of legislation is ever perfect and that there may be defects in this one which will need correction, but that California's need for water development is critical and that time is of the essence.

We can be proud that our Vice Pres. Newell J. Carman was in the very forefront of the fight to pass the water bond issue, and that all of the officers of the Local No. 3 worked diligently for its passage. Here, too, the closeness of the vote underlines the importance of our contributions to this fight, and the union and its members who supported this campaign actively deserve their share of the credit for its success.

Our reward, in this case, will be something more useful than praise—it will mean jobs, for Engineers will do approximately 38 per cent of the work on the network of dams and canals to be created by the water program.

All in all, this has been one of the most exciting and important elections in our Nation's history, and its outcome has been meaningful and satisfying to the Engineers.

OUR SAFETY FILM, by this time, has been shown in the 10 districts of Local No. 3 in California. Attendance has been light at the meetings, but those who did see it have been enthusiastic. We feel that its educational message will stimulate thinking and awareness of safety in our ranks, and that with the suggestions which are coming forth as a result of the showings of this film, we can perfect a Safety program that will be beneficial to all of our people and to the industry.

AN AGREEMENT has been concluded with the Equipment Dealers Assn., distribution of heavy construction equipment, and has been approved by the overwhelming majority of the membership concerned at a series of meetings held in Redding, Chico and Oakland.

In behalf of myself and the officers I wish to extend wishes to all members and their families for a Happy Thanksgiving.

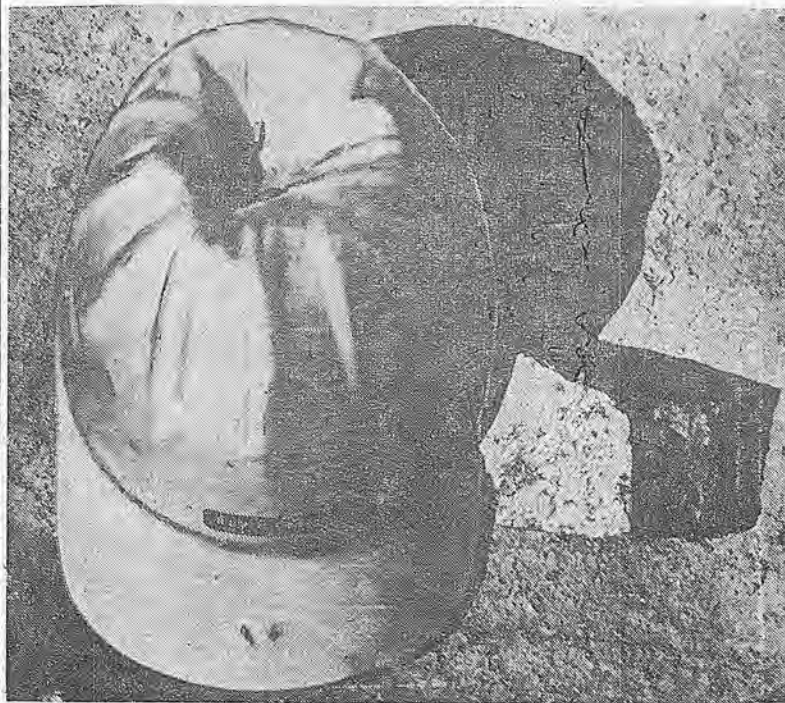
BLOOD DONORS

SAN JOSE

Z. T. Reed
Jean Anders
Mayme Culp (donated twice)
Bill Dalton (donated twice)
Tom Adair
Bernard Phillips
Romeo Noel (donated 3 times)
Ruth Crouch

SAN MATEO

Mrs. Beatrice Nichols
Mrs. Ruth Rabe



ROCK WITH HIS NUMBER ON IT—Rex E. Hill, excavating foreman on the Winston, Green, Drake Spring Creek Tunnel job, was 210 feet away from a blast he was setting off from the battery of his pickup truck on Oct. 18. The rock shown above, weighing 1 1/3 pounds, hit his helmet and killed him. Here is a dramatic illustration of the need for safety precautions on every job, every day.

The City by the Golden Gate

SAN FRANCISCO HAS A BUILDING PROGRAM

PAUL EDGEcombe, JERRY DOWD and GEORGE BAKER, Business Representatives

Building construction is on the upswing here in San Francisco Bay Area. Proposed projects that have been on the planning board for some time have now become a reality. This is most welcome, especially coming at this time of the year. Preliminary work on this type of work will entail demolition, excavation, and foundation placements, which will furnish employment for operating Engineers in the off season.

The San Francisco Board of Supervisors have OK'd, and all legal obstacles have been cleared away for the construction of the 800 car underground garage at Portsmouth Square. Haas and Haynie Contractors were low bidders and anticipate starting in about two (2) weeks.

Additional one hundred and fifty acres (150) have been accepted by the San Francisco Redevelopment Agency to further the rehabilitation and commercial redevelopment just South of the present Fillmore District projects. A new approach will be used on this phase, instead of tearing down and clearing the complete area, an attempt will be made to rehabilitate existing structures that are suitable and only demolish the ones that cannot be used or renewed. an overall program such as the other has necessitated a problem of housing for families being relocated.

The State Division of Beaches and Parks and Port Authority have overcome the issues over the terms of a contract over 2 million dollars for renewing the Aquatic Park Project and work will get underway soon.

With these projects getting started this will be the first time this year that constructors will outnumber the "tearer downers" or demolition experts.

Underground Contractors are busy on various water department contracts. Mike Murphy has crews scattered as well as Fred T. Fairey. Fay Improvement and Lowrie Paving Companies can be found in all parts of the City doing odd jobs.

Repair Shops such as Wade's, Tucker Engineering, Tinkler, Treadwell, Clementina and Standard Machinery have kept their mechanics crews employed steady all year.

Brother's, after last months report on the safety program inauguration we are sorry to report that two (2) days after this meeting a serious accident happened when two (2) DW 20's crashed head on—both of our Brother Engineer's were injured. Jud Harrison is banged up considerably, and W. T. Brown is still in the hospital.

Your Union as well as the Employer are attempting to solve the safety problems existing in a joint program. Attend these Safety Meeting's and tell a Brother Engineer of the intent and purpose to help this worth while crusade.

Now that you have fulfilled your citizen's right and voted in the national election, don't forget to exercise your Union Obligation and cast your Vote—in this election of Local Union No. 3 Officers.

DON'T FORGET OUR BLOOD BANK—IT NEEDS BLOOD.

Down Goes a Wall

Men are divisible into two broad classifications—those who enjoy their work, and those who can't wait for quitting time. Yet even those who thoroughly like doing what they do for a living encounter times, surely, when the job builds up tensions and frustrations.

Fortunate the man, then, whose job allows him to release frustrations and aggressive feelings instead of building them up. And among these favored few, the top dogs of all must be the skilled crane operators who swing that huge iron ball on demolition projects.

When a pencil-pusher gets to rehashing the argument he had with his wife the night before, his means of expressing his feelings are limited. He can break the pencil point by jabbing it into the desk, he can snap the pencil in two (unless it happens to be a metal one that resists such impulses), or he can hurl it across the room—and be frowned on by fellow workers.

The man who swings half a ton of iron at the end of a cable is subject to no such restrictions. Argument with the wife? Down goes a wall. Wham! Cost of living too steep? Bricks and mortar fly. Blooey! Lost the bowling championship? Drop the ball and split a cement floor. Crash, boom! Very satisfying. And the pay is good. Oh, to be a ball man.—(Tacoma "News-Tribune")

Stephen Foster, famed American song writer, born July 4 1826.

Field Survey Notes

VOTES MEAN BREAD AND BUTTER TO US

By AL BOARDMAN and ART PENNEBAKER

Perhaps there is a question in some Technical Engineers' minds as to why so much space in the Survey Notes has been devoted to encouraging the Technical Engineers to vote and to participate in every way possible in every election whether local city, county, state, or national.

Over the years your representatives have spent innumerable hours Saturdays, Sundays, evenings and days working in these elections. Many doors are now open in the state and Federal Government. These doors are open because we represent a politically aware voting group of people.

As an example this was recently put to use in getting recognition for the Technical Engineer classifications under the Bacon Davis Act. Local 3, Local 12, and the International Union all pooled their resources and took on the Federal Secretary of Labor. All of this hullabaloo was for a simple interpretation of the law. Now on all work coming under the Bacon Davis Act the prevailing wages of the Technical Engineers must be paid and posted on the job. Earlier this year the Gradesetter classification was included in all state highway bid proposals.

It has taken a good long time to jockey into position. As long as the Technical Engineers remain politically aware and vote and participate in any way they can, your representation can reap benefits for you through politics.

Employment has held fairly steady with some layoffs in the housing industry. This in part has been compensated for by letting of Corps of Engineers' jobs in District No. 1. These jobs are scattered over the state of California and require much out of town work. These jobs have been hard to fill due to the reluctance of the membership to work away from home. The prospects for employment look good with many projects planned for the near future.

Job Awards

FORT ORD, Contract awarded to Granite Const. Co., Watsonville, \$375,446, for Offsite Facil., Third Increment, Capehart Housing, und. ENG. 04-203-61-58.

SACRAMENTO, Contract was awarded to Erickson Const. Co., Sact, \$734,913, for const. altns. & addns. to Pub. Works Bldg., Sacto., SACTO CO.

YOSEMITE, Contract awarded to Or-Bet Corp., L.A. \$399,897, for const. of roads & sewage syst., El Portal, Yosemite.

MODESTO, Contract awarded to Erickson-Carter Mercantile Bldg., Turlock, \$557,770, for const. addn. & modif. to exist. Library Bldg., & appurt. facils. at Modesto Jr. College.

SACRAMENTO, Contract was awarded to Karpan Bros. Const. Co., Sacto., \$756,361, for Citrus Heights Sanit. Sewer.

CALISTOGA, Contract awarded to McGuire & Hester, 796-66th Ave., Oakland, \$257,000, for construction of sewage system improvement.

San Mateo -- Hub of the Peninsula

Record State Allocation Set For San Mateo County Roads

By BILL RANEY and DAN MATTESON, Business Representatives

The California State Highway Commission has allocated a record smashing \$11,830,000 for San Mateo road improvements. State Highway District IV Engineer Joseph P. Sinclair revealed this means that construction will begin on the first 4.9 mile stretch of the 19th Avenue freeway in the spring. It will start at the

extension of West Hillsdale Blvd. to provide access to the Barneson Heights campus of the College of San Mateo, (now under construction), and will extend eastward to Delaware St. This mammoth project will cost \$4,800,000, and is expected to be completed by Fall of 1962. The project will include the major separation at El Camino Real and the railroad and will provide an underpass at Alameda de las Pulgas. The first big span of the divided freeway will be at the ground level through the Borel estate and for the time being will terminate at Delaware Ave. Later it will be elevated to provide underpasses at Delaware and Grant Avenues. The fill off the hillside areas will be dumped on Brewers Island and allowed to rest there for about two years before freeway construction is resumed to the ultimate tie-in at the east end with the San Mateo-Hayward bridge. There has also been an allocation of \$3,600,000 for acquisition of rights-of-way for Junipero Serra freeway through this County, along the already adopted route.

Redwood City is to have a \$1,200,000 appropriation for the Spruce St. routing for State Highway 214 extension, from Five Points to Harbor Blvd. overpass at Bayshore freeway. If the city comes through with its contribution the State will be able to speed up the whole project. The city has said it will provide \$1,000,000 as its share of the estimated \$2,000,000 interchange at Five Points and El Camino Real, which is a serious bottleneck. The State is going to buy the right-of-way on the basis that Redwood City will produce its share.

Other big County allocations include \$245,000 for the reconstruction of El Camino Real from Taylor Blvd. to Santa Helena Ave., in Millbrae. This too, is on the basis of City construction.

COAST HIGHWAY

Three major improvements are planned for the Coast Cabrillo Highway, designated as State Route 1. There has been a \$900,000 appropriation for the purchase of right-of-way thru Pacifica. The second will provide for a \$550,000 bridge replacement and construction of approaches to the road, south of Half Moon Bay and the third will be a \$210,000 resurfacing job of the Coast Highway from Princeton south to Davenport.

Included in the allocations was \$325,000 for Bayshore Freeway landscaping, \$150,000 of which is for beautification of the freeway from Spruce St. in Redwood City to just north of University Ave.

Bids will be opened on October 28 for construction of the Oceana High School in Sharp Park. Previous bids were too high so additional bids are being called for.

Harrod & Williams were awarded the contract for \$695,549 for construction of the new San Mateo Police Headquarters, to be located at the southwest corner of 19th Ave. and South Delaware in San Mateo.

Work will start in another week on the \$304,000 Municipi-

pal Courts Building in San Mateo. Andrew L. Waechter Co. of Millbrae was awarded the contract at \$304,000.

Work now going on in the area is holding up, but little new work coming in. Its getting to be that time of the year again and although most of the brothers are still working, the out of work list is beginning to grow. Some of the brothers are coming in from the hills now.

We are still having too many accidents in San Mateo Co. "Skeeter" Edmondson dumped a 20 on Buzz Haskins spread, and ended up in Peninsula Hospital for awhile. He suffered a broken collar bone, cut head and whiplash neck injuries. At this writing, "Skeet" is recovering nicely and is out of the hospital. This was a lucky one for you, Skeet!

Bill Pastorelli lost a dozer off the transport of Fisk Firenze & McLean's the other day. He has a concussion, chipped elbow and broken ribs. Again Lady Luck was present, for if it had not been for a fire plug, Bill would have been chopped in two.

It is hoped that somehow every member of Local 3 will be able to see the Safety film that your union is showing around the country. It is a real good one.

BLOOD BANK DAY

The Blood Bank Day at the Peninsula Blood Bank on Saturday, Oct. 29, was a huge success for all the Building Trades Crafts EXCEPT THE ENGINEERS. Out of 2000 members working in San Mateo County, WE DID NOT HAVE ONE MEMBER! We did have two of the members wives, who were in this area, that donated their blood. Our thanks to MRS. BEATRICE NICHOLS and MRS. RUTH RABE.

Job Awards

LEWISTON, Contract awarded to O. K. Mitty & Sons, \$711,158, for earth wk. struc. & surf., reloc. of Trinity Co. Rd. Carrville to Cedar Creek, Central Valley Proj. Spec. DC-5366.

NIMBUS STA. Contract was awarded to Baldwin Constr. Co., Inc., Marysville, \$668,000, for staging facil. bldg. 0148, area 01, Area Jet-Gen Solid Rocket Plant, Nimbus Sta. Spec. 5972.

SODA SPRINGS, Contract awarded to Singleton Const. Co., P.O. Box 744, Redding, \$748,000, for const. Kingvale Maint. Sta., Ph. 11, Div. of Hwys. Dist. 11, near Soda Springs, NEVADA CO.

ALAMEDA, Contract awarded to Ransome Co., 4030 Hollis St., Emeryville, \$466,666 for rehab. of Runway 7L-25R at Nav. Air Sta., Alameda.

