



VOTE FOR EXPERIENCED LEADERSHIP

Know Your Friends And Your Enemies

—AN EDITORIAL—

November 6 is Election Day—a day that is important to every American of voting age, but particularly important to members of Operating Engineers Local 3.

Voting—taking a personal hand in the selection of the men who will make our laws and administer them on the various levels of government—is a privilege our ancestors fought for and that we should treasure. But for most of the electorate it's simply that, a free man's privilege, not an obligation.

For members of Local 3, however, it's something more than that; it comes closer to being a binding obligation.

If you're surprised by this statement, it might be in order to ask: When was the last time you read carefully the little booklet, which every member should have, containing the By-Laws of Operating Engineers Local Union No. 3?

Article I of the By-Laws sets forth the "objects, purposes and principles" of Local 3, and in Section 1, Clause (f) of this article, the goal is stated: "To encourage all Mem-

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EDMUND G. BROWN



GLENN M. ANDERSON



STANLEY MOSK



THOMAS H. KUCHEL

Agreement Won On Two Trusts

Two trust instruments for union-management joint administration of fringe benefits negotiated by Operating Engineers Local 3 in the last industry agreement were agreed upon in October.

The trust instruments were for the Operating Engineers Apprentice & Journeyman Training Fund and for Health & Welfare benefits for pensioned Engineers.

Agreement on the two trusts came well in advance of January 1, 1963, deadlines which provided that if union and employer negotiators couldn't agree on either of the trust documents by that date, both sides would be free to resort to economic action.

In announcing signing of the

trust documents, Local 3 Bus. Mgr. Al Clem commented: "The Negotiating Committee's discussions with the employers were cordial and cooperative. We are gratified that our members will be able to get the benefit of these trusts without delay and that good relations with the employers continue to prevail."

Under the contract, employers

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Ballot Recommendations

The following are Operating Engineers Local 3's voting recommendations on candidates for state and national office in California, based on their records in office as friends of labor and candidate screening interviews before labor's political committees.

Vote as you please, but please vote!

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

Congress

District	District
1. Clem Miller (D)	9. W. Donlon Edwards (D)
2. Harold T. Johnson (D)	10. James P. Thurber, Jr. (D)
3. John E. Moss (D)	11. William J. Keller (D)
4. Robert L. Leggett (D)	12. William K. Stewart (D)
5. John F. Shelley (D)	14. Charles R. Weidner (D)
6. John A. O'Connell (D)	15. John J. McFall (D)
7. Jeffery Cohelan (D)	16. B. F. Sisk (D)
8. George P. Miller (D)	18. Harlan Hagen (D)

State Senate

District	District
2. Randolph Collier (D)	16. John W. Holmdahl (D)
4. Frank S. Petersen (D)	20. Alan Short (D)
8. Virgil O'Sullivan (D)	22. Hugh P. Donnelly (D)
10. Harold W. Moore (D)	24. James A. Cobey (D)
12. Joseph A. Rattigan (D)	26. Stephen P. Teale (D)
14. J. Eugene McAteer (D)	30. Hugh M. Burns (D)

State Assembly

District	District
2. Pauline L. Davis (D)	18. Edward M. Gaffney (D)
3. Leroy F. Greene (D)	19. Charles W. Meyers (D)
4. Harold E. Booth (D)	20. Phillip Burton (D)
5. Pearce Young (D)	21. Jos. Beeman (D)
6. Paul J. Lunardi (D)	23. John Francis Foran (D)
7. Robert D. Carrow (D)	24. Alfred E. Alquist (D)
8. Walter W. Powers (D)	25. William F. Stanton (D)
9. Edwin L. Z'berg (D)	27. Leo J. Ryan (D)
10. Jerome R. Waldie (D)	28. Jack T. Casey (D)
11. John T. Knox (D)	29. John C. Williamson (D)
12. Richard J. Gibson (D)	30. Charles M. Spencer (D)
13. Carlos Bee (D)	31. Gordon H. Winton, Jr. (D)
14. Robert W. Crown (D)	32. George N. Zernovich (D)
15. Nicholas C. Petris (D)	33. Charles B. Garrigou (D)
16. Robert L. Hughes (D)	34. Elvin Anderson (D)
17. Wm. Byron Rumford (D)	35. Myron H. Frew (D)

(SEE CALIF. LABOR FEDERATION'S RECOMMENDATIONS ON STATE PROPOSITIONS—PAGE 16)

CLIP AND TAKE TO POLLS



RECEPTION COMMITTEE of Local 3 members in Hawaii greeted the S. S. Lurline with this banner when the ship arrived with General Pres. Hunter P. Wharton and General Vice Pres. Newell S. Carman of the Intl. Union of Operating Engineers for a meeting of the AFL-CIO Building Trades Department executive board. The photo is taken from the ship's rail, looking down.

WHARTON PICKED BY BLDG. TRADES

Top leaders of the International Union of Operating Engineers had a prominent role in a meeting of the Executive Board of the AFL-CIO Trades Dept. held in Honolulu, Hawaii, the week of October 22-26.

The Building Trades' top body met in Hawaii to dramatize the organizing possibilities in the nation's 50th State and to lay the base of stepped-up organizing activities by AFL-CIO. The session gave the General Presidents of the construction unions an opportunity to meet with their people and make a ground-floor assessment of the situation.

Representing the Engineers were General Pres. Hunter P. Wharton and International Vice Pres. Newell S. Carman.

Brother Wharton was elected 10th Vice President of the Building Trades Dept. at this session. Frank Hanley, assistant to our General President, was named to the Joint Board for Settlement of Jurisdictional Disputes.

In addition to their union deliberations, the Building Trades Dept. Executive Board adopted a strong resolution supporting

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Apprenticeship Program Rolls

After many months of hard work the Apprentice Program has started to shape up so we can see where we are going.

We now have two curriculum outlines—one for the Technical Engineers apprentices and one for the Operating Engineers apprentices.

The Operating Engineers curriculum outline has the first three semesters filled in. Dr. Sidney McGaw of the California Dept. of Education, Industrial Division, has it under his wing and has a group of people working on it to fill it for the other three semesters and to keep improving it.

It will be about two years before we are certain that we have the best version of the kind of material we wish to teach; then it will be put into book form. Dr. McGaw is presently setting up a statewide Educational Committee whose job it will be to study all curriculum material and okay it for use.

Having the same statewide curriculum will make it possible for the apprentices to move around and still keep up with the related instruction.

CLASSES STARTED

We now have first and second semester Operating Engineers apprenticeship classes going at the American River College in Sacramento, also in Oakland at Oakland City College, Laney Campus. In San Francisco, classes are held at the John A. O'Connell School and in San Mateo at the College of San Mateo, Coyote Campus. In San Jose, classes are held at the San Jose City College.

To those of you in areas where we have not yet been able to start a program, we can now say by the end of this school year we will have the program in operation in a number of outlying areas. It has taken a tremendous amount of work to put this program together. And not having Engineers apprenticeship programs in operation except in Arizona, we have had to start from scratch. So it has been necessary at the start to keep the program on a limited base, close to the center of information.

SMOOTHING WRINKLES

The Local Union Manager felt that the wrinkles in the program should be worked out so that when we started in the outlying

New Course For Surveyors

A night school course in Notekeeping for the Surveyor will be offered on the Laney Campus of Oakland City College.

This course is specifically designed for indentured apprentices in Alameda and Contra Costa counties. However, it is open to any Technical Engineer, indentured or not, within commute distance of Oakland.

Target date is November 19, 1962. It is important that we know immediately the number of students to attend, so as to be assured of proper facilities at the college. If interested, call the Apprenticeship Office immediately, HEMlock 1-3035.

A Warning On Schools

A word of advice to members of Local 3 or members' sons:

Before entering into any dealings with any so-called school advertising that they will train people for the Operating Engineers' craft, be sure to get in touch with the Local 3 main office.

We do not recommend any of these schools.

areas there would be a minimum of inconvenience because of the distances the men would have to travel. We feel this will be done by the end of this school term so that we may start properly in the outlying areas.

We now have approximately 150 apprentices at work on the job in the five areas. We still are working with the employers in explaining the program to them and getting them to put on apprentices. It is a very slow process, because after the apprentice is placed with an employer we follow through and explain to our members how the apprentice is to work and the work process that he is indentured under.

FINE COOPERATION

As you know, there are four classifications an apprentice may train under—Heavy Duty Repairing, Grading & Paving, Plant Operator and Universal Operator. We are getting wonderful cooperation from the Journeyman Operators in the field. They are to be commended for the understanding and willingness they show in wanting to help train these young men.

With this fine cooperation between the union, the employer and the union membership, our program cannot fail to speed ahead.

TECH PROGRAM

In our Technical Engineers Apprenticeship Program we have subcommittees working in five areas—San Francisco-Marin, Oakland, San Mateo, San Jose, and Sacramento. We have had two examinations within the past year. Those who pass the examination are certified for Chief of Party. To date we have certified 89 men for Chief of Party.

We have approximately 60 more going to Engineering classes throughout the five areas. We must have 16 or more students before we can set up our own class. So as this is a new program in northern California, we have had to integrate our apprentices into the regular night courses in Engineering that the evaluating committees found they needed. We now have enough apprentices to start a class of our own at Oakland City College.

This program is shaping up now, too. All the apprentices in this program are working.

79 to Receive Chief of Party Certificates

The Joint Apprenticeship Committee of Northern California Civil Engineers & Land Surveyors has scheduled a Certification Dinner Party and Dance on Friday night, November 2, 1962 at Villa Peluso, Sixth & Oak Streets, Oakland.

All Chiefs of Party to be presented with certificates are invited to attend. There will be approximately 79 who are to receive certificates.

Their wives, employers, Joint Apprenticeship Committee members, officials of Operating Engineers Local Union No. 3 and of the Bay Counties Civil Engineers & Land Surveyors Association will be present, as well as Dr. Sidney McGaw, regional supervisor of the Bureau of Industrial Education of the California Department of Education, and officials of the California Division of Apprenticeship Standards and other state officials.

A brief address by Charles F. Hanna, Chief, Division of Ap-



CHARLES F. HANNA

prenticeship Standards, will precede the presentation of Certificates. Wallet-sized, laminated cards—replicas of the certificates—also will be given.

Presenting the certificates will be Al Clem, Business Manager of Operating Engineers Local Union 3, and Park L. Verner, president, Bay Counties Civil Engineers & Land Surveyors Association.

The no-host cocktail party from 6:30 p.m. to 7:45 p.m. will be followed by dinner at 8:00 p.m. The banquet menu, with fish or steak as entrees, as well as the numerous other details of this event have been ably handled by the Certification Ceremony Committee composed of A. A. Pennebaker, Danny O. Dees, John A. Mancini and Philip Fuchs, all members of the Joint Apprenticeship Committee for Northern California Land Surveyors.

Millionaire Stockpile

MADISON, Wis.—The weeping and wailing by our wealthy friends that private enterprise and money-making have gone to the dogs—or at least the tax collector—are put in a suspicious light by a recent University of Wisconsin study.

It shows that between 1953 and 1961 the nation's stockpile of millionaires rose from 27,000 to more than 100,000. This is more than a 400% gain. The number of \$5 million and up millionaires rose from 2,000 to 10,000.



THE FIRST CHAIRMAN of the Operating Engineers Joint Apprenticeship Committee, Arthur ("Buzz") Haskins (center), was presented by the committee with a hickory gavel and sounding plaque at its last meeting. Making the presentation is Danny O. Dees (left), administrator of the Apprenticeship Plan. Gilbert Davidson (right), State Division of Apprenticeship Standards consultant to the plan, turned the gavel.

CHANGES IN VALLEJO MARINA

By AARON SMITH

The rains slowed Vallejo work down for a few days, but we are glad to report that most of the jobs are moving again, and the brothers lost a minimum of time.

Some more highlights on the Vallejo Marina Vista project are listed with three additions to the original proposal. The major change in the proposal is an additional interchange at Maryland and Sonoma Blvd., and another at Tennessee St., with an additional diamond-shaped intersection at the foot of Georgia St.

THREE PLANS

The three plans presented for an additional interchange between Sonoma and Maryland and at Tennessee were:

1. A depressed portion of the freeway between Santa Clara and Butte Sts., with off and on ramps to give quick access to the Marina. Estimated cost would be \$1,780,000, or \$1 million more than if this stretch of freeway were built on filled land as formerly proposed.

2. An interchange to bring Santa Clara St. into Pennsylvania St. This would affect the small boat launching ramp unless brought more into the redevelopment project. It would add \$200,000 to the cost of the freeway project.

3. A diamond-type interchange at the extension of Florida St. and Butte St., to cost approximately \$600,000. The Florida St. hill would present a problem in engineering.

The project officials and city of Vallejo are in agreement for the interchanges at Maryland and Sonoma and at Tennessee, and are anxious for the establishment of the center line of the freeway so work can be undertaken.

OTHER JOBS

The Wunderlich job on Highway 40, just outside Vallejo, has finished the traffic change, and are now running double-shift operations, providing work for 40 brothers in addition to the crew, which has been kept busy most of the year.

Pomeroy & Gerwick job on the bridge near Mare Island is show-

Land Surveyors Examination

The next Northern California Land Surveyors examination will be held Saturday, Nov. 10, 8 a.m., at four locations.

This examination is taken by all apprentice applicants for the purpose of evaluation and by persons seeking certification as chief of party.

The examination will be given at American River College, Sacramento; John A. O'Connell Trade School, San Francisco; Oakland City College (Laney campus), Oakland, and University of Santa Clara, Santa Clara.

ing progress, keeping four rigs and 16 brothers busy.

Marin Rock is doing the finish and asphalt paving on the Wunderlich job, with Gordon Ball doing the concrete work.

The Gordon Ball/Syar & Harms job at Vacaville is going full blast. Senator Trucking Service is supplying the material for this job. Their pit is on the Pleasant Valley Road.

Fredrickson & Watson at Dixon on the freeway job has set up a batch plant, and are ready to pave when Lentz Construction, Hess and Dubach Co. get the sub-grade ready.

Slinson Construction Co. are keeping their crew busy with various jobs in the Vallejo and Napa area.

Williams & Burroughs have finished at Napa. Knight's trenching is putting in the underground with Bragato Paving doing the street work.

Utah Dredge seems to have overcome their levee problems and are running smoothly at this time.

Bill Gattung, successful bidder on the American Canyon Highway job in Vallejo at a cost of \$177,957, has started work. Gattung also has jobs going at Travis Air Force Base and Suisun.

Over the past few weeks many small jobs have been let, so the brothers should stay busy.

Don't forget to vote Nov. 6th.

ENGINEERS NEWS

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California Needs Brown

Governor Pat Brown has led California ahead in many ways during his four-year term. And Pat Brown's progressive attitude, his skill in dealing with the legislature, his talent and experience in administration are just what the state needs to meet the next four years' challenges.

Because California has problems. Big problems. And they are going to get bigger. It's not just the Giants and the Dodgers that have come West. Every day in the year 1,500 new people move into California, looking for the good life.

The new people bring many benefits. California couldn't keep growing without them. But the soaring population means problems, too. And Pat Brown is the man to tackle those problems.

OUTSTANDING RECORD

Take a look at Pat Brown's record as governor. Here are some of the accomplishments:

- Major steps to strengthen California's system of public education including a "master plan" for higher education that will put our state 25 years ahead of the rest of the nation.

- The first FEPC, abolishing discrimination in jobs, in the history of California.

- Historic improvements in unemployment and disability insurance and workmen's compensation. California's state jobless benefits were boosted \$15 to a \$55 weekly top, highest in the nation.

- Better benefits for the blind, the lame and the elderly.

- A minimum wage for women and children in agriculture.

HELPS CONSUMERS

- The first Office of Consumer Counsel to protect families from gyms and cheats in buying.

- The first Economic Development Agency to bring new industries and payrolls to California.

- The new Governor's Committee on Automation and Tech-

nological Development to tackle the big job problems growing out of these trends.

- The new water development programs, where Brown cut through North-South rivalries to really get something moving on this critical problem.

- The pioneering smog-control law, under which new autos in California will be equipped with smog-smothering devices.

- Avoidance of budget deficits, through the 1959 tax program. Today, Brown can proudly report, "we have a cash balance in the bank."

AFL-CIO ENDORSEMENT

Looking ahead, it's clear that California needs more of this same kind of good, progressive government. That's why Pat Brown has been so enthusiastically endorsed for re-election by the state AFL-CIO and other branches of organized labor.

Working people are coming into a critical period—with more and more decisions affecting their jobs being made in Washington. We're seeing this in the railroad industry; in the aerospace industry; in farming, with setting of minimum pay rates for "braceros" and in other industries, too.

Pat Brown's friendliness to labor may be of high importance on some of these matters because Pat Brown's voice will undoubtedly be listened to in Washington.

All Californians—and especially California's working people—need Pat Brown in the governor's chair.

Warning on Prop 24

Thos. L. Pitts, California AFL-CIO leader, has warned workers throughout the state against the so-called Louis Francis Amendment initiative, a proposed anti-Communist measure that appears as Proposition No. 24 on the November ballot.

"The Francis Amendment," Pitts declared, "is born of ignorance, and its adoption would result only in compounding the problems involved in dealing with real subversive elements."

"The amendment is substantially the same as measures that Assemblyman Francis has submitted to previous sessions of the Legislature and which the Legislature has consistently rejected."

"Governor Brown has stated that he is 'against it in every way,' and even Richard M. Nixon has opposed it on grounds that it 'may contain constitutional flaws,'" Pitts said.

Supporters of the measure infer that anyone who opposed it must be either unpatriotic or "soft on Communism," Pitts noted, "but such wild charges are repudiated by the fact that virtually every responsible organization in the state has announced opposition to Proposition No. 24."

Instead of the present law,

Proposition No. 24 would substitute a law that would give "any court, officer, board, commission, agency, or other body of the United States Government" the power to label an organization a Communist-action or Communist front organization.

"Such a blunderbuss approach," Pitts declared, "would plant the power to label, discredit, muzzle and ostracize any honest minority organization in any community in the hands of too many people without sufficient competence to make a judgment."

"Moreover, the Francis Amendment provides no safeguards and sets up no procedure to be followed in conducting such hearings or investigations. Nor does it provide any procedure for appeal by an organization so labeled or any procedure for review."

"The Francis Amendment initiative," Pitts declared, "is strictly a half-baked headache. No fair-minded person who understands its ramifications would want to vote for it. But, it's just possible that the perils the measure contains will slip by the unwary voter. This must not happen. Proposition No. 24 must be defeated."



S. F. NAVAL SHIPYARD is a target for concentration now by all unions with jurisdiction there as a result of the recent Executive Order 10988, opening the way for union representation for federal employees. This photo shows representatives of 15 international unions who made a recent tour of the Naval Shipyard with Pres. B. A. Britta of the AFL-CIO Metal Trades Dept. Britta is in the front row, fourth from left. Sec. Thomas A. Rotell of the Bay Cities and Pacific Coast Metal Trades Councils is third from right. Operating Engineers Local 3 was represented by Bus. Rep. George Baker, back row, third from the right.

San Francisco Report

Seek Sole Rights at Navy Yard

By **JERRY DOWD**
and **GEORGE BAKER**

One of the most interesting developments of the past month in the San Francisco area is the upsurge of interest in AFL-CIO union membership among employees of San Francisco Naval Shipyard at Hunters Point.

The activity is a result of President Kennedy's recent Executive Order permitting exclusive recognition of unions or councils representing federal employees.

First shipyard payoff on the President's executive order came at the New York Naval Shipyard, where the Brooklyn Metal Trades Council won official exclusive bargaining representation for 11,000 shipyard employees in the unit for which it petitioned, with locals of 19 internationals involved.

Next, the Bremerton Metal Trades Council won exclusive recognition for more than 8,500 workers at the Puget Sound Naval Shipyard, Bremerton, Wash.

Boston Navy Yard has petitioned for union bargaining, and now the San Francisco area unions involved at Hunters Point have acted to create a San Francisco Naval Shipyard Metal Trades Council and to move for exclusive recognition at Hunters Point. Operating Engineers Local 3, with numerous members working at Hunters Point, is participating in this effort.

President B. A. Gritta of the AFL-CIO Metal Trades Department, which is coordinating the nationwide push for exclusive representation in the naval shipyards, kicked off the local drive recently when he came here to address the Bay Counties Metal Trades Council and participated with representatives of 15 international unions, including our

own, in a tour of the Hunters Point yard.

His visit stimulated the Bay Counties Council's action to request a separate charter for a San Francisco Naval Shipyard Metal Trades Council to expedite the move for exclusive rights at the shipyard and serve as the collective bargaining agency when recognition is received.

The out-of-work list in this office, while not very big, is more than twice as large as usual for this time of the year. This seems to be due to a combination of things connected with the October rains.

First, some of the local jobs that shut down because of the muck have not started again. Second, we always have a number of brothers who make it a practice to winter in San Francisco. Usually they come a bit later than this, but with the weather break in other areas, some have made the move now.

There are some good-sized jobs coming to an end, and others just getting started.

Morrison-Knudsen is winding up its job filling in and sealing the Potrero Tunnel, which caved-in after a fire destroyed the timbering in the tunnel. The Super on this job had a wry comment the other day: "This is the first time I ever had a job to UN-build a tunnel."

Pacific Paving Co. is also just about done with its job of resurfacing the stretch of Bayshore Freeway from 3rd Street to South San Francisco.

Peter Kiewitt Sons is getting ready for slip-form continuous pour work on its big apartment building and will go to three-shift operation during this operation. The union has conferred with the Kiewitt organization to be sure there are enough men

with the right qualifications to man this job.

Case Foundations is going right ahead digging and placing steel and concrete for the foundations of Perini's big Golden Gateway project.

Peter Kiewitt Sons has its equipment on the site and is starting the extension of the Alemany Freeway in one direction, and Charles Harney & Sons, which got the Alemany extension going the other way, is also about to start.

Moglin & Kahn is just about through with excavation for the new Telephone building and is starting on foundations.

One final word—VOTE!

Recognition At Hawaii Air Base

The Hawaii office of Operating Engineers Local 3 has been notified by Capt. E. N. Phillips, commanding officer of the Barber's Point Naval Air Station on the island of Oahu, that Local 3 is recognized as collective bargaining representative for its members on the base.

Local 3 represents all the maintenance heavy equipment operators, who keep up the runways and roads at Barber's Point and are sent to outlying islands to do special work.

John Capello, foreman of the operators for the past 15 years, is a long-time member of Local 3. The job steward is Eddie Ulmer, one of the few men who has been employed at the base since it was constructed, in the early 1940's.

The Naval Air Base handles all top-priority cargo going to the outlying naval air stations.

Redwood Empire Is Optimistic

By WARREN LeMOINE
and RAY COOPER

Mother Nature unleashed her power on the Redwood Empire recently with hurricane winds and rain that swelled the rivers to flood stage. A few of the contractors got caught with their pants down and suffered losses to their equipment that was left sitting on the river bars, completely inundated.

The sun is shining again and we are very optimistic in saying that we are looking forward to another month or more of good weather. Some of the jobs really need this extra time in order to get their fills and rip-rap in and above high water level, so we look for some good hours for the brothers as long as the weather permits.

AWARDS

John Peterson was low bidder with \$25,685 for construction of the retaining wall at the South Fork of Van Duzen River about 13 miles east of Bridgeville.

Hooker Co. was low bidder at \$70,000 for grading and paving Campton Rd. and Hubbard Ln. in Eureka. They were also awarded jobs for paving and repairs on Sprowl Creek Road and for installing underdrains and horizontal drains on Highway 101, about 1.5 miles north of Myers Flat.

Awarded to A. C. Johnson & Sons — bridge and approaches over Molasses Creek on Stover road—Humboldt county.

Awarded to Chandler-Newman, Eureka, \$38,310 for construction of box culverts at Centerville Beach.

JETTY TROUBLE

Bids are to be opened November 28th for grading and surfacing 2.5 miles of four-lane divided highway from Samoa Road to Arcata city limits and one mile southeast of U. S. 101 at Arcata. Both of these projects extend



ANGRY SEAS rearranged the schedule of the Mercer-Frazier Co. South Jetty Monolith job at Eureka during the unseasonable October storms. The picture above shows the job in preparation for the next concrete pour, but the crashing waters tossed the 20-ton concrete blocks about like so many ice cubes washing 30 of them into the sea and displacing another 20 blocks as much as 300 yards from their original position.

from the 4th Street interchange in Arcata.

The Mercer-Frazier, Morrison-Knudsen jetty job was hit hard by high seas last week. The rough seas claimed 30 concrete blocks weighing 20 tons each and carried an additional 20 blocks from 150 yds. to 300 yds. away from their original placement.

We want to thank all the brothers for turning out for our fourth quarterly meeting. At this meeting Brother Roy Stevens was elected to fill a vacancy on the Grievance Committee.

MOURN MILLER

Brothers, you all know Organized Labor lost a true and proven friend of unionists in the untimely death of Congressman Clem Miller.

It is of utmost importance that you vote for Clem Miller November 6, 1962. A vote for Clem Miller will serve a dual purpose. It will not only be a tribute to a great Congressman but will inform California's Governor that the voters of this congressional district want a real choice in January as to who will be their Congressman.