CASTLE AFB, Contract was awarded to Kul Ber Const. Co., Merced, \$898,685, for dorm. modern, program at Castle AFB, Inv. 04-604-63.

SAN CARLOS, Contract was awarded to Stevenson Pacific Inc., Redwood City, \$490,307, for erect. & compl. new S. Carlos Hi. Schl. addns.

ENGINEERS NEWS

OPERATING ENGINEERS LOCAL UNION No. 3

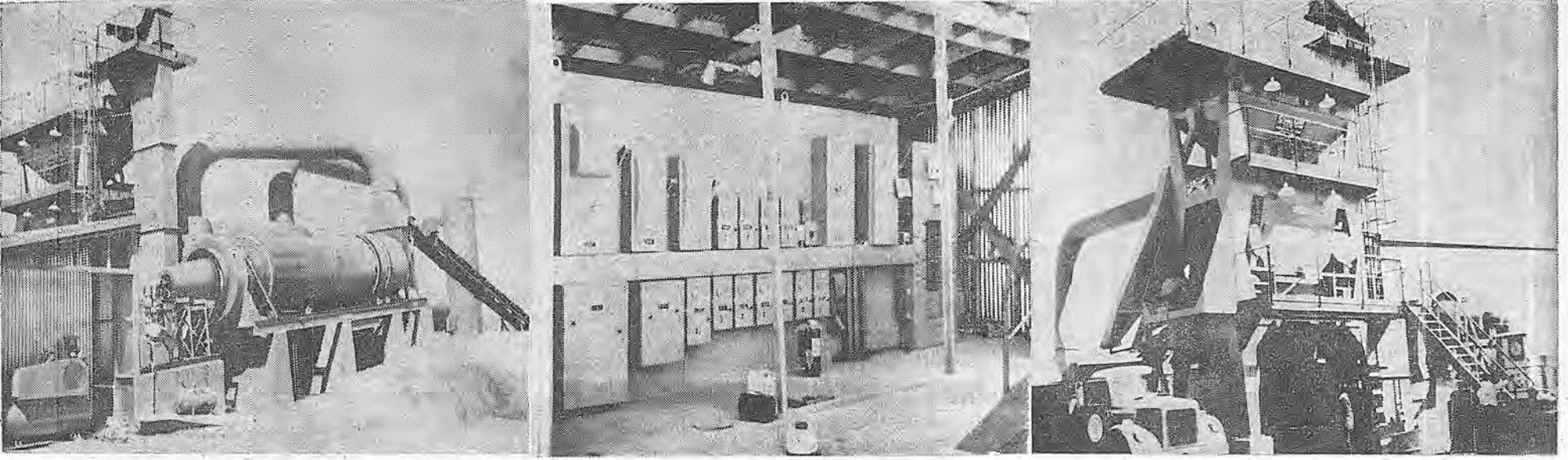
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What's Doing in Oakland Area

By DON KINCHLOE, "TINY" LAUX, WARREN LeMOINE, NORRIS CASEY and DALE MARR, Business Representatives

The Oakland Area has had 467 men cleared for the month of October. Jobs in the Oakland area are still moving good and will probably continue until the rains set in. One of the many contracts that was let was the Briones Dam and Briones Aqueduct located in Orinda, which was awarded to Guy F. Atkinson. The contract price is \$13,888,094 and the work will be done for the East Bay Municipal Utility District.

This office has received requests again this month from members or their families for blood. We had to inform them that our blood bank is still depleted. This situation will change only if the brothers and their families make an appointment with the Alameda-Contra Costa Blood Bank. Call them at OLYmpic 4-2924 for an appointment.

O. K. MITTRY & SONS

The first section of the \$38,245,000 South Bay Aqueduct water transportation project being built by California is 85 per cent complete.

The South Bay project has been under construction northwest of Tracy since last December. It is designed to branch off, eventually, from the proposed Southern California Aqueduct system.

The South Bay Project is being financed chiefly from available state funds. The Southern California Aqueduct would be financed by the Water Bond Act on the November 8 ballot.

The basic South Bay plan is designated to deliver water to Contra Costa, Alameda and Santa Clara counties. The first section, on a \$870,000 contract, consists of a gravity flow channel, a pumping station, the Bethany forebay dam and reservoir, and canals to carry the water to a second pump house, not included in the initial work. The contractor estimates this work will be finished by January 1.

The second contract, for \$800,000, includes the No. 2 pump house, called the South Bay Pumping Station, and about a mile of line to take water up to a 600-foot lift southwest of the dam. This work will be done by Fred J. Early.

The third phase of the work includes a huge pipeline from a point north of Altamont to Patterson road, south of U.S. 50, about 16 miles west of Tracy.

There will be a reservoir at Patterson Pass road, F. W. Case Corp. and Hood Construction Co. put in a low bid of \$2,982,965 for this work. The contract is expected to be awarded in a couple of weeks.

These sections of the South Bay project are being built mainly with state oil revenues.

The first section of the project is being connected to the U.S. Bureau of Reclamation's Delta-Mendoza Canal, 12 miles west of Tracy.

Funds will be required later to transport water to the Airport reservoir at Milpitas and to the Doolan reservoir proposed for a site north of Livermore.

Rose and Matoza of 20830 Rutledge Road, Castro Valley was the low bidder on the new Highland High School site work of the Hayward Union High School District between East Ave. and 2nd Street, Hayward.

This job consists of moving about 1,000,000 cubic yards of dirt for building sites and recreation play areas. The building sites will be for the main high school, class rooms, shop, class rooms, gym, administration building, cafeteria and library.

There will also be flood control drainage system, main line sewerage, football field, running track, tennis courts and handball courts, baseball diamond and two playfield areas. There will be sprinkler systems and turfing.

San Leandro Pipe Company of

Hayward will install all the storm drain and sewer systems on the new Highland High School project. Bro. Charles Stiffel is superintendent, and Bro. Don Santos is foreman. On the DW-20s the following Brothers: Ray Quillen, Del Birmingham, Paul Pugh and William Rodrigues. On the D-8 dozer Brothers W. Cole, D. H. Shirts, G. Boyles, T. D. Shanklin and D. Styes. Bro. Murt Lynch on a blade, Bro. Fred Butler is grade setter, Bros R. C. Buttons and Johnny Johnson are heavy duty mechanics and on the grease truck is Bro. Tim Harvey.

Badger Manufacturing at Standard Oil have finished their plant job. This has been turned over to Standard and at this writing is being put thru the final testing stages by Standard Oil.

Parish Bros. from Benicia are trying to get the sub-base down and pave their Cummings Skyway job. This job is supposed to be done by now, but due to tough luck it was delayed. But it shouldn't be long until we'll have another new link of high-

way in Contra Costa County.

Independent Construction Co. are still working on the White Cliff subdivision in El Sobrante. Bro. Dave McCosker is the pusher here. He has all the paving, curbs and gutters to put in and is about two thirds done at this time. Dave has had a small crew here all summer and is doing a good job. I would like to add this company has gone all out to help us in our new safety program.

McGuire and Hester on their E.B.M.U.D. pipeline in North Richmond are going along real good at this time. They have their problems as it is a deep ditch and the ground is bad. They have had to use sheet piling on most of this and at times this hasn't even worked. But they are still making good progress. There are about ten brother on this job and it should go for another couple of months at least.

Gallagher and Burk are just starting a dirt job at Appian Way and Highway 40 in El Sobrante. They are leveling off for a housing project. They have

BERKELEY READY MIX and Asphalt plant are shown in these pictures. This is an automated plant, with materials fed into bins automatically as the level drops. (See last month's Oakland report for details). Picture at left shows the dryer and belt feed. Center view shows main control panel and electronic heater unit. Picture at right shows the complete plant.

all of the dirt work, curbs, gutters and the underground, with approximately 80,000 yards of dirt to move. At the present time there are six of our brothers on this job with Bro. Carl Burk as foreman.

NEWS ABOUT THE BROTHERS

Bro. Andy Casella and Bro. Bill Casella went on a vacation in Jordan Valley, Oregon. While on vacation they took in some deer hunting. Andy bagged a four pointer weighing 200 pounds and Bill bagged a four pointer weighing 220 pounds. They had a great time.

Bro. Bob Hansen, employed at Parr Teminal, had to have emergency surgery for a stomach ailment. Bro. Bob is in the Richmond Hospital at this time but will be going home in a few days. We sincerely hope Bob has a quick recovery and will return to work soon.



FAST SPADEWORK by this Athey loader, shown taking the first load out on Mission Blvd. at Sycamore in Hayward. Bro. Stubby Lane is at the controls. Watching are Bro. Frank Ivaldi, owner, and Bro. Lewis McDaniels.

JOB AWARDS

EAST PALO ALTO, Contract awarded to Moroney Const. Co., 408 Chapin Ave., Burlingame, \$344,550, for administration area and classroom additions, Ravenswood High School, Pulgas & O'Connor, E. Palo Alto.

RICHMOND, Contract awarded to C. Overaa & Co., 520 16th St., Richmond, \$149,179 (Base & Alts.) for const. Pt. Richmond Fire House, Branch Library, & Community Center Bldgs. at Washington Ave, Park Place & Richmond Ave.

NO. SACRAMENTO, Contract awarded to McGillivray Const. Co., Sacto., \$77,623, for impvt. on Railroad Dr. in Lansuz In-

dustrial Park and extens. of El Monte Ave., betw. W. Pac. RR R/W and Acoma Street.

SAN PABLO, Contract was awarded to Swinerton & Walberg, 200 Bush St., S.F. Estimated cost \$1,000,000 for const. canned foods Dist. Center, San Pablo.

SACRAMENTO, Contract was awarded to Osborn Const. Co., Redding, \$175,515, Contr. No. 61-204003, for rblgd. appurts. to be const. at Susanville, etc., LASSEN CO. (11-Las-Maint Sta.) (B.A. \$190,000).

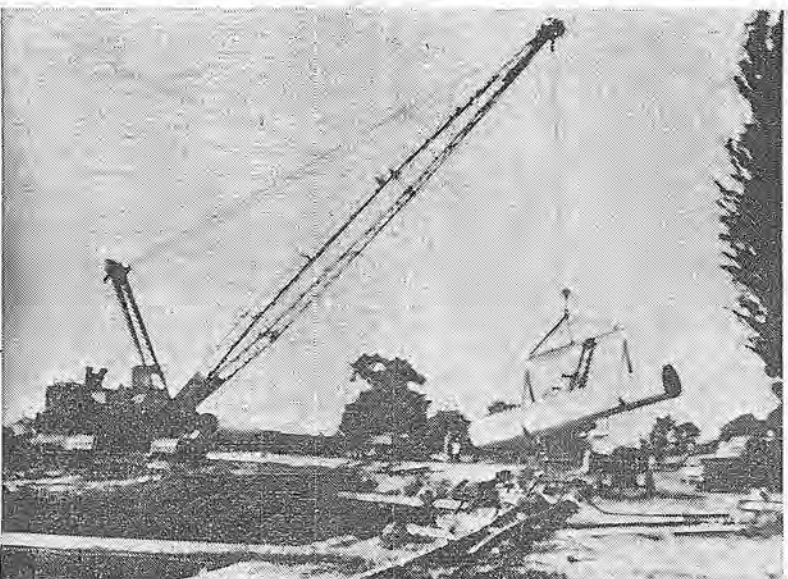
SACRAMENTO, Contract was awarded to Fredrickson & Watson Const. Co. 873-81st Ave.,

Oakland, \$4,198,239, for 3.9 mi. lgth. graded & paved w/AC etc.

SOLANO CO. (X-Sol-74, 75-B, Ben, C. A) Contr. No. 61-10MEO-IP.)

SAN LEANDRO, Contract awarded to Elmer J. Freethy, 1432 Kearney, El Cerrito, \$388,985, for impvt. of line A. betw. Inverness St. & Nimitz Freeway, San Leandro, Zone No. 2 Proj., Spec. FC 2-27.

SAN MATEO, Contract was awarded to Andrew L. Wachter, 1121 Millbrae Ave., Millbrae, \$304,700, for construction new Municipal Court Bldg., in San Mateo, SAN MATEO CO.



4500 MANITOWOC shown here is used on Young and Anderson's job in the Eastbay and has a 5 1/2 yard dragline. It is used to dig and lay pipe. Brother W. Rankin is operator, with Bros. J. DeWitt and Jim Standley, Jr., oiling.

STOCKTON JOBS SHOULD PICK UP

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

The prospects for a busier season in Stockton-Modesto district are improving with the awarding of several jobs including the New Hogan Dam in Calaveras County to the joint venture of Green Construction Co., Winston Bros. Co., and Tecon Corporation, of San Mateo. Although this bid was over a half million dollars under the engineer's estimate the difference between low and second bidder was approximately \$60,000. We are expecting to be able to place some operators on this job before bad weather curtails operations until spring. The same situation holds true for the eight (8) miles of grading and paving on Highway 4 between Angels Camp and Murphys, also in Calaveras County, that was awarded to Granite Construction Co., of Watsonville, in the amount of \$1,187,298. This job consists of approximately 410,000 yards of roadway excavation, 3½ million station yards of overhaul, widening an existing bridge and constructing a new one.

Barker Corporation, of Stockton, successful bidder on the road job at Pine Grove on Highway 88 have started on the clearing of right-of-way and will do some rock crushing for the job this winter. However, we have been advised by the company that they do not intend to open up the job until spring, due to the traffic problem. This same company is now leveling the site for the new pipe yard and plant near Lockeford for the CK-FM & Graver Tank Manufacturing Co.

By the time this news article reaches the press two more jobs will have been let. The State of California is calling for bids on approximately one (1) mile of road to be graded and surfaced in Amador County on Ridge Road, Star Route 65 south of Sutter Creek.

The other project to be financed by the Federal Government and San Joaquin County is additional runway facilities at Stockton Field.

Nomellini Construction Company, of Stockton, is low bidder on the new Control Tower to be erected at Stockton Field in the amount of \$1,097,000 which ties in with the above mentioned project.

The allocation for San Joaquin County roadways from the State Highway budget for 1961-62 totals \$5,040,000. Improvement of Highway 99 from a point two and one-half (2½) miles south of Lodi to a point a mile north of the Mokelumne River accounts for three million dollars of the county's total. This would finance grading, paving and structures for a four lane freeway including the Lodi bypass.

Also \$2,040,000 has been earmarked for rights of way projects which includes \$800,000 for the southern Tracy bypass, \$200,000 for the West Side Freeway and the balance for Highway 99.

Other county allocations that will be covered by this district is Tuolumne with \$2,070,000—construction of a four-lane expressway on Twain Harte Grade along Highway 108 from six and one-half (6½) miles east of Sonora to Hunts' Camp, \$1,150,000—widening and realignment of two lanes for a future four-lane expressway on Highway 120, east of the Mariposa County line, \$450,000. The balance for purchase of rights of way.

STANISLAUS

Stanislaus County, \$8,050,000 grading and structures for a future six-lane freeway through

Modesto on Highway 99 from Hatch Road to Shoemaker Ave., \$6,800,000—widening to four lanes of Highway 33 through Patterson, \$150,000; with the balance to be used for the purchase of rights of way.