Films to University

ANN ARBOR, Mich.—A series of 49 "Americans at Work" films, produced by the AFL-CIO and shown on television stations throughout the nation, has been donated to the University of Michigan's Audio-Visual Education Center here.



NEWLY ELECTED Grievance Committee member Roy Stevens (right) is shown with Bus. Mgr. Al Clem at the Eureka fourth quarter meeting.

Memo from the Manager's Desk

By AL CLEM

An all-day meeting was held at Local 3 headquarters Saturday, October 6, which was attended by all the Representatives assigned to the offices in Northern California and Northern Nevada, as well as all of the male dispatchers in those areas.

The problems of the union were discussed at length, and certain portions of the contracts were reviewed and clarifications and interpretations made.

In the coming period you may miss your Representatives in the field one Saturday a month, for we anticipate that more of these meetings will be held, at which time we will discuss ways to serve the membership more effectively.

— ac —

During the past month I attended District meetings in Eureka, Redding and Marysville. It was indeed a pleasure to visit with those brothers able to attend these District Meetings and to discuss with them the problems of the various areas.

Grievance Committeemen were elected at the Eureka and Marysville meetings, namely, Roy Stevens in Eureka and Elden Fowler in Marysville. While several able members were running for these positions, those elected, I am sure, will do a first-rate job for the members of their respective districts.

— ac —

We recently concluded negotiations with the Steel Erectors & Fabricators Council. The resultant proposal was submitted to a special meeting of the membership employed by the steel erection contractors and was ratified overwhelmingly.

As evidenced by the heavy vote for acceptance, this is a good agreement and brings real gains for our members. The new agreement is at the printers now and we will endeavor to get it into the hands of the brothers through the various offices as quickly as possible.

— ac —

We wish the new U.S. Undersecretary of Labor, John F. Henning, the greatest of success and good fortune in his new job.

We would be remiss indeed if we did not mention to any of you who did not already know Jack Henning, that his selection for this important federal appointment by President John F. Kennedy was well-merited recognition of a job well done during Henning's incumbency as Director of the California State Department of Industrial Relations.

As head of the Department, Henning was a true friend of the Operating Engineers, and of Local 3 in particular. The welcome mat was always out for us when we had occasion to call on Jack Henning or when we had business with any of the divisions of the Dept. of Industrial Relations, such as the Department of Employment, the Industrial Accident Commission, the Division of Industrial Safety, the Division of Labor Law Enforcement (Labor Commissioners) etc.

Governor Edmund G. Brown has lost a good administrator and staunch supporter, but we feel sure that the Governor will show the same kind of keen judgment of men that he displayed in Henning's selection when he gets around to making a permanent appointment to fill the vacancy.

We know that as long as the Brown Administration is in Sacramento the head of the Division of Industrial Relations will be someone we can have access to whenever the need arises.

— ac —

It is difficult to convey to our members to what extent the economic fortunes of the workingman have come to depend not only on the economic strength of his union but also on its relationship with government at the various levels.

A case in point is a situation we are working out currently at the Port of Embarkation in Oakland, where some of the Army personnel decided to cut the wages of Operating Engineers members working under them.

While in Washington, D.C., recently I had the opportunity to discuss this matter with U.S. Senator Thomas H. Kuchel. He was very understanding and assured me he would do whatever he could to rectify the situation.

— ac —

The number of men dispatched to work opportunities in the month ending October 20, 1962, was 1,722.

Rain Cuts Work In Marin

By T. J. STAPLETON
and STAN GARBER

The recent storms which drenched Marin county have many jobs bogged down at this writing, and the out-of-work list is of considerable size again.

Palmberg Dredging have finished Bel-Mar Keys job and have headed for Coos Bay, Ore. Their super, Bro. Norm Stanton, was recently confined in the hospital at Petaluma but is back on the job feeling lots better.

Bobo's is starting a new job in Novato for the water company, preparing three water tank sites—about 34,000 yards to move.

Williams & Burroughs have been working at Tiburon Highway, but the recent storm may have stopped this job for the time being.

DISPOSAL PLANT

C. Norman Peterson started another disposal plant job in San Rafael with their usual capable crew consisting of Brothers Bill McDonald and Frank Whitmore.

Barrett Construction Co. of San Francisco is at Marin City on the first phase of housing project to cost \$1,500,000. Second phase will be approximately \$800,000. When finished total tab for the project will come to \$18 to \$20 million. Holtzinger Bros. will be the sub-contractor for the house lots.

Syar & Harms have been keeping many of the brothers busy on their jobs at Terra Linda, Novato and Marin City.

DEMOLITION

Ghilotti Bros. we see hard at it demolishing in San Rafael, with Bro. Jim Rowlette at the controls. This outfit keeps many of our brothers busy in the various locations on street and road work.

Operations for the present are down at Luhr-Wendt job, Bel-Mar Keys—as the recent storms hit this area hard. However, there is quite a bit of work left to do when they resume operations, according to their foreman, Bro. Carroll Smith.

E. A. Forde has about 150,000 yards to move behind Sabella's, near Richardson Bay Bridge, with North Coast Construction and Freeman Paving rigs.

Marysville Hardest Hit by Storms

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

Rain and water must be taken into consideration in any report on the work in the Marysville area which, like most of Northern California, was deluged by the greatest amount of rainfall that has fallen in the month of October almost within the memory of man.

The rainfall ranged from better than seven inches in the Valley up to 25 inches in the hills and mountains. Elsewhere in this issue are photographs showing the extent of damage to some of the jobs.

Here is a partial report on the work:

Corning area: Macco still using a few of the brothers on the transmission line subcontracted from Shuman & Commonwealth who are doing the job for the Bureau of Reclamation. **Black-Butte Dam:** At last reports still had two shifts operating. The work before the storm was progressing real nicely. As this is prepared we have no reports of damage by the storm or of any possible delay.

MISSILE BASE

Chico area: Probably the most important job is that of Peter Kiewit, Sons, rebuilding the silo at the Missile Base, upon which fine progress is being made. This job, which is so important for the defense of our country, employs a number of the brothers who are working together well and harmoniously under the fine direction of the foreman Brother Jack Slade.

Next in importance is probably the freeway job being done by A. Teichert & Son. The dirt is subbed by John Blakemore, who has about three weeks' work left on his part of the job.

There are a number of other jobs in the area of lesser size.

In the Forrest Ranch area

above Chico the Kaiser Co. has a fairly good sized road job on which a number of the brothers are being used. Good progress is being made despite the rough terrain. However, we have no report on whether the recent heavy rains will result in the job being shut down or delayed.

L. A. & R. S. Crow in the same area has all the base course down on its road job and is busy on finish work. Masletotto Enterprises who had the contract for making the rock has completed their part of the job.

Oroville Area: Harms Bros. in the relocation of Hwy. 40A from Oroville to Wick's Corner is making good progress. As this is being written we have heard of no extensive storm damage to the job except of about \$10,000 on the bridge subbed by Lord & Bishop.

FEATHER RIVER

It is the work in the Feather River above Oroville where the most extensive damage occurred. Here Frazier-Davis on the fish hatchery job just above Oroville really took a beating. The company estimated the damage at a quarter of a million dollars.

The high water tore out the wing dams and twisted the coffer dam and washed out part of the access road on the south side of the river. Three pumps, a cat and a 30-ton crane owned by Bigge were covered by the water. We have no idea when construction will be resumed.

Frazier-Davis is also the contractor on Diversion Tunnel No. 1 of the Oroville Dam. This job was almost completely filled with water, and it is estimated it will take—barring another bad storm—two or three weeks to drain.

Work has halted on the Oroville Dam. The Bailey truss bridge pictured last month as the first step in the construction of this long awaited project was first jacked up to prevent it from being washed away, and then lost as the raging water continued to rise.

Baldwin Contracting Co. fortunately finished about 40 miles of resurfacing of highway 40A in the Feather River Canyon, or we guess they would probably have had to wait until next year.

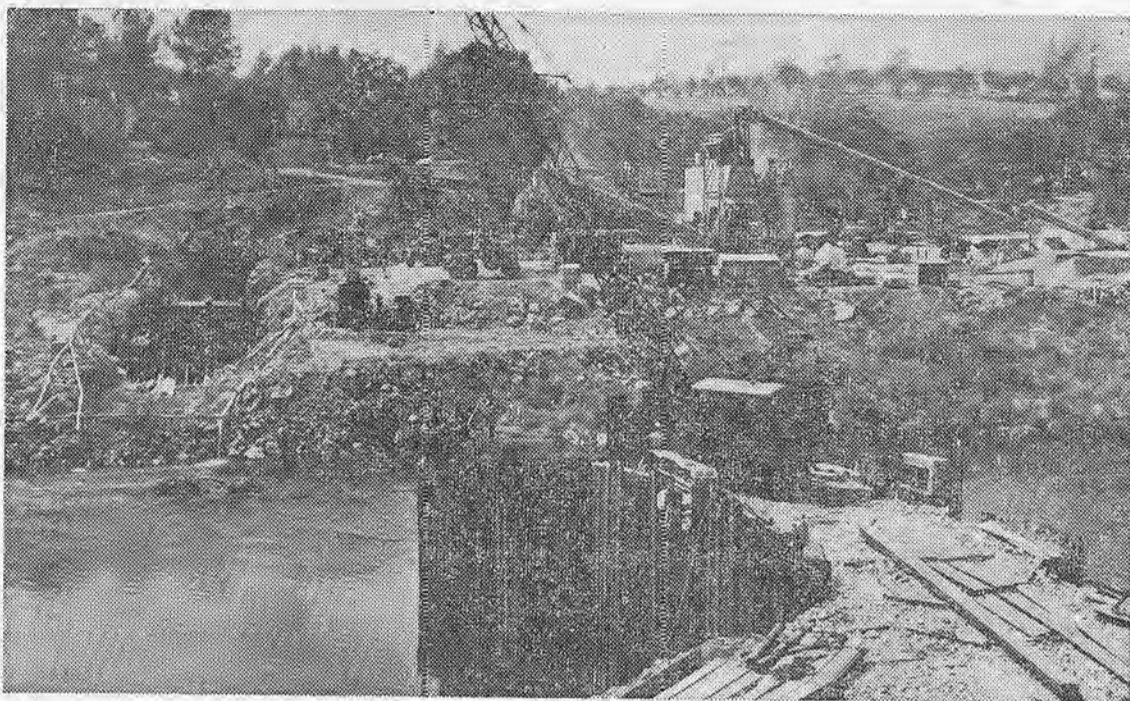
Lake Almanor District: Cattermole-Threthewey, a Canadian firm with whom we recently consummated a construction agreement, have about 35 brothers working on the clearing of Lake Almanor. Part of the job is on land around the shoreline and part is under water.

WIND PROBLEM

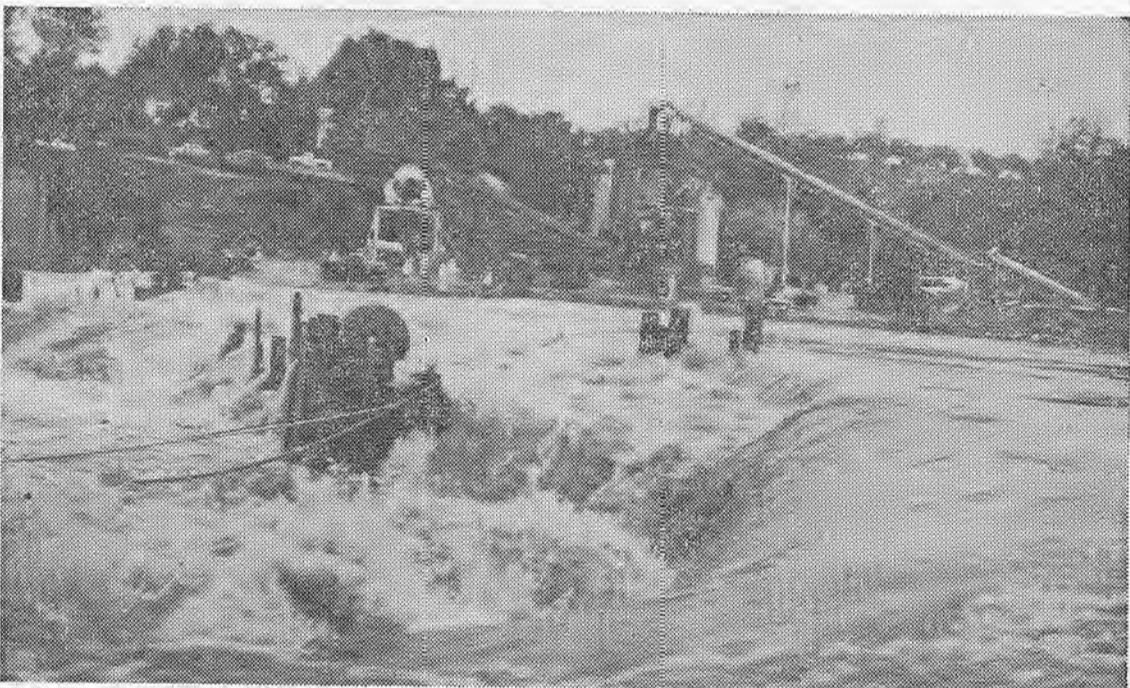
Serious problems have arisen on the underwater part caused by the reduction of the level of the lake, making it rather shallow and quite dangerous when the winds rise. When the wind doesn't blow all day, it starts up about 2:00 p.m., and when it blows the work has to be stopped.

To the east, Harms Bros. have just about completed their surfacing work at Portola & Beckworth. Herrington has completed his bridge job at Portola coming south, McNamara Corp., Ltd., of Burlingame who were awarded a \$1,388,641 State Highway contract on California 49 between Sierra City and Bassett got off to a start and we can't tell you whether or not the rains will close them down. All we know

Before



After



RIVER ON THE RAMPAGE: What the October storms did to the Feather River is shown dramatically in the two photos above. Top picture shows the fish hatchery at Oroville shortly before the flood, with the steel-and-earth cofferdam being pushed across the river. Taken from just about the same position, the lower photo shows the river, in all its fury, pounding the remains of the cofferdam, with only the tops of the longest steel pilings showing above the swirling waters.

is that it is very likely, as about 25 inches fell in that neighborhood.

As a result of this unprecedented deluge, Hansen Bros. of Grass Valley suffered a \$30,000 loss when their plant was washed out on the river south of Grass Valley. It will be two or three weeks before they can reopen.

We come to the Far West Dam

A Word of Appreciation

A friend in need is a friend indeed. That's the point of the following letter of appreciation by Brother Leo A. Paulson of the Marysville area:

Oroville, Calif.,
Oct. 11, 1962.

Dear Brothers of the
Good Standing Committee:

I want to thank you for what you have done for me since my accident of December 17, 1960.

And a special thanks to Brother Harold Huston for the moral support he has given wife and I.
LEO A. PAULSON.

& Canal Job being put in by Darkenwald-M-K-Parker. This job, on the Bear River northeast of Wheatland, also suffered some loss by the heavy rains, a cat and a shovel being under water. How long a delay there will be we don't know, as there hasn't been time enough to evaluate the situation. This could be bad news, because they had a good sized crew working.

INDUSTRIAL REPORT

A two-year agreement was recently consummated with the New York Machine shop in Oroville, effective Aug. 15, 1962. Negotiations were delayed because of a death which threw the shop into an estate, and no one could be too sure at the start where the ownership or management would eventually lodge. This resulted in the rather unique situation of no one having the authority to act, but the matter was cleared up finally. This agreement provides for a raise this year, a wage reopener next year, the same welfare and pension contributions and con-

tributions to the Pensioned Operating Engineers health & welfare fund as in the A.G.C. agreement.



HAROLD MOORE is the labor-endorsed Democratic candidate for State Senate, 10th District (Yuba-Sutter counties). In public life since 1933, he was a county supervisor for 24 years and proved himself a friend of organized labor.

Dry and Grateful

The high water of Saturday, Oct. 13, for a time threatened to flood into the Engineers Building at 1010 "Eye" Street, Marysville. Plugged drains and the inability of the pumps to keep up with the water led to a flooded condition at the foot of the Tenth St. bridge, where the building is located.

We wish to thank the following for their assistance in preventing what might have been considerable damage to the building:

Brother "Jerry" Shearin of Teamsters' Local Union No. 137, our fine tenants, who discovered the condition, reported and worked with us to sandbag the building.

The Baldwin Contracting Co. and Brothers Geo. Logan, Doc Harvey and Herman Bertolini for the sand and the shovel. Brothers Logan and Bertolini are superintendent and foreman of the shop, respectively, and Doc is ramrod over the plant and yard and a lot of the local construction work.

The sacks were contributed by the Marysville Levee Commission, and because of the fine cooperation of the above we are pleased to report that the damage was negligible, and that no water got into the building.

Oakland Report

Lots of Rain;
Little DamageBy DON KINCHLOE, L. L. (TINY) LAUX, NORRIS CASEY,
FRAN WALKER and J. R. (RED) IVY

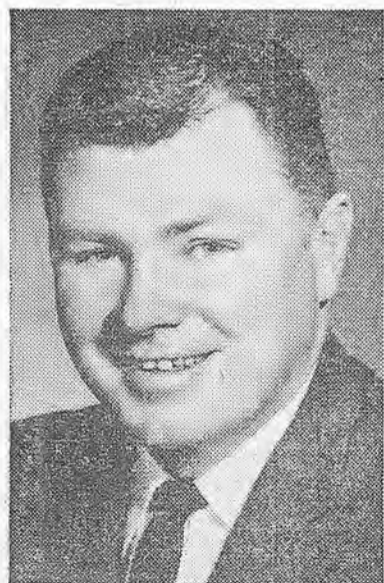
Work in the southern end of Alameda county is still going full blast. The recent rains slowed things down a while and caused considerable damage to jobs and personal property. We hope this is over, and we can settle down to a normal winter. Not too many jobs lost time as the rain didn't start until late Friday afternoon. But, it came in torrents all weekend and as a result many were slow starting up the following week.

The San Mateo Bridge, near Hayward, worried many people, but according to Bill Ziegler, the project manager for Yuba Erectors, no damage was done to any of the equipment. He tells us the winds were high, and the storm heavy, but that everything was properly secured. The old bridge diverted the wind from the floating rigs, and due to the caution and preliminary preparations of the Engineers on the job all came out well, and no time or equipment was lost.

This job is going along real well. They are constructing from 900 to 1,000 feet of completed bridge per week. The bridge, of course, is all pre-cast at the yard in Richmond by Peter Kiewit Co. and floated in on barges. It is all concrete and is cast in three major parts — concrete piling, concrete caps, and concrete deck sections.

12 AT A TIME

The piling are being handled and driven by the Willamette derrick barge "Hercules" known to the Yuba crew as the "801." A template is used and 12 piling can be set and driven with each setting. The template floats and one set gives the proper position



JOHN D. MURPHY, now serving as vice chairman of the Alameda County Board of Supervisors and seeking reelection in District 1, has the endorsement of organized labor on the local and state levels. Operating Engineers Local 3 has found him friendly and cooperative in all of its transactions with the county and urges the members in his area to vote for Supervisor Murphy and urge their families and friends to do likewise.

Blood for a
Healthy Heart

Oakland brothers—or members anywhere in the Bay Area—can help put the final seal on a medical miracle by donating a pint of blood.

On August 1, 5½-year-old David Marquez, son of Brother Aurelio Marquez, underwent open-heart surgery to correct a condition which would have prevented him from growing up and having a normal childhood and adult life.

The operation was a great success, but the family now has to replace 22 pints of blood. It has lined up 12 donors, but needs 10 more.

Anyone who can help is asked to give a pint of blood at the Alameda County Blood Bank in the name of David Marquez, to be credited to the Crippled Children's agency, then mail the pink slip to Aurelio Marquez, 3534 Jamestown Road, Fremont, Calif.

for each piling to go, which saves much engineering work.

The next operation is the crew that cuts off the piling. This is done with a hydraulic saw that has been engineered and perfected by Yuba. They have an old 40 Lorain mounted on a small barge. Bro. C. A. ("Bud") Byers has the job of handling both saw and men in the wind and rough water. A real tough situation, but with an Engineer capable of handling it.

The "Daniel C" is setting the caps and deck sections in place. It is amazing how smooth these fellows can be with the rigs bouncing in the rough water. The erection crew has approximately another month to go to complete the first two lanes. These will be approximately 4.5 miles in length. They will then drop back to the Hayward side and start the other lanes, which will go where the old bridge now stands.

There is a crew working taking out the old bridge. They have their Manitowoc handling a German air hammer breaking the decking. A big truck crane is loading out the broken concrete and setting the guard rails. The Yuba 3 is coming along clamming out the broken pieces and putting the finishing touches on the cleanup.

TUNNEL CLOSED

Bro. Ziegler tells us that if their schedule is kept, they should have all the floating rigs back in next to the Hayward side before the weather gets too bad. We hope.

The main Oakland area is almost at a standstill due to the storm, but should get going again very soon.

At this writing the Broadway tunnel is closed due to slides.

Stockton in Overdrive

By WALTER M. TALBOT,
AL McNAMARA and
GLENN DOBYNS

Although the recent rainstorms were responsible for lost time by the membership, almost all jobs have resumed at an increased tempo in order to complete essential phases of the jobs before curtailing work for the winter.

Some of the larger projects under construction in this district, the New Hogan Dam, Camanche Dam, Canyon Tunnel and Morrison-Knudsen pipeline, will not be completed this year. Weather permitting they will attempt to continue working through the winter months.

All of the new and proposed work this past month has been small jobs of a miscellaneous nature with the exception of \$400,000 tentatively approved for the widening of Bear Creek.

NEW "GRIZZLY"

Green-Winston-Tecon, constructors of New Hogan Dam, have a new quarter-million-dollar "Grizzly" in operation now to size rock for the long-awaited backfill material for the dam (see picture). The company also brought in a 111-Marion shovel from the recently completed Terminus Dam in the Fresno district. After the mechanics get this machine in running shape the job will then have three 111-Marion shovels in the quarry, loading material to go through the new "Grizzly."

Green-Winston, constructors of Camanche Dam, are now working a 10-hour shift, six days a week, on the earthmoving equipment, with the production of October to determine whether the outfit will continue on this basis or go to two shifts. Rip-rap for the dikes is being transported from the quarry which is approximately 11 miles from the dam site and is being loaded with a Cat 977 loader.

TUNNEL JOB

Canyon Tunnel, under construction by the Clancy M. O'Dell Co., has opened the upstream portal, near O'Shaughnessy Dam

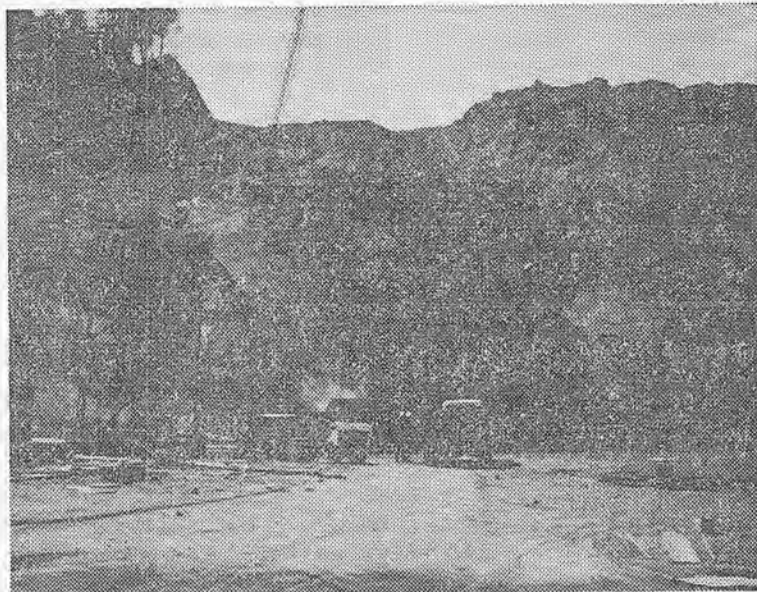
Fredrickson & Watson, which had been going full blast on the road job from the tunnel to Orinda, is at a standstill due to the rains. The Guy F. Atkinson job on the Briones Dam is practically closed down, with some 230 engineers off for the time being.

Guy F. Atkinson Co. was low bidder on another section of the MacArthur freeway. At a cost of over 4 million dollars this should put a number of engineers to work.

Bids are now being received for another section of the Posey Tube. They will be opened Nov. 7, 1962. The Noxon Construction Co. of L. A. has been awarded the construction of 200 units of Capehart housing at the Alameda Naval Air Station. This bid was let for \$2,993,900. The outlook for the Oakland area for the coming year looks good.

FAST DRY-OUT

The dirt jobs in upper Contra Costa county, like the rest of the area, were knocked down by the unusually heavy mid-October



NEW 'GRIZZLY'—This quarter-million dollar installation is now in operation at the new Hogan Dam job to size excavated rock for backfill material for the dam.

in Yosemite National Park. This upper end of the job will be difficult to keep open when the snow flies, as the distance to reach the upper portal from the downstream portal will be 20 miles by narrow road and all uphill.

The Morrison-Knudsen pipeline job south of Tracy for the City of San Francisco is forging ahead with two backhoes on the excavation. This is rather flat land in this area and it is hard to predict whether the job can continue when the heavy rains fall.