Calaveras County was allocated \$215,000 for the purchase of rights of way only.

Amador County \$1,560,000—widening and realigning of Highway 88 for six (6) miles from two miles east of Peddler Hill to two miles east of Corral Flat, \$1,000,000—widening and realigning of Highway 16 for 2.3 miles from west of the Highway 104 junction at Waites Station to east of the Highway 49 junction at Waites Station to east of the Highway 49 junction at Central House, \$410,000, leaving \$150,000 in rights of way.

In addition to State Highway allocations the U.S. Bureau of Public Roads is planning two reconstruction, widening and realignment projects costing about \$1,650,000 on Highway 4 in Calaveras County.

This, in addition to the miscellaneous work that crops up from time to time, should afford a better work year for the members of this district than they have had in the past two years.

Aron Building Wrecking Co. have all but completed the demolition work at St. Joseph's Hospital on North California Street in Stockton. The cleared site will be used by the Bob Long Construction Co., of Fresno, to erect a three story and basement addition to the hospital in the amount of \$2,079,300.

The rock plants are still grinding out aggregates and occasionally some plant mix. However the weather will probably slow down the operations of those that have been fairly busy. This includes Claude Wood Co. plant that is now making stock piles, as their road jobs this summer were quite a drain on them. P.C.A. is holding its own with no large jobs to supply or any shortage of materials at this time according to Job Steward, Brother "Hap" Frerichs. Teichert Aggregates was the first to slow down this season with the bulk of the crew either laid off or transferred to the portable plant near Clements. Brothers "Hap" Arbuthnot and Bill Floyd are repairing the 1201 Ljma and have taken apart everything that is possible to dismantle Calaveras Rock, near Bellota, is still working with hopes of landing a few more jobs before the weather takes over, when they will make the necessary repairs.

M.J.B. Construction have all but finished the dirt work on the 99 Freeway job, but anticipate keeping a few members bull cooking on miscellaneous work around the project.

Dan Caputo, on the same job, will probably keep the truck crane crew pouring concrete on the different structures for some time.

In the southern half of our jurisdiction W. M. Lyles has a telephone cable to lay for Pacific Telephone which involves deep water divers to clear a channel across the Tuolumne River near Modesto. Apparently the divers have run into submerged logs and piling, making

Northbay Jobs High Gear Up to First Rains

By F. A. LAWRENCE, Business Representative

Good autumn weather holding out finds all the brothers busy and jobs in full swing, but as this goes to press, the weather has been looking stormy.

Cherf, Sandkay & Cheney at Nicasio Dam right on schedule with double shifts. By the 15th of November, the biggest part of the dirt will have been moved. This dam has to be completed by the end of the winter rains. From there, they will move further north to another job.

W. H. Stecker on the Nicasio road pretty well ahead. Bro. Phil Oppenheimer their Super tells us they will go the Ruth Dam out of Fortuna where they will do the road job.

Frederickson & Watson at Terra Linda-Hwy. 101 interchange is in the neighborhood of winding up about the first week in December. After that just the cleaning-up stage. Bids for the 4-way interchange structure on Hwy. 101 at Miller Creek Road entrance to Marinwood coming up on November 23rd, so perhaps Frederickson & Watson will not leave the area, as they will be in there bidding. The contract for the job may be awarded in the next month or two.

The L. C. Smith job on the Latipac-Perini Development at San Pedro Road progressing nicely. Bro. Ernie Hartman, foreman on this job has a good crew of brothers consisting of: K. R. Joseph on Motor Patrol, Bob Grant, Euke Operator and Russ. O'Neal, Grade Checker. M.G.M. has just about completed the sewer line on this project.

Syar & Harms at Hamilton Air Base going along nicely on their runway job with Bro. Herman Cecil as foreman, Bro. Ernest Bud Martini and Robert Kittell, on 3-Leg Rollers; Frank Gardner, D. V. Kendall and Bill Hooks on Dozers; Mel Marshall, Grease Truck; Tom Grose and Bob Campbell, Grade Checkers.

The A. G. Raisch job at Marin Golf & Country Club just about finished, and the crew has moved to their Marin City job working on street changes. Bro. Kirby Mitchell is the foreman. They still have a small crew at Terra Linda.

Carroll Madsen has a fairly nice spread at Petaluma grading for a school site.

Cagwin-Dorward & Paradise Engineering Const. Co. doing a landscaping job on Hwy. 101 from Petaluma Creek Bridge down to Washington Street Overpass. Basalt Rock has officially taken over the plant formerly owned by the Marin Rock & Asphalt in Novato. Johnnie

their job extremely difficult.

M. J. Ruddy & Son are completing the paving on the John Delphia job on Highway 120, east of Oakdale.

Wells-Cargo, Inc., have a job crushing dolomite for the U.S. Lime Co., at the Lime company quarry near Columbia.

Malfitano & Vega Engineering have reached the finishing and cleaning up stages on their levee job ear Patterson.

Brother Ray Whittle was low bidder to the U.S. Forest Service to clear land near Sonora.

BLOOD BANK CLUB

Brothers, again we are appealing for donations to our club in order to keep it effective. Up to this date we have received several comments from some of the brothers to make a concerted drive for donors. However, the comments are not accompanied with any blood, as yet.

PERSONAL NOTES

Brother William Kramer is still confined to the Veteran's Hospital in Oakland. According to reports received Brother Kramer is improving daily.

Meloni says he has a good crew of boys.

Paul Vincilione has a spread at Terra Linda elementary school moving top soil, as well as a crew at Greenbrae on Peter Kiewit job.

Ghilotti Bros. doing a small job on Francisco Blvd. at present, as well as putting in streets

and gutters at Scott Valley.

Carey Bros. are pretty well spread out at present. At Glenwood with Bro. Bruce Burch as foreman, two jobs at Tiburon with Bro. John Lapp, foreman, one job at Novato and another at Ignacio. Bro. Jack Jacquish is their all-around foreman.

E. A. Forde at Nicasio Dam Site finished paving. There is some talk of moving their plant to a new site for gravel on the Stecker job.

ABOUT THE BROTHERS

Brother H. J. Zehnle who has been in Africa for the past two years working for the Liberia Mining Company, checking in to say hello and paying for two years' dues in advance (1961 and 1962). Says he will spend a few weeks here in the States, then return to Africa. Wishes to be remembered to all the boys.

Our best wishes to the following brothers who are on the sick list:

Brother Lowell Price who had an accident at Nicasio Dam on October 7th. He is convalescing at home after being hospitalized with 4 or 5 fractured ribs.

Brother Charles James of Shamrock Materials in the hospital. Get well!

Brother James D. Campbell has taken a transfer card. Is moving to Pocatello, Idaho where good fishing and hunting is. We wish him luck, not only on the fishing and hunting, but in his new surroundings.

Brothers: we wish to remind you again to please keep track of all hours worked, particularly for the vacation plan which is now 15c per hr. as of October 1st.

The year buttons for 1961 are available.

Brothers, as the season is slackening up, perhaps you can give some thought to donating to our blood bank. Call our office and arrange for an appointment.

Brother Cy. King of King's Auto Repair located at 815 Olive, Novato-TW 2-5529 specializes in Cadillacs and any other car that other mechanics give up.

Bobo's of Ignacio just finished the paving job as the rains start which is at this writing (Nov. 3rd.)

San Rafael Office do wish you and yours a Very Happy Thanksgiving!

Job Awards

MONTEREY, Contract was awarded to Harold C. Geyer, P. O. Box 1190, Monterey, High School, Boys' Gym.

SAN JOSE, Contract awarded to Wayne Pendergraft, Inc., Sarasota, \$848,242, for const. Geo. C. Payne Elem. School & Gussie Baker Elem. School.

HAMILTON AFB. Contract awarded to Syar & Harms, Vallejo, \$537,859, for rehab. aprx. 12,500 sq. ft. exist. 50' wide taxiways incl. pcl. aprx. 150,000 T var. base crs. & aprx. 13,000 T Bit, surf. & bdr. crs., etc. at Hamilton AFB. Eng-04-203-61-50.

OAKLAND, Contract was awarded to O. C. Jones & Sons, Berkeley, \$144,307, for impvt. of Bond St. betw. 64th Ave. & Seminary & 57th Ave. & 55th Ave. Okld.

DALY CITY, Contract awarded to Harrod & Williams, Sunnyvale, \$674,558, for const. Christopher Columbus School.

Aloha to You!

HAWAII JOBS SLACK OFF; PICKUP SEEN

By HAROLD LEWIS, RUPERT TEVIS and BERT NAKANO
Business Representatives

Work in Hawaii has tapered off to a steady pace, with very few new hires and quite a few layoffs from the larger jobs like the Standard Oil refinery and Kaiser's Hawaii Kai. Out of work list climbed to 73, which includes all classifications except equipment mechanics, equipment welders, and finish bladesmen. No matter how dull the future looks, your representatives feel that a good number of you will be back to work by the end of November.

Morrison-Knudsen was the low bidder on the three and one-half million highway section between Fort Shafter and Kalihi Stream. There is no doubt that they will be awarded the contract and will thereby hire a few men.

Kaiser Hawaii Kai project has finally gotten the O.K. and building permits for the erection of a batch plant, crusher, and tile plant deep in the valley back of the Kuapa fish pond. As soon as a permanent road alignment for this area is staked out, quite a few members will be put to work.

Hood-Thompson has already started their water line in Waimanalo and at this writing, has one dozer working on the Palihua-Waianae line.

Bechtel Corp. has reached its manpower peak at the Standard Oil refinery project and there will be a minimum of new hires from time to time, until the job comes to a completion.

G. Kobatake Inc. is just about done with their work on the Olumana project and also the excavating portion of the Waimanalo Reservoir job, but rental of his equipment will keep our brother members working.

J. M. Tanaka is still going full speed on his Chamanade Terrace project and the Kaheha job in Pawaa. The Pali road job is still confined to the bridges only because a certain non-union contractor is not ready with the road on the Kaneohe end of the Wilson Tunnel. When that is completed, you'll see "J.M." move rock and dirt like Kamehameha moved his opponents off the Pali.

Well, it looks as though the feud between Art Rutledge's Hawaii Teamsters and the Operating Engineers has broken out anew. Rutledge petitioned for representation with the Hawaii unit of Theo H. Davies on a technicality of the law, knowing that the employees there have just recently joined Local No. 3. This maverick "labor leader" (Art Rutledge) has once again shown his colors and this time you can see clear through him. A "gentlemen's agreement" was reached with Art Rutledge a few months back, whereby we would not organize any of his people and he would not organize any of ours; but he has proven himself not to be a gentleman. To continue writing about this maverick would be just a waste of time, and time will take care of him.

The Holidays are here again, and once more we want to caution each and ever one about driving on the highways and even the back streets. You have a responsibility to your family in trying to keep yourself alive so that you can be with them

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

November has been a month of continued good weather. We here in Utah, appreciate each day of fair weather. Soon, Old Man Winter will approach, which of course, will bring a certain amount of curtailment of construction.

When you receive this Edition, the Political issues will all have been voted on and we will move into a new era of Government.

We have, in the previous months, asked all of you to be loyal Americans, in that you Vote and bring to America, those men whom you think will be most able to guide your Country and your Union into a new Era of Peace and Prosperity. We wish to thank all of our Members for the interest in this endeavor.

Here in the Central Section, we have been somewhat hampered by inclement weather. The swing shift on Western's Job at Bingham has been unable to operate for the past two days, on account of fog. Trucks on the dayshift haven't been able to find the shovels at times.

Morrison Knudsen Company's operation in the Bingham Pit has worked without interruption during the storm. The weather just doesn't have much effect on that white rock. Tuffy Jones has had to increase his mechanical force to keep final drives in those D-9's. Most Companies contend it is cheaper to repair these cats than to drill and use powder. The weather won't effect this job much, but Mr. Jones will have trouble if he takes much time to blanket those cats.

W. W. Clyde's job at Silver Creek will not be able to stand much weather. We would like to see this job go until Christmas, as there are thirty two of the Brothers employed on this job. W. W. Clyde's job on the Freeway in Salt Lake will not be able to take much weather before shutting down for the winter.

We would like to see Tiago Construction Company be able to finish their job on North Beck Street; they have so little left to do and the many detours have created a dangerous traffic situation. They have handled this job very well and with a minimum of inconvenience.

As yet, there has been no award of the multi-million dollar re-construction job scheduled for the Magna and Garfield Mills. We understand there were 14 bidders on this job. The bids were opened on October 17th and we are waiting for notice on the award.

Brother Art Casey is back in the Holy Cross Hospital, much to our regret. He was released from this hospital two weeks ago, but after a week at home developed complications and has had to return to the hospital. Brother Casey was running a 50 R Drill for Western at Bingham and doing a very good job.

Brother Doug Reeves came into the office after his release from the hospital. He also will have to re-enter for continued check-ups. Brother Reeves is an old timer with the Union and at his trade. He is a shovel and dragline operator and one of the best. A Speedy Recovery to both.

SOUTHERN AREA

To the far south, work looks better for the Winter than it has for a long time.

Strong's job at Glendale has 37 operators going two shifts.

Cox Brothers received an greeting St. Nick, and bringing

in the New Year. Just a little reminder for you brother members who like to enjoy your family to keep yourself alive.

We your business representatives and your office girl would like to wish you and your family a Very Merry, Merry Christmas and a Happy New Year. God bless you all. Harold Lewis, Rupert Teves, Bert Nakano, and Amy Fujimoto.

award for a good sized job at Marysville.

D. W. Brimhall and Rasmusen are the excavators.

V. C. Mendenhall just received a road job in the southern part of the state at Pintura to Leeds. This is a pretty good sized job.

L. A. Young is getting pretty well along at Gunnisoh and Richfield. His intentions are to move his operators from this job to the nice job he has at Beaver Canyon; W. W. Clyde has a good road job at Moab and also James Reed; these jobs should go all winter.

At the Iron Mines, things are going very well, with additional men being hired during the last two weeks.

PROVO AREA

The seasonal slump once again is starting to increase our out of work list in the Provo area. Morrison Knudsen has cut off the second shift on the Orem Freeway and the members are starting to pour in from Flaming Gorge and Stanaker Dams.

Arch Dam Constructors are working on a day to day basis after November 5th, depending on the temperature and weather. Next year this job should really high ball. They have been working out the bugs mostly this Fall and should have things ready for the next work season.

Morrison Knudsen at Vernal has completed zones 2 and 3 but will have a few men working until December placing rip-rap, then this job will be compete.

W. W. Clyde has started their secondary road job at Jensen with Norman Clyde as Superintendent and "Red" Haymond as grade foreman. Dennis Rowley and John Burdick are on the 21's and Dale Peterson is on the push cat. Burt McNeil is on the pioneer cat and Wayne Haslam is on the Tamper. They expect a blade within a few days.

Things could be brighter around Geneva but we still have a few men working for CWS (seven, that is), and State Electric has four besides some rented equipment from George Storrs and Billy Vincent.