The mountain road jobs, Granite Const., Harms Bros., Hooker & Fadel, Plumas Development, Hooker Co., Ah Pah, Twin Butte Const., A. J. Diani and O. K. Mittry & Sons and their subcontractors, are still in production at this time and will continue right up to the bad weather.

HIGHER UP

The jobs at higher elevations, of course, will be snowbound eventually. However the O. K. Mittry and Twin Butte Const. jobs should not be affected by this condition at their elevations.

The Matich & Maxwell freeway job in Modesto and the A. Teichert & Son freeway job in Lodi will have some engineers busy on the excavation, frontage

rain, but with combined forces of sun and wind there was a fast dry-out and most of the jobs were able to start up again within three or four days.

There were numerous landslides and washouts in the area, and although the waste is regrettable it will provide quite a bit of extra work for Engineers.

Some of the projects also received considerable damage to partially-completed units of the job. The Guy F. Atkinson Walnut Creek freeway job (67 Engineers on the payroll) was one of the hardest hit, with damage to channel realignment and structures estimated in excess of \$100,000. Several other contractors had to learn the hard way that equipment should not be parked in low areas with a storm approaching, as some of it wound up under water.

One job that was not kept down very long by the rain was the Gallagher & Burk subdivision job on Taylor Boulevard in Pleasant Hill, with about a half

roads and structures for some time yet.

Masteletto Enterprises, subcontractors on the rock crushing for the Donald Drake Co., who had the concrete contract at Camanche Dam, folded up the operation and left owing wages to three engineers. Baldwin Const. of Marysville have replaced the Masteletto Co. on the rock crushing.

The rock, sand and gravel plants are busy supplying aggregate and plant mix to the various jobs with some double shifting in order to fulfill commitments before the season ends. P.C.A., Teichert Aggregates, Claude Wood Co., A. Teichert & Son and Calaveras Rock are the principal suppliers in San Joaquin county and Munn & Perkins, American Sand, Santa Fe Rock, Standard Materials and Turlock Rock in Stanislaus County.

BLOOD CLUB

Brother Rea Patterson made a contribution this past month to the Engineers Blood Club. Brother Harvey Widener, who was seriously injured in an automobile accident and was released from the hospital and later returned is in desperate need of Type B Negative blood.

million yards of dirt to move. With ideal soil and drainage conditions this job should have a minimum amount of "down time."

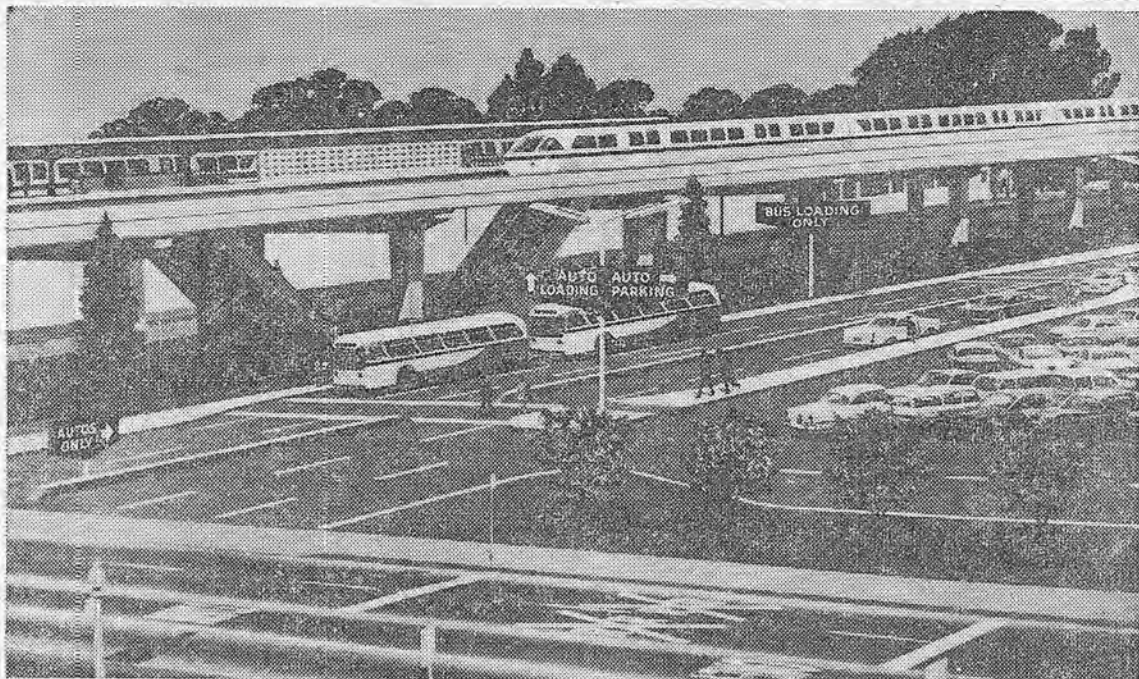
RAIN IN PIT

The Ralph M. Parsons Co. is starting a small job in the Monsanto Chemical Co. Avon plant that will provide about four months' work for some of the brothers. Martin Bros. continues to employ a substantial number on their many and varied jobs in the area.

The Claude Woods Marsh Creek dam job was nearly completed until the early rain came and put 15 or 20 feet of water in the borrow pit and covered up the shop and office trailers.

All of the small contractors and owner-operators in the area seem to be very busy as everyone is striving to wind up their jobs before the winter really sets in.

Willamette Iron & Steel Company's shipyard in Richmond has a heavy work schedule now, with more work anticipated.



RAPID TRANSIT: This is an illustration of a typical suburban station, showing how the proposed Bay Area rapid transit system will provide convenient transfer facilities to insure full coordination with feeder bus services and the private automobile. The Rapid Transit bond election will be **Proposition A** on the ballot received by voters in San Francisco, Alameda and Contra Costa counties in the November 6 election, and members of the Operating Engineers are urged to vote "Yes" on this proposal which will help solve the Bay Area's automobile congestion problem and make much work for the Engineers.

Rapid Transit, the Only Solution

Voters of Alameda, Contra Costa and San Francisco counties will ballot November 6 on a bond issue for the 3-county core of what is seen eventually as a Bay Region-wide Rapid Transit System.

The measure will be on the ballot in these counties as "Proposition A," and Operating Engineers Local 3 joins with the Building Trades Councils of the three counties in urging a "YES" vote on the measure.

For building tradesmen, the construction data on the initial three-county rapid transit system including the transbay tube from

Oakland to San Francisco is very impressive.

Total labor required for construction, including supervision and engineering, but not the off-site manufacturing and overhead, is estimated at 50,000,000 man hours of work. A very large proportion of this will go to the Engineers.

Engineers estimate that during the active construction period of 8½ years there will be an average of 3,000 men employed per year. The peak labor force will be 8,000 men.

Some additional details: material to be moved in earthwork

and dredging will total 23 million cubic yards. Two million yards of cast-in-place and transbay tube concrete will be required, as well as 400,000 cubic yards of precast, prestressed concrete; 310,000 tons of various types of steel will be required, as well as 3½ million barrels of cement. Cost of electrical materials and equipment is estimated at \$60 million.

The primary purpose of rapid transit is to solve the Bay Area's automobile congestion problem. No other workable solution has yet been proposed. And certainly none would be cheaper for the taxpayer in the long run.

Yet rapid transit, aside from providing a congestion solution, also will bring many economic benefits to the Bay Area. It will:

- Preserve valuable land that otherwise would be taken off the tax rolls to make room for additional freeways and parking facilities.
- Allow existing land to be more productively used for industrial, commercial, residential and recreational development.
- Maintain and increase property values within the cities and suburban areas.
- Reduce freeway needs in the central core cities, and thus permit limited highway funds to be used in the outlying areas where more miles of necessary highways can be constructed for the same cost.
- Increase the availability of jobs and labor throughout the Bay Area.
- Lessen the destructive effects of urban sprawl, thereby lowering tax costs for schools and utility services.
- Permit a wider choice of job and residence.
- Reduce commercial transportation costs by freeing streets and highways from automobile congestion.

Screen Award

HOLLYWOOD—A Screen Actors Guild Award "for outstanding achievement in fostering the finest ideals of the acting profession and advancing the principles of good citizenship" has been established by the board of directors of the Screen Actors Guild.

San Mateo Report

Do You Vote with Your Eyes Open?

By **BILL RANEY** and
DAN MATTESON

VOTE!

This vital privilege, right and duty is upon us again. It is the most important thing you can do this year. Those who fail to vote have no moral right to complain later when events do not suit them.

But it is as bad when citizens vote for issues or candidates they know nothing positive about. In the last few elections, did YOU vote for those legislators because they were incumbents, had nice sounding names, were of your party—or simply because you had heard the names before?

All candidates profess to be friendly to the laboring man. They know that is where the majority vote is.

VITAL QUESTIONS

Did your candidate vote for the Landrum-Griffin Act which severely restricted your bargaining rights? Did he vote against or for the Davis-Bacon Act which guaranteed union scale on jobs involving government money? Was he for or against Proposition 13, which surely would have given us "Deep South" wages by now. How did he vote on Medicare?

Your local Committee for Political Education (COPE), the official political organization of AFL-CIO, has studied these issues. They have studied the records of all candidates. Your local union officers have recalled when a politician voted for, or against, issues which were designed to help all labor people, and, therefore have listed in this issue those friends whom it is hoped you will give your vote.

INSANE PROPOSAL

There are many propositions on the ballot—some good, some bad. But one is unbelievable.

Under the guise of fighting Communism, the proponents of Proposition 24 would like to install a Nazi-type law which would insure totalitarianism to stop a few ineffectual Communists who already are fairly well contained.

Under this proposal, you—or anyone—could be denounced as a subversive by any person the identity of which you might never know and you could then be denied a jury trial, lose your right to vote, lose your veteran's tax exemption and even your right to question your accuser. Then, once accused, your employer could get the same treatment for hiring you.

This seems insane. However, hundreds of thousands will vote for this asinine proposal. Of course, the proponents will, if it is passed, announce that all labor unions are subversive and therefore, of course, all union members are subversive.

You, of course, will vote as you please. Even if you don't agree on all the recommendations in this issue on all candidates—for Heaven's sake VOTE! Remember, if you need time off to get to the polls on time, you can take off from work early and still get your pay.

TIRES SLOWED

The October rains, as you well know, have slowed down nearly all rubber tires everywhere. By

this printing, it is hoped the weather lets you all work until at least Christmas.

It isn't all bad. The storm has, by its heavy ferocity, created much work.

A new sanitary sewer in Montara is scheduled by Great West Pipeline Co. of San Jose, to the tune of \$91,000.

Lowrie picked up a \$126,000 grading and paving job in Pacifica.

Many dozens of smaller jobs (under \$50,000) are being awarded creating numerous jobs for Engineers.

HONOR HUGH

The highlight of the last Blood Bank day was the honoring of Brother Hugh Meara, as the donor of the most blood to your Engineers Blood Bank. Those of you whose dear ones have benefited might do well to hold a good thought for Hugh. Six donors turned out, Frank Frederickson, Tom Rafferty, H. R. Martin, Gordon Blain, James L. Jensen and Julius Hacke.

Even though the amount received this month was low, we wish to thank those who did show up, as it indicates that these fine citizens recognize the ever-important need, which does not occur to most of us until it strikes us where we live.

Your business representatives have been busy negotiating many long form contracts which are nearly all completed at this time, plus hundreds of short form contracts.

Alcatraz -- 'An Historic Site'

Congressman John F. Shelley has moved to guarantee that Alcatraz Island remain a colorful landmark in San Francisco Bay.

Shelley last month petitioned Interior Secretary Stewart L. Udall to begin surveying the world-famed island with a view to designating it as a "historic site," under the provisions of the Historic Sites Act.

Designation of the island as a "historic site" would be made by the Advisory Board on National Parks, Historic Sites, Buildings and Monuments.

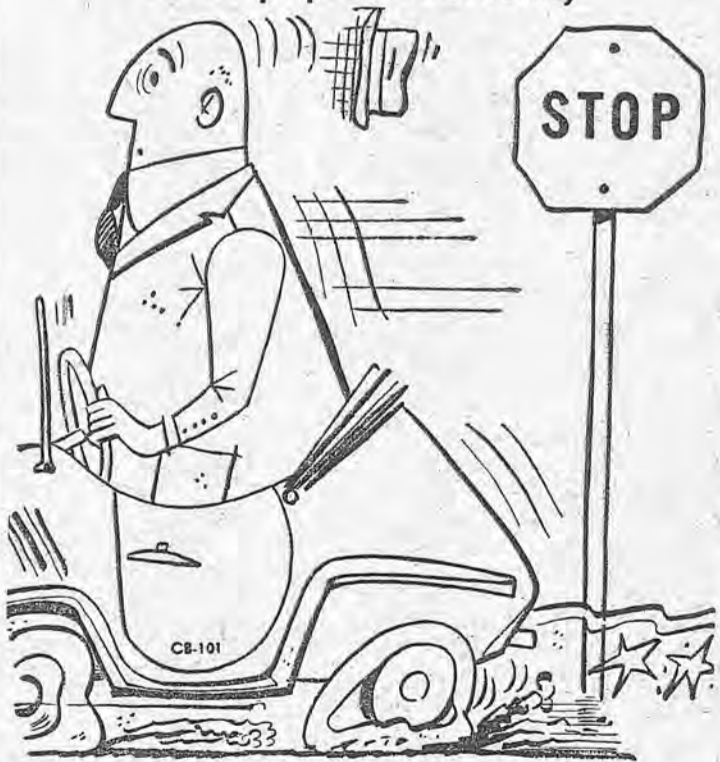
This designation would "guarantee that either Federal, state or municipal government would be able to make the most appropriate use of the property," Shelley said.

Shelley traced the historical use of the island which was discovered by Lieutenant Juan Manuel de Ayala in 1775 and named the Island of the Pelicans because of the great number of these birds found nesting there. It was sold in 1846 to a private owner by Pio Pico, the last Mexican governor of California and eventually became property of the United States Government, utilized first for a lighthouse and harbor defense batteries, later as a military prison, and finally as a Federal penitentiary.

Later the Congressman introduced legislation to establish a Federal commission to study the possible uses for Alcatraz Island if and when the Federal penitentiary is abandoned.

Cochran & Celli

Recap for Economy



DON'T TAKE CHANCES WITH SMOOTH TIRES!

we use... **VOIT** America's Finest Retreading Rubber

2344 E. 12th Street

KE 2-6323

Oakland



YOU CAN SEE why they needed the work done. This is some of the equipment of L. A. & R. S. Crow, contractors, doing a job in the Santa Rosa area for the Sonoma County Flood Control District. Well, during the recent rains the flooding was certainly not under control, and the equipment ended up under water.

Redwood Empire

LAMENT FOR CLEM MILLER

By RUSS SWANSON and
LOU BARNES

The Redwood Empire mourns the death of Congressman Clem Miller. Death due to an airplane accident has come to a great Congressman. Services were held on land in Marin county which will memorialize Mr. Miller because that land has been designated for "public use" through his consistent fight in Congress.

This park where Congressman Miller was buried will be known as the Point Reyes National Seashore and was created last month when President Kennedy signed the bill.

Congressman Miller's name is one that will long be treasured, not only by the Redwood Empire counties but to the Operating Engineers as well. He was instrumental in acquiring much work for this area, such as \$3,000,000 in flood control projects in Sonoma and Humboldt counties, with most of the work now in progress. He was responsible for the omnibus authorization bill for the river and harbor work throughout this region which will represent an investment of approximately \$65,000,000 in water resources redevelopment. Credit should also be given to him in keeping alive the hopes that Warm Springs Dam will be built. On this it appears that finally the House and Senate conferees in Washington, D.C., have agreed that this project will go.

BIG PROJECTS

It is understood that President Kennedy has earmarked \$100,000 in the 1963 budget for the initial design. This is the last hurdle in the long battle and with this action, it is anticipated that construction should start within two years and finish in the vicinity of 1968. The total cost of this project is \$42,500,000. Clem Miller is also one who is responsible for the Noyo River project near Fort Bragg for which authorization has been given. This will

May Be Ambassador

WASHINGTON, D. C. — Pres. Kennedy has nominated AFL-CIO Vice Pres. William O. Doherty, retired president of the Letter Carriers Union, as U. S. ambassador to Jamaica.



CLEM MILLER

mean a project with a total cost of \$13,500,000.

There are many other jobs which could be mentioned, but we believe that this picture is enough to show what an excellent Congressman we had in Clem Miller. He will be very hard to replace.

As you are reading this article prior to election time, be sure to vote, and when you go to the polls, remember that this man did a lot for the Operating Engineers. A vote for him, even though he has passed on, will mean that a Special Election can be held later, and there will be enough time to select a man to follow in the footsteps of Clem Miller.

ALSO RATTIGAN

A man who has done exceptionally well in the State Senate is Joe Rattigan. He deserves your support. He has also been our friend, and we need him to represent us. **DON'T FAIL TO VOTE.**

Wise & McGinty were low bidders on the Canyon Road project in Sonoma county at a bid of \$135,000. October 17 bids were to be opened for freeway work near the Asti winery. The estimated cost of the project is \$2,400,000. It appears that the season is late to start this year, but it will be a welcome job for the New Year.

STEWARDS

Your representatives in this District would like to say "Thank You" to the following job stewards who are doing such a fine job in the area: John Van Salden, working for Lee Immel; Fern

Snowden for L.A. & R.S. Crow; R. W. Lawson for Guy F. Atkinson; Cecil Carr for Fredrickson Brothers; Sam Wirkkala for McCammon Construction Co. and Verne Voss, employed by Peter Kiewit.

The only blood donor this past month was Brother Fred Schleuter. Thanks Fred. Sure wish there were more like you because we need blood.

There are checks being held in the office for the following: R. J. Crocker, James Stephenson and R. S. Humphrey.

Firm Hit for Labor Spying

WASHINGTON, D. C. — A West Coast aluminum firm and a detective agency it hired to furnish labor spies in the guise of "production workers" have been found guilty of unfair labor practices by the National Labor Relations Board.

The board in a unanimous 5-0 vote upheld charges by the Steelworkers that Harvey Aluminum, Inc., hired the Wallace Detective and Security Agency of Portland, Ore., for purposes of labor espionage at Harvey's General Engineering plant in The Dalles, Ore., in 1960, and then at the main plant in Torrance, Calif.

In a decision ordering the firm and the agency to stop their labor spy activities, the board said:

"The employment of undercover operatives to engage in labor espionage and surveillance of union activities has been condemned since the early days of the labor law as a 'flagrant violation of the rights guaranteed by Sec. 7.' All members concurred in the findings of NLRB Examiner Martin S. Bennett that such conduct 'interfered with, restrained and coerced employees.'"

The full board also ratified the examiner's finding that the aluminum firm unlawfully fired two union sympathizers, and ordered them reinstated with lost pay.

Apprentice Stamp

WASHINGTON, D. C. — First-day sales of the 4-cent postage stamp commemorating the national apprenticeship program totaled 1,147,554, of which 1,003,548 were cancellations.

Personal Notes

Sacramento

We are sorry to hear that Brother Eldon Holmes slipped and fell getting off his "cat" and broke his nose and kneecap. We wish him a speedy recovery. Saddened, also, to hear that Brother Hugh Van Landingham is ill.

If any of you brothers who are not working can give blood, we wish you would go to the blood center and give some. Brother John Disney is in the hospital and has had to have blood.

Mrs. Irene Anderson and Brother Nick, 3205 W. Capitol Ave., West Sacramento, want to thank all of their friends for their help and kindness when Nick was in the hospital in Truckee. He is home now and doing fine. Their phone is FR 1-8933. Why not give him a call?

If any of the brothers are in the Nicolaus area this pheasant season, they might drop in on Brother Kenneth Dusky and his wife at the Bridgehouse cafe, which they are now operating.

* * *

San Jose

Due to the demand for BLOOD during the past months, the San Jose Blood Bank has now been reduced to TWO PINTS. Unless we have more donors, we may not have a Blood Bank in the future. Blood has been released to members and their families when they needed it, whether it was one pint or more. Many requests have been from six to 12 pints, which have been freely given, but now we are at the bottom of the barrel. Blood Donors during the month were: Richard Zimmerman, Pat Callahan and Dan Crow. Will your name be among the donors next month?

Brother Hugo Russell is in Stanford Hospital, recovering from recent surgery. Our best wishes for a speedy recovery. Brother Joe Pankoski, who has been on the inactive list for the past two years, stopped in at the office and asked to be remembered to the brothers.

* * *

Eureka

Thanks to brother Lewis Bailey who has donated blood to the bank in Eureka.

* * *

Oakland

Brother William ("Bill") Belenis is with the Peace Corps in Caracas, Venezuela. Brother Bill is working with young children there, giving instructions in home-made soapbox racing cars. He says he is having a wonderful time and enjoying himself. Bill worked for Blake Bros. quarry for several years during the summer months so he could go to college. He has a teacher's degree.

Brother Jimmy ("Little Cactus") Johnston borrowed his father's (Big Jim Cactus) rifle to go deer hunting. When "Little Cactus" returned from his hunting trip quite proud of his kill "Big Cactus" took one look and was furious with him. Seems "Little Cactus" had got himself a billy goat. Since then, father and son have gone to the zoo so "Big Cactus" could show "Little Cactus" what deer look like.

* * *

Redding

Our deepest sympathy goes to the family of Les Harter, one of our brothers who passed away recently. Several of our brothers are in the hospital. We may try to cheer them up with a card or a visit. Tony Scheer was injured on the J. Shea Co. Dersch road job and Carl Prince (superintendent), on the Lowe-Watson job at Cottonwood. Both are in Memorial Hospital and would greatly enjoy your visits.

* * *

San Rafael

We are happy to see Bro. John Jaquish back to work again after a long convalescence due to an auto accident. Brother Jaquish is employed by North Coast Construction.

Best wishes to Bro. Roy Scott, confined at San Rafael General Hospital. Brother Norman Stanton, super for Palmberg Dredging, was confined at Hillcrest Hospital in Petaluma recently, but is now out and headed for Coos Bay with the dredge.

Also in the hospital are Brothers H. O. Foss and Hal Martin, in Marin General, sharing the same room. Brother Martin returned to work for Paradise Engineering for two weeks after accident he suffered on the job the earlier part of the year—then wound up in the hospital again for more treatment on his foot. Brother George Smith is at Hillcrest Hospital, Petaluma.

* * *

Fresno

With deepest regret we report the passing of Brother Floyd King. Merl Hooper is at home convalescing from an injury to his arm. We wish him a speedy recovery. Jim Vineyard is the proud grandfather of an 8-pound boy. Brother Vineyard is a grandfather for the third time. Blood donors: Stanley Henson and Stanley Denny. Thanks very much.

* * *

Stockton

Brother Carrol ("Cowboy") Airola is recuperating from two broken legs, two breaks below the knee on the left leg and a crack below the knee on the right leg, incurred on the job. Brother E. W. ("Ike") Gabriel is back from a sojourn in the Veterans Hospital and ready, he says, to go to work or fishing down Old Mexico way.

Nevada Remains Busy

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

Service Construction Co. has finished its part of the paving of taxi strips and parking area at the Air National Guard installation.

Bing Construction Co. has started its part of the concrete, approximately 12,000 yards. Bing also has the capping of runways, to be done after the paving.

Isbell Construction Co. is separating the muck from the rock on the Verdi job and moving at a steady pace. The structures are being done by Holcomb Construction Co. Bing Construction are still working on the interchanges with the cats and 21's while the paving crew is laying blacktop on the existing road.

Housing tracts are moving rapidly, with Heichman Engineers doing underground and street grading in some, and Ready-Mix Construction Co. handling the paving.

MANY JOBS

George Griffal Co. has the Silverado underground and grading. The Griffal quarry is also supplying a lot of sand for underground fill and rock for several street jobs.

The Brady Hot Springs job has started, with most of the equipment it will need still in use on the Eureka-Strawberry job. It will be about two or three more weeks before this one is rolling. Industrial Construction Co. was low-bidder.

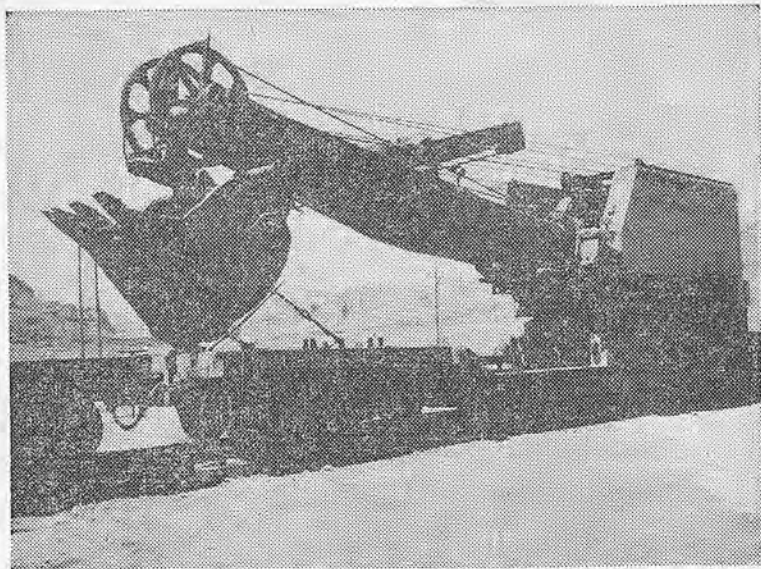
The Fernley-Silver Springs job was to be let October 25. This will be 15 miles of winter work for several of the brothers.