Eichleay Corporation was the successful bidder on the re-heat furnace and has already started excavating.

It is with deep regret that we report the death of one of our Brothers from Vernal. Lewis Keith Merkley was killed on a "B" tournapull when it left the grade and plunged 60 feet through the air and crashed into a cement plant on Strong's job at Glendale. He worked on the Staiaaker dam all summer and according to M. K. supervision, he was one of the safest operators on the job. We are happy to know that his widow and unborn child will be well provided for through the Health and Welfare benefits and Burial Fund which our Local has.

Brother Lloyd Mechem, a

Kennecott employee and cat operator, was killed also on the job. Our Sincere Sympathy to the Families of these Brothers.

NORTHERN AREA

In the Northern Area, the Contractors are still in high gear and our out of work list is practically nil. This has been a very good season and if the weather holds our people can work right up until the freeze as most of the jobs will not be finished this year.

We are very pleased with the way the Contractors are using the Hiring Hall. There are still a few who won't go along like they should but as time goes along and members and contractors alike get acquainted with the procedure, we shouldn't have too much trouble.

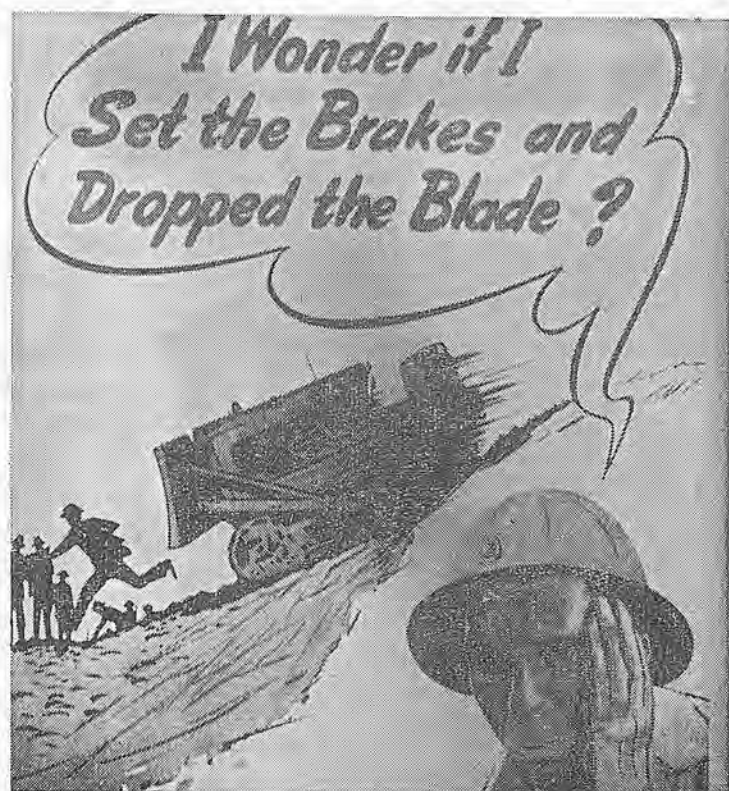
Eldon Knudsen with the low bid of \$334,001, was successful on the Weber Basin Project along with the earth work, pipe line and structure of Farmington Lateral System. This bid opened October 6, 1960 and should get started immediately. After ten years, Eldon has finally signed an Agreement with the Operating Engineers and we

wish to welcome him into the fold.

The Lindsey Park Utah Homes of Brigham City has added another Brother, Harold Green to work with Brother Clair Bennett. This Company should fair well with this couple of high caliber engineers.

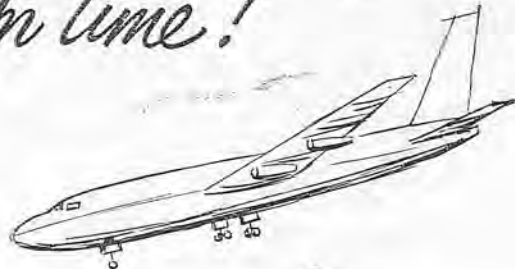
Brothers Dick Maynard, Chuck Speiss, Arlin Morrell, Eli Jensen, Bill Dodge and Don Honomichel survived the Utah deer hunt. These Brothers were working atop Monte Cristo in the middle of Utah's finest hunting grounds. These Brothers have endured snow, ice, rain, so what's a few stray bullets to a rugged crew like this.

Out at Willard Bay we still have a fine crew of Engineers. A few have been added lately, namely, Brother Jess Hutchinson, HD Mechanic, Hugh Sutton, the all American Oiler, Vern Jeffers pushing the night shift on the Euc Loader and Brother L. T. Garrett on Patrol. Oh yes, last but not least is Brother Russ Cummings breaking all records with the Sauerman Scraper.



CUPERTINO Contract was basins & valley gtrs. awarded to Krzich & Ramos, BAXTER, Contract awarded 11226 Bubb Rd., Cupertino, to Don Da Roza, Dutch Flat, \$308,226 (Sch. 1 & 2) for local impvt. Dist No. 5 impvts in \$848,486, for const. Whitmore Garden Gate Village Area inst. Maint. Sta., PH.11, Div Hwys. sanit. swrs., main & lat curb & Dist. 111 nr. Baxter, PLACER btrs., minor storm drain, catch-CO.

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FRESNO DISTRICT BEGINS TO TAPER

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

Work in the Fresno district is still going strong. However, some of the large projects are nearing completion and the companies are cutting men off the payroll each week. Many of the jobs that are coming out now are for next spring and others that can be done in the valley this winter are small in size and will not need too many operators.

There are still contractors working all over the district—from the mountains down to the Kings Kern Counties line and west to Coalinga and Avenal. The mountain jobs are expected to be done or shut down because of weather in the next two weeks.

SAFETY MEETING WELL RECEIVED: We held two safety meetings in the Fresno district this past month, on the evening of October 26th and 27th. There were approximately 85 members in attendance at these meetings and judging from their comments after the meetings, they thought that the film was very good. They also expressed their desire for the showing of more of these films and also of more education and participation in regard to the safety of our membership. The apprenticeship program was also discussed after the showing of the safety film and the Brothers seemed very interested in the program and how it would work.

Surprisingly enough some of the "old-timers" of Local No. 3 were also very interested in the program and pleased to hear that they could also take a course of education and training for work that they would be interested in. We want to thank the members that attended these meetings for their attendance and participation in the discussions. We hope that our efforts in safety will be rewarded by a decrease in job accidents and deaths resulting from accidents such as shown in the film. We also hope and look forward to a larger attendance at future Safety meetings.

GENERAL AREA PROBLEMS—We wish to take this time to again ask all of you members to please request your vacation pay from your employer on or after your termination from the job. We have had many of the Brothers come into the office and raise hell because they have not received their vacation pay, and then we find out that they have never requested previously, as per the agreement. At times this is embarrassing to us, when we raise hell with a contractor.

There has also been several claims on wages, where the member has left the job and then waited for two or three months to report a wage shortage or that he didn't get his last check.

Please let us know as soon as possible of the fact that you haven't received your proper pay, so that we can collect it without the problem of having

to go back into several weeks of records.

In some cases it is almost impossible to figure out the amounts due to an employee after several months have passed and especially so if the employer has completed the job and left the district. Please cooperate with us on this issue for your own good.

Even though we have had these problems as I have tried to outline above we have had many claims turned into us for collection. Many of these members received their check directly through the mail, after we took issue with the employer. One hundred and twelve claims were settled and checks collected by your agents and recorded in the office in the amount totaling \$7,228.77 since May of this year.

Miles & Sierra at Merced on Highway 99 have three Do-mores loading 17,000 tons of import a day; this company is doing all the import and compaction. Fredrickson & Watson is doing all the clearing and Jones will do the structures. Granite Construction have one side of Highway 33 out of Mendota ready for black top. This job has a terrific problem. They put in sub-base and base on one side and then black top, then do the other side. Fresno Paving will resurface Highway 168 to Shaver Lake. This was the job that Scott & Scott had and the bonding company had to take over. Fresno Paving was also low bid on Belmont Avenue. This job is 4½ miles of road from Academy Avenue to Viare Avenue. This company also has McMullin Grade, this job is 5.8 miles of road, eleven miles north of Helm. Thomas Construction has one cat clearing on their job out of North Fork. They will have some more equipment in about November 7th. This job will be four miles of road and will keep some of the Brothers busy all winter. Winston-Green have moved over to the west side of the river and have about 1800 feet of tunnel. This Company has holed through on the east side of the river and have 8000 feet on the west side to go. Pomeroy Construction Company has the Penstock contract and have two cats pioneering roads, etc., on the job now.

Rothschild, Rafin and Wer-rick are still working on the powerhouse section of the job and are progressing very well. The lower section of concrete is poured and now they should be moving more rapidly as they are

(Continued on Page 9)

Statement required by the Act of August 24, 1912, as amended by the Acts of March 3, 1933, July 2, 1946 and June 11, 1960 (74 Stat. 203) showing the Ownership, Management, and Circulation of Engineers News, published monthly at San Francisco, California, for October, 1960.

1. The names and addresses of the publisher, editor, managing editor, and business managers are: Publisher, Operating Engineers, Local Union No. 3, 474 Valencia Street, San Francisco, Calif.; Editor, Newell J. Carman, 474 Valencia Street, San Francisco, Calif.; Managing editor, Newell J. Carman, 474 Valencia Street, San Francisco, Calif.; Business manager, Newell J. Carman, 474 Valencia Street, San Francisco, Calif.

2. The owner is: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding 1 percent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address, as well as that of each individual member, must be given.)

Operating Engineers, Local Union No. 3 of the Int'l Union of Operating Engineers, 474 Valencia Street, San Francisco 3, California.

3. The known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.)

None.

4. Paragraphs 2 and 3 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner.

5. The average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the 12 months preceding the date shown above was: (This information is required by the act of June 11, 1960 to be included in all statements regardless of frequency of issue.) 15,000

NEWELL J. CARMAN, Editor

Sworn to and subscribed before me this 24th day of October, 1960. W. W. Minham, My commission expires June 6, 1962.

(SEAL)

Sacto Area Safety Meetings; Jobs at Peak

By ERNIE NELSON, HAROLD HUSTON, WM. METZ, ED HEARNE and AL McNAMARA, Business Representatives

We have had three safety meetings in Sacramento area, one in Truckee, Pollock Pines, and one in Sacramento. And they have been well received by the Brothers. This is something we have needed for a long time.

We have had a good work load this summer. There were 510 Brothers cleared out of the Sacramento office in the month of September and it will be good until the snow falls. Then we will have a good amount of work to start on next year. There will be all of the dirt on the Stumpy Meadows Dam. Also the Prosser Creek Dam and most all of it on Union Valley.

Highway 40 We are happy to report that around the Truckee, and Lake Tahoe area; we have made great strides forward in organizing a lot of the non-union contractors. We realize by getting all these non-union contractors signed on an agreement will make more jobs and better working conditions for our brothers who live in that area.

Old man weather has been very kind to us so far this winter by holding back the heavy rains and snow in the mountain areas. Most of our brothers got a real late start to work this spring, and a real late winter will sure be appreciated by all of them. Most of the contractors on the hill are really taking advantage of this beautiful winter.

Isbell Construction has about two weeks left on their dirt excavation on the Hobart Mills highway job. This consists of constructing a new highway to replace the old highway which will be under water when the Prosser Creek Dam is completed. They are working two shifts on the rock plant trying to get some of the base rock down all the way through the job to protect the road from the heavy rains to come.

R. A. Heintz Construction Company is slowly securing operations for the winter. At the present time we only have 14 of our brothers working on this job. They have all next year to build the Prosser Creek Dam at Hobart Mills and only plan to do some more grouting before shutting down operations for the winter all together.

Krull & Pacheco are moving along in high gear on their job at Soda Springs. Because of the heavy snows in that area the State wanted the shoulders on the new stretch of highway redone to get better run-off during the winter months. Their job consists of excavating in the gutters 6 inches deep and 6 feet wide, and placing 6 inches of base material, and 2 inches of plant mix on top of that. They also have to put a plant mix burn all along the job.

A. Teichert & Son Inc. have finally conquered the slide area on their freeway job a Baxter. The State has decided instead of putting concrete on this section they will just blacktop it and see what happens this winter. This has been a real good job for a lot of our brothers and we hate to see this job finish up. There still is some of our brothers working on this job paving the shoulders and doing clean up work. This job will be completed in about 30 days.

J. W. Briggs, Conley & Dennis are working two shifts on their Donner Summit job trying to get as much completed as possible before the heavy rains set in. We have a lot of our brothers working on this job, and we only hope they get a real late season in.

Maddona Construction have been working part of their job on two shifts because the state told them they would have to save part of the highway that was starting to slide. This job located at Alta has been a real tough one to fight with all the springs, and slides they have had to fight. There is still about

60 days of dirt excavation left to move on this job and only the weather will tell how much this winter they will complete.

Peter Keiwi & Son Inc. are 61% completed on their missile base at Lincoln. The bid on this job was \$10,100,000. This missile base will have 3 launching areas, one powerhouse and control center, and 2,000 feet of multi-plate-pipe ranging in size from 9 feet to 12 feet. This will be the personal and utility tunnels for the missiles. Missile silos for the Titan measure 40 ft. neat line diameter and range from 160 to 170 ft. deep. Circular steel beams, 8 in. thick, are set in the silo walls during excavation in all ground conditions except rock. Usually these beams are spaced on 5 ft. centers but loose ground may make it necessary to place many more. The space between the beams is usually fitted with a wire mesh and then gunited but occasionally timber logging is also required. In areas where water is encountered steel liner plates are installed and butt-welded to provide a water-tight enclosure. Footings for the 27 in. thick reinforced concrete walls of the missile silo are 5x5-ft. reinforced concrete blocks with a 5-ply membrane. These footings are anchored to the base material by rock bolts which range in diameter from 2 1/2 to 3 inch, have carbon steel threads, and measure approximately 29 ft. Twenty-seven ft. of the rock bolt is sunk in a 6-in. diameter hole in the rock and the area between rock and bolt is then pressure grouted. The tunnels will not only provide access from one unit to another, but will carry duct works along the interior top, cable racks along the sides, and piping below the floor level. The open cut excavation employed on all Titan busses to date takes the grade down to the invert of the tunnels so no tunneling techniques are needed to construct the network. Tunnels will be covered by approximately 60 feet of earth. The Titan is a two-stage ICBM more than 90 feet long. It's first stage is 54 feet long, 10 feet in diameter; the second stage is 37 feet long, including nose cone, and 8 feet in diameter. The missile, loaded, weighs 110 tons. Both Titan stages are powered by Aerojet General liquid rocket engines. Initially, it will have radio-inertial guidance. Later models will have an all-inertial guidance system. It is larger but lighter than Atlas. The Air Force states that Titans first stage engine, with it's two thrust chambers, is the most powerful in the U.S. today. It has a thrust of 300,000 lb., equivalent tot the combined horsepower of 15,300 average size American automobiles. The second Stage engine has a thrust of 80,000 lb. at altitude. This missile base at Lincoln will be constructed on approximately 40 acres of land. There is about 1/2 million yards of dirt to be moved and replaced when this job is completed.

Aero-Jet—A. Teichert rules the roost with the most equipment operated and jobs in progress. This outfit is 100% with conditions and keep a crew of

good engineers going. Wismer & Becker retain two able brothers on the payroll, assigned to jobs where only the most skilled survive. Pacific Crane & Rigging have four top operators working with the specialty crafts and getting some overtime. Callahan's crew are spraying paint on everything that is lying loose with two engineers on the compressors. Monterey Mech. has one engineer servicing welding machines with lots of work in sight. P.M.I. has a go-ahead brother on the A-frame making regular pay checks. Baldwin Const. have several buildings in the finishing stage. Joe Richards has a dirt crew busy on site preparations and revetments in line 3.

Mather Field—Rossi Construction Co. is in the process of cleaning up their underground work at Capehart housing. This has been a good job for our brothers after a bad start. The brothers have kept this job going right down the line. George Miller's sewer job at Wherry Housing is finished and the equipment is parked waiting to be shipped out to a job near San Berdo. Charlie Alexander is due back to Capehart to spread the top soil around the houses and finish the landscaping.

Sub-divisions — McGillivray has finished the underground paving at College Greens off Folsom Blvd. and have most of their equipment at Grand Oaks on Old Auburn Blvd. Brighton Sand & Gravel keep a good shop crew going and several brothers on outside jobs. Their Watt Ave. overcross job is ready for the surfacing. Raymond Concrete Pile Co. are doing the footing work with their skid rig. Lentz Construction have had 232 contracts this year ranging from \$1,000 to over half-a-million. This outfit is working some overtime and keep the brothers happy with good working conditions. A. Teichert, as usual, have crews working in all parts of the area. This company employs the largest number of our engineers of any contractor in Sacramento. Granite Construction Co. have been able to keep a couple of crews of worthy brothers busy. The shop crew have an easy touch and maintain good conditions.

Plants—Brighton Sand have the Perkins plant on two shifts but will go back to one just as soon as the road rock is laid and paving is completed on their jobs. McGillivray keeps his smiling crew going steady on 14th Avenue. This is a good bunch of Local 3 engineers and they all go by the book. Teichert's rock plants at Perkins and Del Paso are way out in front with tons produced. Our brothers here have everything going their way with no problems as far as the agreement goes. The "Green Hornet" is set up on Jackson Road now and we hope this wandering crew will be home to stay for awhile. P.C.A. out at Fair Oaks are going two shifts to stay ahead of the demand for aggregates. All old timers working here so are able to keep in line with the agreement. The ready-mix industry has speeded up lately as the local sidewalk and gutter contractors are trying to finish up their jobs for the season. These batch plants keep a large number of our brothers going all the year taking home a good annual income.

NEW YOLO CAUSEWAY

Brothers, we have at last received the official word on the new causeway. The state division of highways has set November 30th for the opening of bids. This job will cost an estimated \$10.5 million dollars and will

be a six lane divided freeway to replace the old Yolo Causeway on Hiway 40. Completion of the job is set for approximately two and one half years from now.

The project will total 5.6 miles, running from Swingle, east of Davis in Yolo County, to tie in with the West Sacramento Freeway. Two bridges, one 2,880 feet long on the west end and another 8,800 feet long on the east end, and 4,710 feet of fill for the new freeway will be placed to the south of the existing structure.

Included in the project are the construction of an undercrossing and interchange at the west end of the bypass and the widening of the undercrossing at West Capitol Avenue on the east end. The existing causeway was built in 1917 and widened to 4 lanes in 1933 and will be demolished upon completion of the new job. This job will probably not get underway until early next summer.

Another new job coming up that will be of interest to the Brothers is the last section of the deep water channel from Little Holland to Cache Slough. Bids are scheduled to be opened on December 6. This job promises to be a toughie right at first because the company that builds the levees will have to contend with a water table that is only about 1 foot under the surface of the ground. This could be a job for big draglines. We'll know more about it after the bids are opened.

This job will go for about two years on the pumping end of it. There is at least 19 million cubic yards to be moved and placed. When this one is finished, all that will be left to do will be the cleanup work through Cache Slough and down the main river to get the proper depth.

Lockbridge Constructors have a lot of work left to be done on the barge locks. They are keeping a few of the brothers working. They have been placing fill sand and compacting it behind the sheet piling. Thy should have about two and a half months left on the dirt work.

Elmer Wendt has completed his small job on the channel and is moving out his rigs.

Pacific Dredging Co. will be finished pumping about the first of December and needless to say this will result in the laying off of several Brother Engineers. There will of course be quite a bit of cleanup on the dikes and on the shore.

Hydraulic Dredge is working north toward the Lisbor Trestle and are almost there. When they get to the trestle they will move back to the south end of the job and start another cut. They will not be finished with this section of the canal until next June or July.

Harms Brothers has a good sized crew working near Davis on the new ElMacero Country Club. This will be an 18 hole golf course and exclusive subdivision combined. Harms is putting in the underground work and the streets. We understand the lots will sell for about \$15,000. and if you get a lot you get first choice at the member ships. They sell for \$3,500. If any of you Brothers are, interested just contact us and we will put you in touch with the right party.

Associated Engineering has the tilt up panels in place on the Hunt Food Products plant at Davis. Kelly Brothers from San Jose sent in two big trucks to set them in place.

Yuba Erectors of Emeryville will set the steel on the job and

Job Awards

SACRAMENTO, Contract was awarded to Gallagher & Burk, Inc., Oakland, \$773,111, for abt. 2.0 mi. hwy. const. by grade, surf. w/ac on aggreg. base ovr. aggreg., subbase & exist. pvmt. & 2 brdgs. const. Taylor Blvd. CONTRA COSTA CO.

EL DORADO, Contract awarded to Valley Engrs. Inc., P. O. Box 992, Fresno, \$475,178, and C. Norman Peterson, 2832-9th St., Berkeley, \$446,783, for const. domestic wtr. & sanit, swr. facilis.

FREMONT, Contract awarded to Oliver De Silva Inc., San Leandro, \$161,831, for work & impvts. under RO1 No. 497, Peralta & Maple St. Assess. Dist.

LAFAYETTE, Contract awarded to E. T. Hass Co., Belmont, \$253,000, for clear. grad. drnge. work, Rheem site, Morage Rd. CONTRA COSTA CO.

SACRAMENTO, Contract was awarded to A. T. Teichert & Son, Inc., 1931 Stockton Blvd., Sacto, \$103,190, for improvement of Whitney Village No. 3.

SAN FRANCISCO, Contract awarded to Peter Sartorio, Colma, \$431,218, for const. new caferia bldg., & cafe. bldg. addn. at S.F. State College, S.F.

SAN MATEO, Contract awarded to Harrod & Williams Inc., Sunnyvale, \$695,549, for const. Police Dept. Bldg., Delaware St. nr. 19th.

SACRAMENTO, Contract was awarded to Gavel & Flanders Const. Co., Sacto, \$84,878, for Sacto. Co. Garage reloc. & impvt.

RED BLUFF, Contract was awarded to Murphy Universal, Inc., Chico, \$126,775, for No. Sewer Assess. Dist., Impvt., 1915 Assess Act.

they should be moving in soon if not already. A. Teichert & Son is doing the streets and parking areas and were trying to lay black top in the rain the other day.

Jay Bailey has a job at the Senior High School in Davis and have the slabs all tilted up. O'Brien Crane and Rigging will place the steel on this job.

Ince Brothers has finished placing the pipe on their underground job at Woodland and outside of a small amount of cleanup work they are finished with the job.

Jay Bailey has about wound up their sludge pond for the City of Woodland.

On & Off Hiway 50—Up at Robs Peak James Const. Co. are going three shifts on their tunnel job. Cheff Bros. are doing the work for James Bros. and they really know their stuff about tunnels.

In upper Union Valley, Hubner & Michner are doing the clearing and are moving right along. They have R & P Contractors from Washington subing some of the clearing from them.

Up at Tahoe, Baxter & Harper have started their sewer job at the gate of Tahoe Keys to Hiway 50. They have to dig around eighteen feet deep and should be a good job for the brothers till the snow runs them out.

Geo. Miller and LaGrange Const. Co. keep a full crew going on sewer and water lines and street work. They are working against the weather now so are going strong trying to finish up.

Peter Kiewit Sons are still going two shifts on the dirt and three shifts on the mechanic. The only way they can tell how long they are going to work depends on the weather.

THE NEVADA ROUND-UP

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

Andy Drumm Jr.'s outfit officially known as Silver State Construction Company is well along with his freeway job over Golconda Summit on the Interstate Highway No. 80 and Highway No. 40, but he should be with such outstanding men like Jack Beach, his superintendent, and Brother Joseph "Chip" Montrose, also Joe Solaegui in charge of the job. Of course Andy comes around the job once in awhile to lend his wise and helping hand and to speed up the operation of the dirt moving on the job. They have a real crew of Operating Engineers to help out on the earth moving equipment such as outstanding Brothers as Brother Charles Melendy, Brother Elmer Salinas, Brother C. H. Walsh, Brother M. L. Peltzer.

These Brothers are real cat and "W" scraper men. The DW-21 operators that really move the dirt for Drumm and Brother C. J. "Tut" Anderson, Joe Ames and Brother Manuel J. Munoz. Brother Henry Tonn is on the new Northwest shovel and that Tonn can really move the dirt. Now Brother C. M. Carr is on the job and he does a little of everything. Brother Robert N. Nelson is the "Boss Man" on the pipe crew and Bob is really a good "Boss Man" at anything.

The blade men on Drumm's job are Brother Al Montrose, Brother Mike Rasley and Brother O. W. "Oley" Hartvigs. These three blademen are outstanding blademen or they wouldn't be with the Andy Drumm's outfit very long. The greasers are Brothers Vern Nichols and Lawrence Harrison. They really move on this job greasing everything up. Brother Erval Yturiga and Brother J. G. Harison have quite a job doing the welding and repair work for the Drumm outfit for there does seem to be something broken down most of the time.

Brother Joe Ripoli is a foreman and a real good one, but someone on the job thinks he is a gradesetter, and we can't forget the real Office Manager "Doc" Summerbell. He is a real outstanding man on a camp job, as he seems to take an interest in everything on the job and he looks out for the Dear Brothers such as giving them advances and transportation phone calls and small things that go with keeping a job running smoothly at the Drumm jobs go.

The Ready Mix Paving Con-

struction Company's highway job at Orvada, Nevada, has most of the grading done. Willis Brothers have done a fine job on the grading under the circumstances. The Gravel Plant and laying of the gravel is under the supervision of Brothers Richard "Chief" Kingston. He is the Bossman, Chief and the whole show on the job. We also find Brother George "Whitey" Cate on the blade just helping the job along. Really if the truth were known the "Chief" and "Whitey" carries the whole job. Of course Riley has something to say about the job sometimes.

THIRD PAVING DAM GOES

The Eckley Construction Co. and Carson Frazzini teamed together and were awarded the third of the series of flood control dams on Peavine Mountain just north of Reno and they are off to a flying start under the supervision of Brother Jim Snowden with Brothers Billy Fritz, Jim McConnell and Dennis Miller on the rigs.

Eckley has two rigs building a new target range at Stead Air Base with Brothers Hugh Martin and Nick "Lefty" Lemich at the controls.

Eckley's Highway job at Smith moving right along with Brother Don Gordon, supervisor and the following Brothers on the rigs, Jim Street, Don Vaughn and Lee Bond.

ISBELL ROLLS ON 395

Isbell has transferred a multitude of their men onto their Highway No. 395 Project just north of Reno from their other jobs at Frenchman Dam, Hobart Mills and Walker Lake and these Brothers are sure lucky as they have an all winter job right in their back yard. You should see the smiles. Brothers Dan Avery, Jr., George Bowers, A. C. "Jim" Blair and Al Thompson doing the arm waving. Eagle eyeing the grade are Brothers Iver Clausen, Cliff Devine, George Kohlopp and Terry Neff. Brothers Jay Clay, Ray Duvall, Glenn Gillson and Ernie McAllister on the blades. Brothers Jim Elston on the backhoe with his trusty oiler Ken (The Artist) McBride. On the dozers there are Brothers "Bud" Berg, Ralph Collins, Raymond David, Manny Dory, "Shorty" McEvers, Bill Pontoon, James Lambert and Brother Snodgrass. Herding the pulls are Brothers Frank Breeding, Vic Heenan, "Cookie" Herrick, Neil Johnson and Jim Lilly and Brother Bert Fernandes on the finish stomper cat. Keeping this spread greased up are Brothers Gary Morrison, G. W. Busch and George Kirkpatrick. Master Mechanic Dave Germain has a fine crew of nut busters such as Brothers Wade Henderson and Sid Turner. This

job will take these brothers through the winter and in the spring some of them will return to finish the other jobs closed down for the season.

Out at the Isbell Second St. pit, yard, gravel pit and hot plant where Brother Bill Bogle is the commander and the boss of the day, everything is moving right along. He is doing a fine job for the Isbell Construction Company around the "Biggest Little City in the World". Brother Bill has some problems on the Reno Airport job. However even with the help of the Operating Engineers, he will get the job finished on time.

It was with a feeling of not quite believing and yet knowing it must be true that the Brothers in the Silver State learned of the death of Brother Henry Kiechler. Bro. "Hanko" was killed in a one car accident approximately 12 miles east of Tonopah, Nevada, on U.S. Highway No. 6. He was working for Eckley Construction Company at the time of his death and was on his way to Brother Eckley's job near Smith, Nevada. "Hanko" had lived and worked in Nevada for many years. At times, he was quite the "Character." You'd meet him one day and be sure he was direct from Ireland with the "brogue" to match. The next day he'd be just Hank again, eager to get back on a "21," Super C, or any of the other rubber-tired rigs. It's strange, but it had always seemed to all of us that Brother "Hanko" was just indestructible and his cheery grin and warm hello would be right there on whatever job or wherever he might be. Our sincere sympathies are extended to his children and relatives. Brother Hank will certainly be missed by all of us, and we know we'll never be lucky enough to meet another quite like him.

JOB AWARDS

SAN JOSE, Contract awarded to Alken Const. Co., San Jose, \$236,590, for const. proposed school facils. at Samuel Ayer High School, Calaveras Road, Milpitas.

NIMBUS STATION, Contract awarded to S. & Q. Const. Co., 48 So. Linden St., S.F., \$202,213, for spec. test equipt. test stands C4 & G3, storable prop. facils., under Spec. 5907.

Fresno District Is Tapering Off

(Continued from Page 7)

getting out of the cramped quarters. Work on the J. W. Briggs job at Tioga Pass in Yosemite Park should be completed by pres stime.

Rice Brothers Inc. have finally got the Pinedale Rock Plant and Hot Plant put together. They began operations on the second of November and we hope that they can continue to operate steadily and not the usual two or three days per week. There is a good crew of operators out on the job and things should run smoothly if Rice Brothers can get the work.