Brothers James Lichau, Ken Bean and Red Watts are acting as department stewards at Anaconda and are doing a nice job taking care of the stewards duties and helping complete the contract negotiations. The new contract in this plant will run two years.

Leviathan Mine will wind up the mining of 150,000 tons of sulphur going to Anaconda some time next month. This has been a good job for about 20 of our members.

SMALL BUT VITAL

Frazzini Construction is redoing the culverts and drainage



BIG SHOVEL: This Northwest 180-D (4½ yards) shovel was shipped in by Morrison-Knudsen for the Palisades job in Nevada. It is now bailing rock with operator George Newby at the levers. Ted Stoddard, master mechanic on the job, assisted by roving Equipment Supt. Arnold R. Nelson, were responsible for getting this rig unloaded and in operation.

along Highway No. 40 between Sparks and McCarran Hill. This is a small job but a very important one to take care of flood conditions and washouts on the hill.

Wells-Currie Area: Dodge Construction have moved in on their 15 mile Highway 93 job. Vern Wilson is the super, with about 15 of our finest moving the muck.

Elko: Vinnell Corp. men have their cut-and-fill about licked, a good-looking piece of work by a good looking spread. Plans are to spread as much rock as possible before the rain and snow set in and then finish in the spring.

Palisades: Morrison-Knudsen have had a bit of delay on this job due to a bent shaft on the 180-D, but should be well under way by the time we go to press and turning the 100,000 yards of ballast that this job calls for.

MICROWAVE

Hoover-Maggard have started on another of the microwave stations for Western Union. This is an up and coming outfit from the Salt Lake City area. They have been in this area but a short time, but have succeeded in picking up four microwave station jobs. Smith Grading & Paving, another Salt Lake City firm, has

Endorsements For Nevada

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

Governor.....Grant S. Sawyer
Lieut.-Gov. Berkeley Bunker
Secy. of State.....John Koontz
Controller.....Keith Lee
Atty. Gen. Harvey Dickerson
Mine Insp. Mer. Gallagher
Supt. of Prtg. Jack McCarthy
U. S. Senate.....Allen Bible
State Senator, Washoe County
Roger Bissett
Sheriff, Washoe County
C. W. (Bud) Young
County Commissioner, Reno
J. B. Cunningham
County Commissioner, At Large
J. C. McKenzie
Assembly, Reno District
John Byrne
LeRoy Wilcox
Lorin Parraguirre
Len Harris
Jack Arian

been subbing some of the work. Battle Mountain: Smith & Mahout are cleaning up, they have been shipping both men and equipment to another one of these radar station jobs in Arizona.

Holcomb Construction is moving right along on the bridge job along the new five mile stretch of North Battle Mountain road. A pleasure to police this job and see all the boys wearing Local No. 3's quarterly buttons.

Ely: Gibbons and Reed have just about abandoned the four star location. Industrial Construction have been cleaning up their job at Strawberry, and both equipment and men have gotten squared away on their new job at Brady Hot Springs.

Winnemucca: Bechtel Corporation started off at a standstill with their 260 miles of 16-inch pipe. The standstill was due to their unfamiliarity with the "talc" in this part of the country. It didn't take these boys very long to put their shoulders to the wheel and start placing pipe into the ditch. They have been averaging four to five miles per day of lowering in and back-filling. There is 35 miles of pipe underground that is finished and 50 miles of right away cleared.

\$60 Million Pulp Plant for Redding

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

One of the Pacific Coast's great remaining stands of pine and fir timber will insure Redding's future as a continuing and expanding major lumber center. Remanufacturing, including plywood and Novoply manufacture, is on the upswing.

Kimberly-Clark will open a new \$60,000,000 pulp plant which will manufacture national brand paper products and employ about 1,200. Five bidders have been selected for the job, and it has been indicated that part of the job will start this year.

McCLOUD PROJECT

The McCloud and Pacific Gas and Electric Co. have been given the OK to build and operate a \$92,000,000 hydroelectric project on the McCloud and Pit rivers in Shasta county. However, as this goes to press there is no word on who will be awarded the contract.

According to one of the contractors, they will start 12 miles of road within the tunnel site when the contract is awarded. When this job breaks, many of the brothers who are on the out-of-work list now should be cleared for some winter work.

John F. Shea Co. is still working on their Dersch road job at Cottonwood, Cliff Martin, foreman, will be back to work now that the storm is over, and it looks like the brothers will be on this job to the end of the year.

Stolte and Stephens are making progress on their job on the Cottonwood freeway. The boys are back to work after a week of bad winds and rains that paralyzed the jobs here in the Northern part of the state.

Piombo Construction on the Pit River Bridge were down due to the storm but expected to be back at work within a short time.

Ransome Company are all thru with their job at Paynes Creek and are making preparations to pave on the Fredrickson and Watson-Red Bluff to Cottonwood freeway.

NEW WORK

An \$8 million freeway project for the Redding area is provided for in a tentative state highway budget. The funds will start foundation work and build structures on a Highway 99 bypass of both Redding and Anderson and the relocation of Highway 44 from Redding to Hilltop Rd. This work will include also two parallel bridges across the river near Anderson and 11 underpasses and overpasses. Twin bridge are also proposed for the

They plan to have their entire operation into Lovelock, Nev., in six weeks.

At this writing our Engineers can start claiming some of the air-lift glory that our U. S. Air Force made so famous not too long ago. An old timer in the local and also with Bechtel is Joe Marcella, master mechanic on this job. The talc that forms this terrain has played havoc with the equipment, but Brother Joe and his crew of Local 3 heavy duty repairmen have kept this spread productive.

CHECKS FOR ELEVEN

The Redding office is holding checks for the following brothers: Raymond Massey, F. K. Corbit, Norman Fox, Edward Evans, C. H. Flowers, J. G. Gray, Frank Skala, William Hancock, B. F. Plunkett, Walter McIntosh and E. D. Baker.

relocation of Highway 44, which is engineered to enter Redding at Shasta & Tehama Sts.

The president of the N.E. Building & Construction Trades called a special meeting of all the crafts, and they voted unanimously that a picket line be put on the trailer court between Highway 299 and 99 North. The trailer court has 134 units, and until an agreement is signed pickets will remain on the site.

CAME THE RAIN

The majority of the dirt jobs in this area were going great guns until the torrential downpours started. Many of the jobs were working quite a bit of overtime in an attempt to get the bulk of the dirt in place this season. No doubt many of the jobs will resume as soon as the sun and wind dry things out, and will run until completion unless closed down again by inclement weather.

Winston, Green, Drake have completed the Spring Creek tunnels 1 and 2 and have a small crew cleaning up. A few of the Brothers will no doubt be kept busy till Xmas cleaning up and tearing down.

Gibbons & Reed had a target date of Thanksgiving Day to have the bulk of the dirt in place on the Whiskeytown Dam. This date has probably been set back to match the work lost due to the rains.

The George W. Lewis Construction Co. were working the finishing crew all kinds of hours and days on the Buckeye Creek Road to get off the penalty. Then came the rains and a few slopes sluffing off.

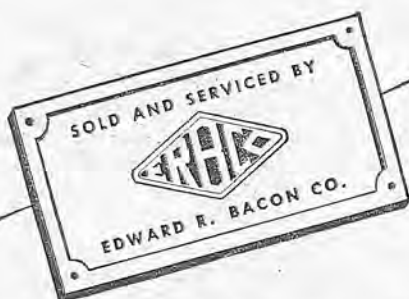
As of this writing, the only jobs working west of Redding are the Spring Creek, Clear Creek and Trinity powerhouses.

All other projects are down for weather. By the time this appears in print only the Good Lord knows what will be going on. Meanwhile we keep our fingers crossed and blackball the rain dance.

Agree on Two Trusts

Continued from Page 1— began contributing ½ cent per hour to the Journeyman & Apprentice Training Fund June 15, 1962, and ½ cent per hour for old-timers' Health & Welfare September 15, 1962. On June 15, 1963, the contributions to both funds go up to 1 cent per hour.

The training program is already rolling. The next step for old-timers' welfare is to secure the best schedule of benefits that can be purchased for the amount contributed. Progress in this regard will be reported in future issues of this paper.



This name plate stands for **quality** equipment, machines, tools and supplies!

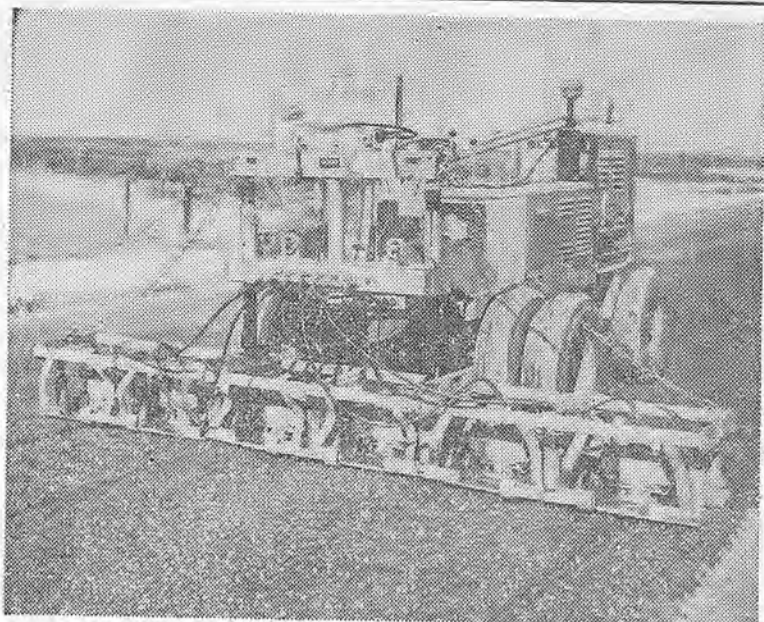
On **YOUR** job this means top performance, backed by competent field service and a good stock of parts.



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CONSTRUCTION EQUIPMENT

Folsom at 17th Street, San Francisco 10, California HEmlock 1-3700
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EXCELLENT RESULTS are said to be produced by this Jackson self-propelled vibratory compactor which is being used on the W. M. Lyles project at Goshen, south of Fresno. The machine has six electric motors mounted on a vibrator bar.

Fresno Hopeful About Winter

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

The Fresno district still has a considerable number on the out-of-work list, but the job outlook is slowly improving and we expect a steady increase in jobs from November on through next year.

This condition is brought about by the fact we have a lot of big projects being advertised for bid this month and next which will employ a good number of Engineers. Our list is large due to an influx of men from other areas and due to many registering on our lists who are still living in other districts.

There is considerable work being advertised in both Sequoia and Yosemite National Parks, consisting of water and sewer lines, roads and camp ground improvements. We expect to have two more freeways advertised for bid south of Fresno on highway 99 by the time the paper comes off the press.

SAN LUIS BIDS

As probably everyone has read the newspaper accounts of the San Luis Project it may be old news that bids are being called for the construction of the main San Luis and Forebay dams, along with the powerhouse, pumping stations and a portion of the canal work. The bids will be opened on December 18th. Construction activities are expected to get underway next January.

If present conditions hold in the area, and barring unexpected weather this winter, we hope to have one of the best seasons that we have had for quite some time.

Our work is scattered all over the six counties and consists of almost anything that you can think of. All of the local contractors are busy and have plenty of work ahead of them. Most of the industries in the area are in good shape except homebuilding which has fallen off considerably in the past six months.

MANY JOBS

Almost all of our expired contracts have been renegotiated, and the new agreements are now in effect. We do have a few left to complete, but expect to have this done in the next couple of weeks.

At the present time we have

the following contractors working on the San Luis project: Harrison Construction, building three miles of road to detour Highway 152 out of the damsite area; Harry Wilmoth Construction Co. has 625,000 yards of excavation for levees on the main canal; A. Turrin & Sons were just awarded a contract for \$53,800 to open up a quarry face on Basalt hill to determine if this material is suitable for the rock zones of the main dam.

Peter Kiewitt & Sons Co. were awarded a \$3,600,000 contract to complete the Merced freeway and should be starting sometime early November. J. L. Hatcher Pipeline Co. has moved on to their \$402,000 water main job at El Portal. This will be a rough job, as they will have to drill and shoot most of the ditch.

McGuire & Hester are working on their U. S. B. R. pipe and canal job at Madera which consist of five miles precast pipe, five miles of poured-in-place pipe and five miles of open canal. This job will run all winter. Page Construction Co. is using about 12 of our Brothers on their Merced county levee job. They should finish by the first of the year.

FIRST SNOW

Granite Construction Co. and M. J. Ruddy Co. have their rock plants and hot plants at Los Banos in high gear and are moving along very well with their grading and paving operations in the area.