All of the other Rock Plants up and down the river are in operation and their crews are being kept busy. The work load for the Rock Plants and Hot Plants in the area continues to hold good so far, but Old Man Weather keeps threatening and we don't know how much longer they will be able to continue on these jobs at the present rate.

The Isbell Construction Company have completed their job at Terminus Dam to the point where they are ready to lay black top. The P.C.A. Company will furnish all material for the job with the completion of their paving. They will be able to open the new road and allow the Winston-Green Company to erect a saddle dam across the old highway. With the completion of the saddle dam and diversion tunnel, in the near future, the Winston-Green Company will be able to direct the river and some time after the first of the year will be ready to start the east half of the dam.

The Fred Dryer Company, Inc., were awarded a contract for clearing the Terminus Dam reservoir. They have not started operations at this time. The Guy F. Atkinson Company continue to keep a small crew winding up the Success Dam job.

The Calumet Construction Company are building a guaging station below the Success Dam. Siller and Whisenant from Marysville are doing the excavation on this job. The Western Well Drilling Company continue drilling drain wells at Success Dam.

The P.C.A. Company at Lemon Cove have been enjoying a rush, furnishing rock for the Isbell job and the Ball job at Tulare. The Wm. Lyles Company are making goodw progress on their irrigation part of this job. Valley Engineers also have a job going in this same area. The Kovich Brothers Company and Valley Engineers are busy try-

Job Awards

SACRAMENTO, Contract was awarded to A. J. Raisch Co., 900 W. San Carlos, and Dan Caputo Co., 650 Race St., San Jose, \$643,331, for abt. 1.1 mi. 4-lane hwy. cem. trt. base ovr. aggreg. subbase & imp. bor. & RC bridg. to be const. in Trinkle Rd., SANTA CLARA CO. (IV-SCL-1327).

SONORA, Contract awarded to Raymond A. Whittle, Box 225, Angels Camp, \$44.28 (per acre) for clear land under Inv. 16-61-9.

ing to complete their water and sewage jobs in General Grant Park, before the weather runs them out.

The L. B. Wells Company are also fighting for time on their resurfacing job in Sequoia Park. The Wells Company will soon start black topping operations on the nearly completed Gordon Ball Company job at Tulare. The Folsom Company continue at full speed at their rock plant in Coalinga, they are furnishing rock for various contractors at Lemoore Airbase, and for the Ted Baun resurfacing job on Highway 198.

At Lemoore Rirbase, the Fresno Paving Company are busy on street work at the Capehart housing project. The Griffith Company and Baldwin Company have been awarded additional contracts at the Base and continue to keep their crews busy.

The Bing and Sooy Company will start paving operations about the 15th on their latest job at the Base. The Mortenson Landscaping Company have been awarded a sub contract from the Yosum Company for landscaping the Capehart housing project. We have a multitude of sub contractors on the base, which many problems for the Business Agents.

The Lee Boyd Company have a small housing project under way in Hanford. Brother Bob Eli (truck crane rentals), The Reynolds Brothers Crane Service and General Crane report that they have had a busy season so far.

We are holding vacation pay checks from the J. W. Briggs Company for the following men: C. Bledsoe, G. Harris, E. Johnson, L. Miller, R. Patterson, H. Reeves, W. Tuller, H. Van Valkenburg, T. Zimmerman, J. Strawn, E. Smith, T. Jenkins, J. Harris, D. Grubbs, J. Adams, J. Moore, G. Branson, H. Mooney.

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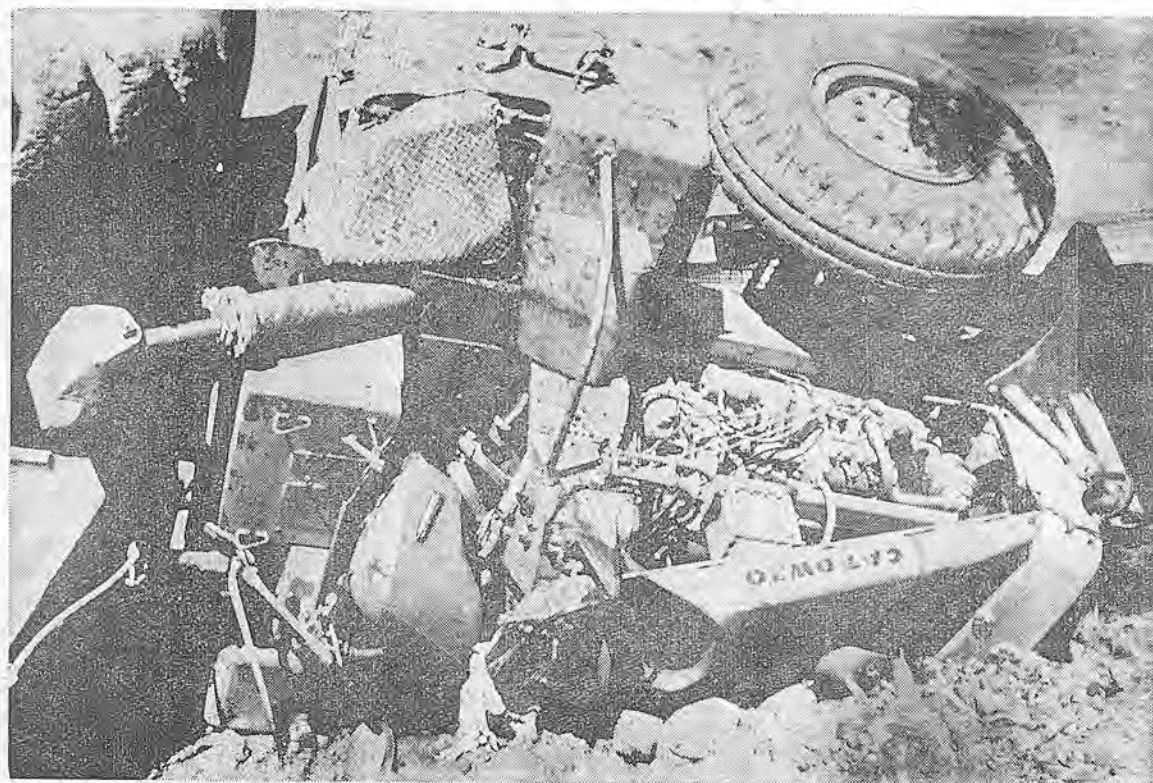
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COSTLY AND GHASTLY—Oil and blood, damage and death, are common mixtures when accidents such as this recent rig-flip on a Local 3 job take place. Another view of it on page 1. Be sure to attend your safety meetings.

ROSA-UKIAH DISTRICT SLOWS A BIT

By R. F. SWANSON
Business Representative

The out of work list has been slowly rising even though some classifications are more or less at a premium. The cause—well, some of the prime jobs have been sold or are in the process of being sold—Granite Construction on Highway 101 just north of Willits is finished—Granite Construction is in the process of moving their hot plant from Laytonville to Willows after having completed their work on Highway 101 south of Laytonville—Huntington Brothers have finished their highway job on State Route No. 1 near Navarro-by-the-sea. The above named jobs have employed a number of engineers during the better part of the season and we are very sorry to see these jobs come to an end but, looking on the brighter side, a good percentage of the brothers who have been employed on these jobs have been able to follow the contractors on to various other jobs. When you come back to this district, fellows, be sure and look us up—maybe there will be another good job in this area at that time.

Work in the southern portion of this area has been moving along very well—Guy F. Atkinson has just opened the south-bound section of the Healdsburg by-pass freeway but still has a lot of engineers employed on their freeway job between Santa Rosa and Windsor. Art Siri with scattered housing projects and also a couple of highway jobs in Lake County. A late report is that Siri was low at \$232,000 on a structure and road job west of Healdsburg. Argonaut Construction being seen more and more around the area on sub-divisions and pipeline work. Rapp Construction also with sub-division work and presently working on the new grandstand at the Sonoma County Fairgrounds. Don Dowd with scattered work but their main job being in Point Arena at the air base. DHL getting a nice break in the weather and going right to town on their road job between Boonville and Ukiah—Basalt Rock and Windsor Rock Sand and Gravel going strong—Frank Serres still working at Armstrong Grove on a new section or road—George Carr can be seen on Stoney Point Road while working on a bridge—also many other jobs which have been previously reported on.

The State Highway Commission adopted a State Highway Budget for 1961-62 which includes the following work for this area. SONOMA COUNTY—\$200,000 for reconstructions on Highway 101 from Lytton to Cloverdale—\$150,000 for work on Star Route 1 North of Jenner—\$600,000 to re-align 1.9 miles of State Route 12 west of Monte Rio to east of Austin Creek—\$1,300,000 for various rights of way on Highway 101 near Santa Rosa—\$1,930,000 for various rights of ways for State culverts on Star Route 1 North of Fort Bragg—\$1,750,000 for construction of 1st unit of 4-lane freeway from Ford Road to Route 12 between Sebastopol and Kenwood. MENDOCINO COUNTY—\$60,000 to replace .5 miles south of Forsythe Creek north of Ukiah—\$260,000 for road reconstruction and culvert work near Glennen Gulch which is near Guallala—\$85,000 for road and culvert reconstruction at Henry Gulch—\$910,000 towards various rights of ways for future US 101 in Ukiah. LAKE

COUNTY—\$900,000 for 4.7 mile of road on State Route 53 from Harris Creek to Lower Lake. SAFETY MEETING

A safety film was shown in Santa Rosa on October 27. Bro. Dale Marr, one of your safety representatives, gave a most informative and excellent talk on various safety problems within the jurisdiction of Local No. 3. There were about 40 brothers in attendance and the information is that they will all be back when another safety meeting is called for. This speaks for itself and the brothers who were not in attendance not only missed a good meeting but probably are not as safety conscious as those who came to the meeting. Thanks to those of you who

were present to see the film and hear the discussion—please pass the story of safety on to all of the brothers whom you come in contact with and by all means practice safety yourself.

MEETING NOTICE

The next regular district meeting will be held at 8 p.m. on December 8th at the MOOSE HALL, which is located at 521 3rd St. in Santa Rosa. Please try and make every effort to be in attendance.

BID OPENING

A late report is that bids will be opened on December 7th for the freeway job between Windsor and Healdsburg. The estimated cost is \$3,800,000 so we are looking forward to another good job in this area.

REDWOODS ARE STILL DRY

By K. A. "KEN" BROOKS & W. L. "BILL" TOMBERLIN

Well Brothers at this writing the old weather man is still being pretty good to us, only a few days of rain so far, we all hope for at least another month of work. Last year we went well into December before the roof-fell in.

At the present time we have Dam for Fadel-Granite, joint venture. This job isn't working any hours for this year, but all are looking for a good show in the spring.

Burman & Son about to finish the multi-plate and grading at Burr Creek on Hiway 36, likewise the J. J. Tracey bridge and the same highway.

Westbrook-M.K. should have their Blocksburg road job sold by the time this goes to press. Stolte making good progress on the bridge and approaches at Myers Flat, in fact Morrison Knudson is doing the approaches.

We have no more information on the section from Myers Flat to Sylvandale, some eleven (1) plus miles to tie back into 101, one source says the whole thing will be let in one contract. Another says in two contracts, another says only one-half will be let, but they all seem to think that it will come about January 1961, at any rate we will sure pass it on to you brothers when it comes up.

Morrison Knudson at Weott on 101 in the finishing stages with Mercer Fraser rolling on sub-base material, etc.

Clifford C. Bong Co. going along on all stages of the Fortuna freeway, grading, piling, drainage, etc.

Morrison Knudson-Mercer Fraser going in all directions on 101 at Fields Landing. When you look at some of these freeway interchanges like the ones on this job, you wonder, but all works out in the end, at least it has so far. Paymond Concrete Pile driving the sand drains on this one.

The present activity in the city of Eureka is not great, small stuff here and there, but nothing of any size.

101 AT TRINIDAD

Mercer Fraser paving on 101 Hiway at Trinidad will be finished about the 15th of this month, when this section of hiway is open to the public it will reduce the curves between Trinidad and Little River to six.

Repairs on the north jetty a joint venture of Mercer Fraser Co. & Morrison Knudson Co. placing 15 ton rock between the big waves as they roll in, and man they really come over the top some times.

The aggregate plants around Arcata have small crews working on all of them and not very much going on in that line of work at this writing.

The new building at Humboldt State College is well on its way now. B & R Const. Co. pour-

some forty brothers on the Ruth

ed their first cement Friday, November 28. A & E Readimix furnished the materials.

Mercer Fraser Co. has opened their quarry at Liscomb hill, rock from this quarry will be used on the jetty repairs at Humboldt bay.

Arthur B. Siri Co. will soon finish the football field at Humboldt State College. There is a blade and a loader still on this job.

The job of Slate Hall & Hamilton is moving along in good shape, they are placing surface rock on the finished part of this job, getting in shape for the winter rains to come.

Independent Iron Works finished setting steel on the second bridge.

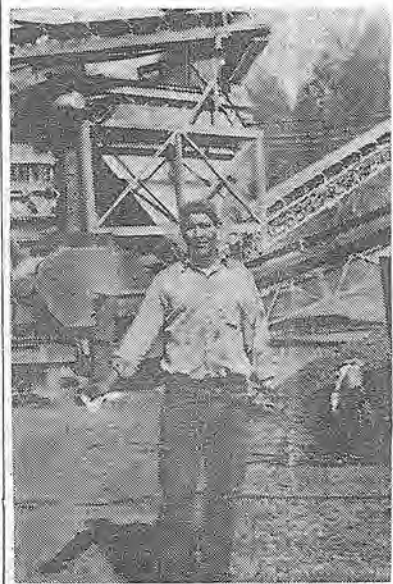
Peter Kiewit & Sons have two pours on the deck of Martins Ferry bridge to complete the cement work. They plan to get at the approaches soon as possible.

McIntosh & McKnight of Willow Creek have been pretty busy furnishing cement for the bridges at Weitchpec and Orleans, also the Martins Ferry bridge.

The rip-rap on Hiway 299, west of Willow Creek has been completed by J. L. Connor, Jr. of Eureka and moving the equipment into their yard.

Gibbons & Reed have finished the highway approach to the Oregon Mt. Tunnel. Bids have been called for November 30th to bore this 1800 foot hole.

Crescent City's High School extension is under way, the Singleton Const. Co. from Redding is the prime contractor.



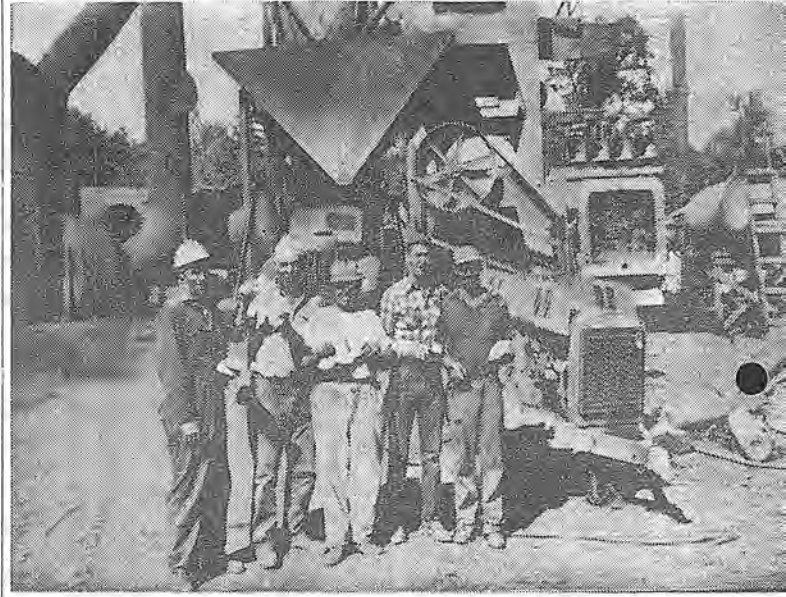
Bro. Harold Martin is shown here displaying his paycheck in the amount of \$389.46.



This view shows Guy F. Atkinson equipment at work on the freeway job at the north end of Santa Rosa.



Here is Boys' Club of Santa Rosa, nearing completion. Thanks, brothers, for your help!



Paychecks totalling \$2,020.04 are held by these brothers left to right, Russell B. Strickland, W. A. DeSpain, James Mountney, Harvey Asmussen, Ted Sales.

JOB AWARDS

SACRAMENTO Contracts awarded as follows: (1- To McGillivray Const. Co., Sacto, \$72,615, for Rio Linda Assess.

Dist. (2) To Lentz Const. Co. Sacto, \$51,176, for Phoenix Hills Assessment Dist. (3) To Brighton Sand & Gravel, Sacto, \$25,525, for Cook Ave. Assessment Dist. To A. Teichert & Son, Sacto, \$93,888, for Woodcrest Estates Unit No. 1 Assess. Dist. To McGillivray Const. Co. Sacto, \$40,439, for Arden Estates Assess. Dist.

Sacramento, Contract was awarded to Bos Const. Co., Berkeley, & H. Earl Parker Inc., Marysville, \$558,622, for 0.6 mi. rdwy. wid. by grade & pav. AC, etc., in Oakland at S.F. Oakland Bay Bldg. Toll Plaza, Contr. No. 50-61-1413, BC-1. ALAMEDA CO.

CLOVERDALE, Contract was awarded to E. H. Chapman, 302 N. Main Cloverdale, \$168,266, for const. War Memorial Bldg., Cloverdale.

SAN RAFAEL, Contract was awarded to Max Schenk, 295 scenic Rd., Fairfax, \$105,223, for const. swim pool at Terra Linda High School, MARTIN CO.

TRAVIS AFB. Contract was awarded to Tri-Delta Const. Co., P. O. Box 337, Concord, \$108,801, for modif. on Hanger Bldg. S-13, Travis AFB.

SACRAMENTO, Contract was awarded to Lowrie Paving Co., (IV-SM-Hmby.) So. S.F. \$89,789, for abt. 4.0 mi. 2-lane hwy. surf w/AC over exist. pvmnt, etc., Half Moon Bay, SAN MATEO CO. Contr. 61-4T13C37P.

SAN RAFAEL, Contract was awarded to Ghilotti Bros., San

Rafael, \$118,021, for c... grade, storm drnge. sys., streets walks etc.

FOLSOM, Contract awarded to United Const. Co., Sacto, \$521,299, for const. new Mill Park Estded Elm. School.

MARTINEZ, Contract was awarded to Barrett Const. Co., 1800 Evans Ave. S.F. & Theo G. Meyer & Sons, S.F. \$9,900,000 for Bldg. No. 1, G.M. & S. Hospital, Vets. Admin. Martinez Proj. No. 04-5408, Spec. No. 6012-AE.

SAN JOSE, Contract awarded to Alken Const. Co., San Jose, \$301,122, for const. addns. to San Jose High School, loc. at 275 No. 24th St., San Jose.

SACRAMENTO, Contract was awarded to Green Const. Co., Tecoa Corp. (JV) 20 N. San Mateo Dr. San Mateo, \$7,613,855, for const. New Hogan Dam & appurts for New Hogan Proj. Calaveras River, loc. in CALAVERAS CO. at Vallejo Springs.

SACRAMENTO, Contract was awarded to Independent Iron Works, Oakland, \$124,672, for port's of brdg. to be rprd. at Marina Viaduct. apprch. to Golden Gate Bldg., S.F. CITY & CO OF S.F. IV-SF-2-SF, Contr. No. 61-14T13C-11.

SACRAMENTO, Contract was awarded to John F. Otto, Inc., 4322-24th St., Sacto, \$272,980, for const. Land Park Zoo.

CASTRO VALEY, Contract was awarded to Wallace We... Son Const. Co. Inc., P. O. Box 3187, Hayward, \$230,933, for const. Castro Vly. Library Bldg. Castro Valley.

REDDING MEMBERS PRAISE LOCAL 3 SAFETY PROGRAM

By J. B. JENNINGS and SID McBROOME,
Business Representatives

Recently our Safety Representative, Dale Marr, conducted two safety meetings for the members in Redding. The program consisted of questions and answers. This was a step forward in Local 3 major safety programs. It made the members more conscious of hazards that may exist on the job or in the area where they are working. These hazards should be reported to your foreman or business representative immediately.

HIGHWAY 99N, REDDING TO THE STATE LINE

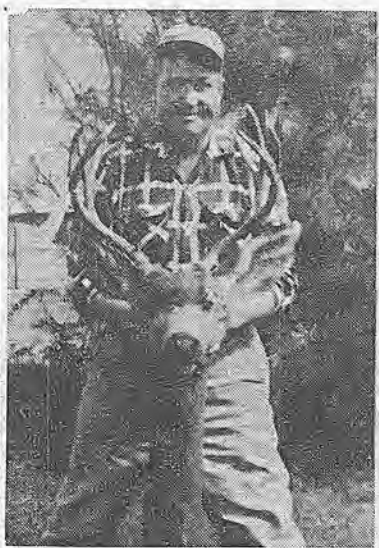
Morgan Construction Company of Redding won a \$6,780 contract for entrance paving and drainage work at the county hospital from Shasta county supervisors. This job is a step toward the completion to a \$500,000 wing to the hospital. A new access controlled two-lane highway will be built between Dunsmuir and McCloud at a cost of \$1.44 million. The Slate, Hall & Hamilton job is in full swing with approximately 25 brothers employed. This job is expected to work most of the winter weather permitting.

A \$48 million Calaveras Cement plant is being built approximately 12 miles from Redding today because of the relentless efforts of men who insisted on the company's expansion. A site on the Feather River competed with Redding. Transportation from the Redding site, however, by major rail and highway routes, is ideal. Expansion, necessary for survival in the cement business was clinched when Flintkote Company absorbed Calaveras and those pressing for a new site were given a free hand. Homan and Lawrence Engineering Company of San Francisco, the builders of the silos, used what is called "slip form" construction. The firm built a round form, filled it with cement, and when the cement dried, slipped the form up and started over. These towers were built in just one week. A foot an hour, that's how fast these towering silos at the Calaveras Cement Company plant at Mountain Gate were erected last week. These 112 silos will store raw cement mix.

The H. C. Price Company kicked off with the coating operations at their Burney yard. This 36" pipe line job will run from Tule Lake to Antioch. To date we have 10 men employed at the Burney yard and 40 at Tule Lake. The company claims that as long as they are in the lava beds they won't be faced with the problem of clearing. The clearing operations will start as soon as the burning is permitted by the U.S. Forest Service. When this job reaches its peak there will be 90 Operating Engineers employed.

HIGHWAY 299 WEST

The tunnel men are working on final link of Trinity River project. Tunnel mouths and long excavations mark the route of the \$11 million, three mile long Spring Creek tunnel and siphon. This tube will carry the water from Whiskeytown Dam to the Spring Creek Powerhouse. Tunnels are being punched under both ranges of hills and a huge steel pipe is being fabricated to pipe the water across Rock Creek Valley between the two tunnels. American Pipe and Construction Company is welding the pipe sections into shape for this above ground siphon. The pipe will connect the two sections of tunnel together. The tunnel work and actual siphon work is being done by the Winston-Green-Drake construction combine. This tunnel will be 4,450 feet long by the time it reaches daylight on the western side of the ridge. The tunnel crews have pushed 200 feet into the ridge between Rock Creek



Bro. Russell Burchett, long-time member of Local 3, is shown here with his results of a successful deer hunt on Bucks Creek in Modoc County. Up to Oct. 8 this was one of the largest deer taken out of the county.

and the future Whiskeytown Reservoir. This tunnel will be 8,200 feet long when it is completed. The \$4 million powerhouse will be built by Scheumann and Johnson Construction Company.

HIGHWAY 99 SOUTH

A Red Bluff firm has been awarded a contract to build an extension of canal culvert under Highway 99 near Anderson Heights. W. H. Lindeman and Sons bid \$11,131. The company will build a 48 foot extension to the west side of the concrete box culvert for the Anderson-Cottonwood irrigation district canal. The extension is necessary in order to provide sufficient width for future construction of a four lane highway between Anderson and Cottonwood.

Highway 36 between Trinity and Red Bluff will be improved at a cost of \$1.76 million. Part of the construction will be between Platina and Harrison Gulch. Four bridges on the highway will be replaced at a cost of \$325,000. The largest northern California project will add two lanes to Highway 99 between Red Bluff and Cottonwood at a cost of \$5.1 million. The money will build a full-four-lane freeway between the two cities.

The Grievance Committee meets in the Redding Office on Thursday nights between 7 p.m. and 9 p.m. The office is open during that time for your convenience. We take pleasure in wishing you and your families a Happy Thanksgiving.

Job Awards

LEWISTON, Contract awarded to Scheumann & Johnson, Seattle, Wn. \$4,126,456, for Spring Crk. Power Plt. in SHASTA CO. Soec. DC-5381.

STOCKTON, Contract was awarded to Craft Const. Co. 2812 San Guinette, Stockton, 2812 San Guinette) \$525,660, for const. of professional bldg., Stockton St. Hosp. Stktn., SAN JOAQUIN CO.

SAN FRANCISCO, Contract awarded to M. J. Lynch, S.F. \$149,897, for North Point Collecting Sewers, Sec. D-8, Berry St. intersecting sewer, 3rd St. to 4th St. Spec. 21989.

LOS GATOS, Contract was awarded to W. J. Nicholson Co., Santa Clara, \$891,888, for const. Raymond J. Fisher School.

San Jose District Jobs Begin to Taper Off

By A. J. HOPE, WM. HARLEY DAVIDSON and AL DALTON, Business Representatives

Work throughout the entire San Jose District has taken a decided slump during the past two weeks. Our "Out-of-Work" list is growing longer every day and it looks like it may be a long winter for some of the Brothers.

A. J. Raisch Paving Company are keeping their men busy. They are still working on the Curtner Estates in Milpitas and this job will last for some time. They are laying the sub-base at the San Jose Airport and expect this job to last a couple of months. The Brothers in the Hot Plant are working six and seven days a week to get the job done before the rains set in. Raisch's Crusher Plant is in operation six days a week.

Santa Clara Sand & Gravel, under the capable supervision of Brother George Dorsa, who is now the General Superintendent of the entire company, is growing by leaps and bounds. Brother George Dorsa instigated the purchase of a new grease truck, which is second to none. It is a beautiful Diamond T grease truck with a dual axel rear end. Brother James C. Ross is the proud oiler on this new piece of equipment. Santa Clara Sand & Gravel have also seen fit to purchase 10 new sets of doubles, plus other pieces of equipment. Congratulations, George!

Piazza Paving have about three weeks work left to complete the resurfacing of their section of the Santa Cruz Highway, between Los Gatos and the Summit. They have completed the widening of Alum Rock Ave., and are working on a street job on Kiefer Road.

O. V. Freeman Paving Company of Palo Alto are working on Homestead Road and Page Mill Road in addition to several sub-divisions in the Mt. View and Sunnyvale area.

Bahr & Ledoyen are working in their quarry five days a week and are doing the paving and grading on several building sites on Page Mill Road.

L. C. Smith Company have begun operations in their Hot Plant and Crusher Plant on Downer Ave. They are still working on the widening of Minnesota Ave., and are working in the Hidden Valley Sub-Division off Monterey Road. They are making good progress on the Freeway job under the supervision of Brother Bruno, who is doing a fine job. They expect to have most of the dirt moved in about a month on the abutments and overpasses.

Campbell Construction Company under the supervision of Charles Hogan are making a good showing on their section of the Freeway. This job should keep the Brothers busy most of the winter. Santa Clara Sand & Gravel are furnishing the material on this job.

V. R. Dennis are making good progress on their section of the Freeway moving the dirt with D.W. 20's. They expect completion in about a month. Raymond Concrete Pile Company are driving the piling on this job.

SANTA CRUZ, SALINAS, MONTEREY
Several large jobs in this area have been completed putting quite a few men on the Out-of-Work list.

The accident at the Newell Creek Dam, which claimed the lives of four men, has caused a slow up in production. The dirt spread is still on two shifts but the shovels and trucks have been cut back to one shift.

Ed Keeble's Hiway job at Santa Cruz, near Camp Evers is still in full swing, trying hard to get sub-grade ready for rock to protect it from the winter rains.

The area around Watsonville has very little new construction but the quarry at Aromasis very busy, also the hot plant.

Erickson-Carter Construction Company were the low bidders on a \$1,150,000 contract for the Hazel Hawkins Memorial Hospital in Hollister. Granite Construction Company are doing the excavation on this job.

Crow Bros. were low bidders on a contract recently let for the construction of Cabrillo College. This college will be built near Santa Cruz between Aptos and Soquel.

The area around Monterey is unusually busy. Alcan Pacific Corp. has been awarded a \$7,778,560 contract from the Army to construct 495 Capehart housing units here. Granite Construction won a \$375,446 contract for grading, roads, gutters, sidewalks, curbs and installation of utilities. Completion of this job is expected in about two years.

Thomas Construction Company have three bridges under construction on Highway No. 1 south of Big Sur. At the present time they are employing about 25 Engineers.

Stolte, Inc. & Daniels & House Const. Co. are well on their building of the new Community Hospital in Monterey. This job went for \$2,159,441.

The Ted Baun Construction Company are about complete on their highway job at Carmel.

Granite Construction Company are doing the paving. Bill Smith and Bill Davison are the foremen. George Wilkerson, foreman for Baun Construction Co., did a fine job in completing this project and the operators on the job were some of the best.

On Friday, Sept. 30, the brothers working at the rock quarry for Healy-Granite at Davenport were awarded engraved pencils, by Col. Morrison, District Engineer of the Army Corps of Engineers. The awards were presented to men who had been employed for over a year with no loss of time due to accidents. The following brothers received engraved pencils: Orville Smith, shovel operator; Don Granger, dozer and loader operator; Ted Bowles, foreman; Norman Smith, oiler; Whitey Erickson, master mechanic; Herb Ellis, crane operator; and Donald Tucker, derrick operator. O. H. Tucker, the project manager, received a large plaque.

We would like to thank the following, who have contributed to the Blood Bank during October: Mayme Culp (2nd time), Bill Dalton (2nd time), Tom Adair, Bernard Phillips, Romo Noel (third time), and Mrs. Ruth Couch.

Safety Everywhere-All the Time!

(Continued from Page 1)

common effort; the effort to reduce the accident toll, and to improve the conditions under which men work and live.

When you compare conditions today with those half a century ago, it is clear that the safety effort has succeeded remarkably well. You can be proud of your job and your profession, and of the part you have played in achieving this success.

Thanks to modern safety programs, a man can take a job in a well-run corporation today with the knowledge that he will be much safer on the job than he is in his home, or driving his car on the highway.

But in spite of the progress that has been made, there is still a long way to go. We need still more refinements in safety training; in the design of machines; in safety equipment. We need to re-examine our thinking about safety; to get a clearer view of our goal, and how to achieve it.

There are many reasons why a safety program can fall short of its goal, but one of the most common is the lack of a clear cut well thought out philosophy of safety.

Translating a safety philosophy into a workable safety program is one of the most difficult jobs with which a management team is ever faced.

Helping a man to help himself is a good American principle, and it can be applied to safety with good results.

THE SAFE AND UNSAFE

The employee who can be taught to assume responsibility for his own safety and that of his fellow worker is the man who holds out promise for tomorrow's safety programs. If we can get a clearer picture of the safe man as distinguished from the unsafe man, we will have taken a major step toward accident-free industries.

A consistent program of supervising by the foreman is part of job instruction. Once a man

has been instructed, the foreman needs to correct all deviations from the approved work methods. It is only natural that people will drift away from safe practices.

If the foreman observes men taking short cuts or otherwise departing from safe methods, he should correct them at once. If he does not correct them, the unsafe method soon becomes standard practice.

Much has been said about punishment for violations of safe practices. Punishment may sometimes be necessary in the case of wilful violations but, if every infraction is corrected as soon as it is noted, there will be few occasions when punishment is necessary.

The emphasis here placed on job instruction may seem to indicate disregard of many mental and emotional states that lead to unsafe acts. Lack of knowledge or skill is, of course, but one cause.

During the period of time that I made a survey of safety for the Operating Engineers Local Union No. 3 noted some of the other causes of unsafe acts—namely: physical or mental handicap or inability, disregard of danger, resentment of authority, inattention to instruction, indifference, over confidence, absent-mindedness, undue haste, distraction, anger, impatience, playfulness, fatigue, boredom.

JOB AWARDS

IRVINGTON, Contract awarded to Vance Brown & Sons, 2747 Park Blvd., Palo Alto, \$370,600, for const. Conrad Noll School District, located on Sundale Ave. at Boothe St., Irvington, Job No. 5948.

SACRAMENTO, Contract was awarded to R. E. Hertel & J. R. Kettlewell, Sacto., \$869,263, for abt. 2.7 mi. hwy. graded & paved w/AC on C1 2 aggr. base & RC brdg. const., betw. 0.8 mi. S. & 2.2 mi. N.W. of Rio Oso, SUTTER & YUBA COs.

MARYSVILLE MAY GET GOOD WINTER

By C. R. VAN WINKLE, C. E. COCKAYNE, W. R. WEEKS, and IRA BASHAW, Business Representatives

APPROACHING WINTER LOOMS

Signs of the approach of "Old Man Winter" and the end of the season are beginning to appear. Even if the number of men registering wasn't exceeding the number being cleared out each day, there are other signs besides the cloudy days, attempts at rain, and cooler weather that would tell us that whether we like it or not winter is just around the corner.

For one thing, the contractors are getting skittish about starting up new jobs and are talking about how long the wet weather will last and how soon they can get started next spring. It seems like every fall the contractors waste all the best construction weather in the world expecting an immediate start of the rainy weather and hoping for early dry weather in the spring, and that it seldom works out that way.

For another thing, the contracting agency engineers and inspectors are beginning to make eyes at that old rocking chair and the fire. That is, at least, those who get paid all winter, whether or not the job goes or not, are doing this or that is the way it seems to us.

WINTER OUTLOOK

The outlook for work this winter in this area is good, better than it has been for three years. That is, it is good for those already working. However, the number of members employed will decrease as jobs are shut down on account of the weather. This is true already as we have experienced some reduction in employment due to the shorter day and less daylight or lack of lights, causing two shifts being cut back to one. Guess you could, if you aren't too technical, blame this on the weather.

There will be a number of underground jobs that will run all winter, barring blizzards that might make them inaccessible and that isn't likely to happen. Also, a number of the contractors who have work already underway have indicated that they are going ahead regardless of the weather or high water. This is especially true of the missile base work.

SOME OF THE RECENT LET WORK

R. E. Hertel and J. R. Kettelwell were awarded the Rio Oro bridge job at \$869,263. This, despite the fact that Fredrickson and Watson and Lee Stephens were low bidders. This last company being ruled out, it is reported, because their Joint Venture Contractors license had expired.

"Monty" Brown of Redding has subbed the dirt and has already been in to see us, started and brought in a few of the dear brothers from Redding. Macc is driving the piles and has their driver on the job. Hertel and Kettelwell also have their end off to a good start and it looks as if they'll keep going until the weather stops them.

Wm. O'Hair Company of Colusa were low at \$356,850 for widening and resurfacing six miles of Highway 45 between Grimes and one half mile north of Sycamore in Colusa County. The company informs us that they plan on starting immediately on the clearing and it will take about four working months to complete the job.

Granite Construction was low on surfacing of 7.9 miles of Elk Creek Road west of Willows in Glenn County. Price was \$115,672 and the company is moving in with a hot plant as this is being written.

SOME SMALL ONES

As we said above, even Earl

Parker is coming back. He picked up a couple of small ones. One at \$48,998 for repairs on the Daquerr Point Dam and a small street job in Yuba City for \$32,460. He also has a levee repair job going. G.S. Herrington picked up a road repair job on Highway Alternate 40 about 35 miles north of Yuba City.

BEALE AIR FORCE BASE

Southern, Waldrip and Harvick picked up a \$730,000 building near the composite building. B. C. Richter and Harms did the excavating. Zarpas-Fullerton was low at \$146,000 for construction of the re-entry vehicle facilities.

Fruin-Conlon Contracting Co. of Burlingame was awarded at \$694,000, the contract for the construction of the guided missile assembly and technical supply facilities and Edison Street extensions. This work and the above is being handled by the Army Corps of Engineers.

To be let in the near future, so we are told, is the contract for 115 duplex living quarters at Beale. We will lay you a little bet against whatever odds you want to name, that this housing contract will be handled a little differently than the last. Which brings us to:

HAL B. HAYES

There is no news as to when this complicated mess is going to be cleaned up and work again started on the Capehart Housing Projects. If they don't get going pretty soon it would be our opinion that there won't be much use to start at all, as the unfinished houses, at least, will be beyond rebuilding.

All we can find out is about what we read in the papers and that Hal B. Hayes is suing everybody and everybody is suing him. In the meantime, a job for about 40 brother engineers is sitting idle.

BRIEF NEWS ABOUT THE JOB

Oroville Project Contractors have still a goodly crew of the brothers working, although some of the work has been cut back to one shift, which has resulted in some reduction of employment. They tell us that they will keep five portals open all winter on the tunnels, a good sized mechanical crew busy, and any other work that is practical.

The two missile bases in this area are really a beehive of activity. From a distance it looks like a forest of crane booms and nearby, you wonder how they can move without colliding, but they do. The word is out that if you don't like to work in the rain you can't work on the missile bases, so it looks like a winter of work in these facilities. Recently a new contractor, besides Peter Kiewit Sons and their many sub-contractors, secured a contract on these bases, and that is Paul Hardeman, Inc., who will do the pipe work. The number of pipe fitters and electricians they tell us they are going to use is fantastic, and while the number of engineers will be far less, while those crafts are getting a banquet we will get a sandwich or two.

Black Butte Dam, being constructed by George M. Brewster

MOVING?
SEND US YOUR
CHANGE OF
ADDRESS

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

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

A- (KEEP THIS PORTION)		B- (SEND THIS PORTION IN WITH "AMT. DUE")															
OPERATING ENGINEERS LOCAL UNION NO. 3 OF THE INTERNATIONAL UNION OF OPERATING ENGINEERS 474 VALENCIA ST. SAN FRANCISCO, CALIF. PHONE: HEMLOCK 1-1500 MEMBERSHIP IDENTIFICATION CARD WHICH CERTIFIED THAT: JOHN J. JONES IS IN GOOD STANDING FOR THE PERIOD JAN-FEB-MAR-1960 INITIATED: [] TRANSFERRED: [] BY: [] REGISTER NO. [] 123456-801-32-4567 DATE PAID: [] AMOUNT: [] 12/00 PRES. [] VICE PRES. [] TREAS. [] SEC. [] FIN. SEC. []		MAKE CHECKS PAYABLE TO: OPERATING ENGINEERS LOCAL UNION NO. 3 474 VALENCIA ST., SAN FRANCISCO, CALIF. Important: PLEASE RETURN THIS PORTION WITH YOUR NEXT DUES PAYMENT <table border="1"> <tr> <th>INITIATION</th> <th>TRANSFER</th> <th>WITHDRAWAL</th> <th>DUES</th> <th>GOOD WTCU</th> <th>BUREAU</th> <th>AMT. DUE</th> </tr> <tr> <td></td> <td></td> <td></td> <td>18 00</td> <td></td> <td></td> <td>18 00</td> </tr> </table> DUES PERIOD: APR-MAY-JUN-1960 REGISTER NO. [] 123456 DATE DUE: [] 4/01/60 JOHN J. JONES 6201 State Street San Francisco, California PLEASE INDICATE ANY CORRECTION IN NAME OR ADDRESS		INITIATION	TRANSFER	WITHDRAWAL	DUES	GOOD WTCU	BUREAU	AMT. DUE				18 00			18 00
INITIATION	TRANSFER	WITHDRAWAL	DUES	GOOD WTCU	BUREAU	AMT. DUE											
			18 00			18 00											

and Son northwest of Orland, is moving right along with two shifts; however, they, too, expect to cut back to one shift later this fall. Case-Hood and Foster have subbed the diversion tunnel and are just starting underground after a false start and a cave-in, which fortunately occurred at night, and for this reason caused no injuries.

Frazier and Davis have started underground on their job on Tunnel No. 1 and it looks like a number of the brothers will be kept busy during the winter. Gordon and Ball are banging away with two shifts on the Western Pacific Railroad grade relocation job north and west of Oroville. The rains will affect this one, however, if this outfit acts as they did last winter they won't miss any days they can work and accomplish anything.

On top of this, there is almost three million dollars of work going on at Chico State College which will keep going during the winter and while we don't get too much from this type of work as we mentioned above, we do get a sandwich or two.

CONCLUSIONS

The outlook is for a much bigger "out of work" list, a list that from now on will grow steadily and while calls will continue and dispatches will still be written, it will be at a much reduced rate. Work will continue in the area throughout the winter, but at a greatly reduced pace. This should mean, depending on the weather of course, an earlier start up next spring. However, we wouldn't advise you to move in, especially at this time, because there won't be enough jobs to justify such a move.

INDUSTRIAL REPORT

While the effect has yet to be felt "Old Man Winter" will undoubtedly cause the usual seasonal slack-off in the various plants and shops in the area.

The pipe plants, both clay and cement have all had a very good season. Stock piles are low, particularly at the Gladding McBean and Company plant in Lincoln and the Concrete Conduit plants in Yuba City and Chico, this ought to mean that the winter

season will be good in these plants.

All appearances lead us to believe that not much change is to be expected in the gold dredging industry in the near future. Yuba Consolidated Gold Fields is expected to keep Dredge No. 18 going as long as possible, but come the high water and this dredge will undoubtedly be tied up for a spell.

At Peterson's Tractor Company shop in Chico and the New York Machine Shop in Oroville, work is slackening off. We hope that as the field work also slacks off, that this will send some of the equipment knocked off the jobs, into these shops to be worked on.

The rock, sand and gravel plans are still going full tilt and from the looks of everything, will keep up this pace until the weather steps in. The contractors shops usually considered part of this unit are still plugging along with about the same brothers manning the wrenches and the welding machine. We hope that this will remain the same or improve.

PERSONAL NOTES

It is with deep regret that we inform the membership of the passing away of Brother Phillip M. "Slats" Slightam on November 2. Brother Slightam, who usually worked on survey crews or as a grader setter had been in poor health and had just been recently released from the hospital. He suffered a fall on October 31st, which sent him back to the hospital and passed away suddenly on the 2nd. Brother Slightam's immediate family consisted of a brother, who we have been unable to locate and a former wife and a daughter that we know of. We wish to use this means of expressing to the family of Brother Slightam our sincere sympathies.

NEW JOB AWARDS

SACRAMENTO, Contract was awarded to Geo. E. Miller Const. Co., Inc., Reno. \$348,350, for 2.9 mi. two lane hwy. graded & surf. /wac on aggr. base ovr. aggr. subbase at Truckee Short-cut, betw. 2.6 mi & 5.6 mi. NW of SR No. 39 at Kings Beach, Contract \$61-3x13C36-P. PLACER CO.

Meeting Notices

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

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

YUBA CONSOLIDATED GOLD FIELDS: Membership meets Monday, November 28, 1960 at 10:30 a.m. and 7:30 p.m., in the Engineers' Hall, 1010 "Eye" Street, Marysville.

NATOMAS COMPANY: Membership meets Monday, December 5, 1960 at 10:30 a.m. and 3:45 p.m., in the Veterans Hall, Folsom.

GLADDING McBEAN & CO.: Lincoln Industrial Council Joint Board meeting Tuesday, December 6, 1960, at 4:15 p.m., Lincoln office. General Membership meeting, Tuesday, December 13, at 2:30 p.m., in the Council office and at 4:15 p.m. in the Lincoln City Auditorium.

CONCRETE PIPE PLANTS and all other meetings subject to call.

JOB AWARDS

LEMOORE, Contract awarded to L. E. Dixon & W. E. Kier, San Gabriel, \$1,997,000, for const. outdoor rec. facs. at Nav. Air Sta., Lemoore, Contr. NBy-29-251, Spec. 29251/60.

SAN FRANCISCO, Contract awarded to Pipelinings Inc., Wilmington, \$668,617, for reconditioning portion of Bay Div. Pipelines Nos. 1 & 2 SAN MATEO & ALAMEDA COS.

BERKELEY, Contract awarded to Engstrom & Nourse, & Stolte Inc., San Francisco, \$1,493,000, for bldg. 50, Increment 11, Lawrence Radiation Lab. Univ. of Cal.

FAIR OAKS Contract awarded to Chas. F. Unger, Sacto., \$1,564,000 for Bella Vista High School Addn. No. 3.