Claude Woods Co. will finish their job at Johnsondale the first of November. This has been a good job for the brothers for overtime, but it is getting cold now and they have had their first snow.

Madonna Construction Company have finished the dirt in on their job at Corcoran and started the cement treat October 17. L. D. Folsom at Coalinga will make and haul the blacktop for this job.

The bids for 190 highway at Porterville were to be opened October 24. This job will have two concrete structures and about three miles of highway. Also the bids will be opened for the concrete structures and approaches on Highway 198 through Visalia October 31.

Miles and Sierra have about

We Need Your Idea On Safety

The California State Division of Industrial Safety is in the first stages of setting up a committee to carry out a complete revision of the Construction Safety Orders.

A representative of Local 3 has been asked to serve on this committee, and we hope to see a great many changes made in the present code that will help our members.

During the past few years much new equipment has come into use, and almost every new piece of equipment has presented a new safety problem that must be dealt with.

In addition to these new problems, we feel that some hazards that have existed for years on our jobs must be corrected in order to protect our membership, such as problems of adequate control of dust and noise.

Health authorities have conducted extensive studies on the problem of industrial noise, and we feel that the time has come for the construction industry to take a long and thorough look at this problem.

For years our equipment operators have worked in extremely dusty conditions, and we feel very strongly that with the new devices that are on the market now a great deal could be done to protect our people in this regard.

We have been compiling ideas for changes in the Construction Safety Code for some time, and we would like now to ask our members on the jobs to give us the benefit of their experience and their ideas for further suggestions.

You can help by writing down any suggestions you may have on a postcard or in a letter and sending them to Local 3's San Francisco office as soon as possible. Please address your suggestions to the attention of Dale Marr to expedite the gathering of these ideas.

* * *

We would like to remind all of our equipment operators that this is the time of year when there are a lot of injuries to our people who are getting on and off equipment that is wet and muddy. Watch your step! Don't let muddy footing make you a lost-time injury case.

half of the dirt in on their job at Lemoore and have started blacktop on 10th Ave. in Hanford about the 1st of November. H & M Construction Co. have a contract for \$150,000 at General Grant Park for reconstruction of Wilsonia road and utility area yard.

Griffith Company will be finished with their job at Tipton about the first of November.

Lyle Co. has one concrete structure in on their job at Goshen on Highway 99 and have the sub base in and is now putting in base material for the roadway. This company will start concrete paving sometime in November.

PLEASE BE SURE TO VOTE ON NOVEMBER 6TH, ELECTION DAY.



CONVERTED AND CONVINCED: Brother Don ("Doc") Coykendall is shown holding the "hard hat" that is credited with saving his life October 8 when a cable snapped on the Northwest 6 clamshell he was operating on the fish hatchery job above Oroville and struck him on the head. The crumpled "hard hat" is silent testimony to the force of the cable's impact. The story is told of a minister who, when asked about his converts, said: "They are converted, but I sometimes wonder if they are convinced." Brother Coykendall, already a convert to the extent of wearing the protective headgear, is now convinced by the nine stitches in his scalp and wrenched neck which were the only consequences of an accident that otherwise could easily have been fatal.

Bldg. Trades In Hawaii

Continued from Page 1—

President John F. Kennedy's position in Cuban situation.

In Hawaii at the same time were Operating Engineers Local 3 Business Manager Al Clem and Vice Pres. Jerry Dowd.

Brothers Clem and Dowd conducted a special sub-district meeting of the Local 3 membership in Hawaii which was very well attended. They answered questions from the membership and were able to give the meeting a rundown of the current activities of Local 3 and of its officers and Executive Board.

Business Manager Clem said on his return to San Francisco: "It was a pleasure to attend the meeting in Honolulu and to observe the interest of the members there. It was plain to see that the Engineers in Hawaii are genuinely enthusiastic about their union and solidly behind its programs." During their visit to Hawaii,

Brothers Clem and Dowd with Bus. Rep. Harold Lewis held a meeting with employees of the Permanente Cement plant on the island of Oahu, where a raid was being attempted against Operating Engineers Local 3.

A National Labor Relations Board election was held at the plant two days later, on Friday, Oct. 26. Seventy-three employees were certified eligible to vote. The vote was 48 to 24 in favor of continuing representation by Local 3.

Retraining Projects

The Labor Dept. has announced approval of 70 job retraining projects in 11 states—the first fruits of the Manpower Development & Training Act passed by Congress last March. An additional 107 projects have been given preliminary approval.

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. 208), showing the Ownership, Management, and Circulation of Engineers News, published monthly at San Francisco, California, for October 1962.

1. The names and addresses of the publisher, editor, managing editor, and business manager are: Publisher, Operating Engineers Local No. 3, 474 Valencia St., San Francisco; Editor, Al Clem, 474 Valencia St., San Francisco; Managing Editor, Al Clem, 474 Valencia St., San Francisco; Business Manager, Al Clem, 474 Valencia St., 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 Intl. Union of Operating Engineers, 474 Valencia St., 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.) 30,000.

Sworn to and subscribed before me this 17th day of September, 1962. W. V. Minahan. My commission expires June 5, 1966. (SEAL)

AL CLEM, Editor

Utah Keeping On Even Keel

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

Work in the Salt Lake City area is just holding its own at present. As usual there will be some work let between now and the end of the year.

For the downtown area we hope that the new Kennecott Building will start soon, and the new Church business offices and gym should be going by the time this is in print.

Demolition work is 90% complete on the site of the new County building, and bids should be let in December. As of now, we have had no snow in downtown Salt Lake City, but the higher elevations have had a couple of inches.

Robert McKee's Federal building is starting to rise off of the ground. Brother Russ Cummings is on the material hoist on this job, and the project hopes to go well into the winter. At present the company is trying to hurry the cement along so that they will have a little protection when the snowballs start flying.

Gibbons & Reed's jobs around town are starting to square off and finishing as much pavement surface as possible. The 2nd West job is starting to shape up good now, and this is a big improvement for the traffic coming south on Beck St.

Barben Construction finished their phase of the dirt work on the Garfield Freeway, and Gibbons & Reed's crusher is in operation for the import. A number of local contractors had equipment on this project. We don't expect too much more work before they shut down for the winter, but it will be ready for a big push next spring.

Tiago Construction is wheeling and dealing on their freeway job. They have bought a couple of new scrapers for the year-end rush, and a lot of their equipment from Manila is working. The first snow storm will probably shut this job down as they are working in clay.

Herb Plewe and Nelson Brothers are still working on their sewer jobs with a couple of small hoes going around working a few hours on one job and then on another.

J. K. Thayne is rushing to beat the weather, and it's going to be a close race on the 7th East Freeway job. We've got six brothers working on the sub-base, and when the paving is ready we will have about 15.

At present we have a problem with National Motel Constructors, owner-builders and operators of "Imperial 400" Motels. On their job in Salt Lake City there are 39 subcontractors so far and we only have a partial list, with only one a "fair" contractor.

NORTHERN AREA

Work in the northern area is very good at this writing but if the weather turns bad a lot of it will come to a screeching halt. W. W. Clyde Co. has about 135 of the brothers working on his jobs at Peterson and the Willard Bay. The Weber Basin projects have been life-savers to many brothers in this area. The Strong Co. is just getting started on their canal job in the Ogden

area. This job should keep a few operators employed for some time. This company will bring some of their operators in from other jobs.

Fife Company is making speed on their freeway mob at Brigham City, but still have some of the Brothers working at Thiokol and doing street work in the Brigham City area.

The Waterfall Construction Co. in Ogden has been going very well through out the summer and have called our office for several additional operators.

Work at Clearfield is still booming on the housing projects. With so many sub-contractors working under the general contractor, that it is difficult to know who is working for whom. The work on the Cossey Dam project with the Hintz Construction Co. has kept about seven of the brothers working since the start. It has been a very good company to work with, but we've had a few problems with some of the subcontractors.

As you drive north from Ogden, past the Hot Springs, you can look to the west and see a large earth canal. This canal is part of the \$3 million project being constructed by Gibbons & Reed of Salt Lake City, for the U. S. Bureau of Reclamation as part of the Weber Basin program.

The Gibbons & Reed project consists of 0.9 miles of earth-lined canal with a capacity of 1,050 cubic feet per second, two pumping plants and one intake channel.

The job under way on July 27, 1961, with excavation of pumping plant No. 1 and an intake channel. Serious problems have been encountered, the greatest being ground water which was handled by two stages of well points and sumps. Water table is approximately 4 feet.

PROVO-EASTERN AREA

The out-of-work list is growing somewhat prematurely this season with lay-offs of Arch Dam and some of the highway projects coming to an end in the eastern part of the state. Arch Dam has cut their payroll in half, so far as the Engineers are concerned, and will cut more in the near future.

The dam is nearly completed with the exception of the pouring in the area over the spillway tunnel which will probably be winterized. The swinging bridge is scheduled to be removed this week, making it necessary to detour 50 miles through Sheep Creek Canyon to go from Vernal to Manila or Dutch John. Upon completion of pouring the dam itself there will be limited traffic allowed to Dutch John over the dam. The Cort Creek Bridge deck has been poured by General Contracting Corp., and as soon as the concrete cures it will be possible for the dam employees to drive to the tail-tower side of the dam and walk to their jobs.

The work picture looks fair for next year in Daggett county with boat ramp projects to be completed and more contracts to be let on the highway between



ON THE SLANT: Secured by a cable to the rig on the bank, Brother Wynn Wood is cutting back slopes with his blade on Gibbons & Reed's Weber Canal job.

Endorsements For Utah

Organized labor in the State of Utah backs these candidates. You are urged to vote for them in the General Election, Tuesday, Nov. 6: U. S. Senate—David S. King Congress, 1st Dist.

M. Blaine Peterson Congress, 2nd Dist.

Bruce Jenkins Attorney General

William H. Henderson

HOUSE OF REPRESENTATIVES

District	
2	Lee Weeks
2	H. Chapman
3	Doctor Conrad
4	Phil Poulson
7	Douglas R. Pike
8	Jack Fitts
9	Clair Toone
10	Hub Cochran
11	Ralph Anderson
13	Richard Evans
14	Della Loveridge
15	James Monroe
19	Kay Allen
21	Carl Pettersson
Davis Cty.	Jack Horton
Summit Cty.	Roy Lambert
County Commissioners	Marv Jensen
	Buck Brady

Greendale Junction and Manila.

There have been rumors flying around recently in the vicinity of Geneva regarding the work on No. 1 blast furnace. At this writing Consolidated-Western Steel is supposed to start some work on the three stoves without taking the heat out of two of them at one time. The entire overhaul and raising of the furnace will not be done until spring, or later.

SOUTHERN AREA

Brothers, we got some of that white stuff last night which signals the usual winter slowdown. Most dirt contractors are hurrying to finish ahead of the frost and weather, especially in the high country.

The Beaver Job finally got under way, and we have a good sized crew on the project. To date we have had good relations with Vinnel Corporation, and this has the earmarks of a good job.

There is some more road work proposed in the south end of the state, and some of it has been advertised. We hope all of it goes as it will sure help relieve the pressure this fall.

The NLRB has set the date for the Atlas Corporation election as November 15, 1962. This organizing campaign has been going on for some time and de-

San Jose

LOOKS LIKE MIDDLE OF THE WINTER

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

The recent storm caused the out-of-work list to grow rapidly. No doubt as soon as the ground dries many will go back to work, but at this writing it looks like the middle of winter.

Gibbons & Reed have finished moving the dirt on the freeway. Dan Caputo is putting in the structures, with Raymond Concrete Piling doing the pile driving. Pacific Gradall have two pieces of equipment on this job, excavating for the pile driving.

Jacob Engineering are completing their present job on the Accent plant, but it is rumored that they expect to start on a similar job on this job site.

On the 23 million dollar San Jose Disposal Plant, approximately 40 Engineers have been kept busy all summer. Completion on this job is expected about February, 1964. Early-Stolte and M.K. hold the contract on this joint venture.

The McGuire & Hester project on the El Camino between University Ave. and Matadero Creek is showing signs of progress now that the west side of the road has been paved.

Granite Construction Co. and Lew Jones, in a joint venture, were low bidders on a mid-county freeway project. Under the project the contractor will build Freeway Interchanges at Park Ave., and at State Park Drive in Aptos and a frontage road to Cabrillo College. This job went for \$1,255,000. Granite Construction was the low bidder on a \$40,860 contract for the paving of Beach Road. Granite is showing good progress on the highway job at Hollister.

Ted Watkins of San Luis Obispo was low bidder on a \$255,200 contract for resurfacing 18 miles of highway near King City.

mands a great deal of time and effort. We thank all of the people who are helping us in this effort and would appreciate any assistance the Brothers in this area can offer. Let's win!

Survey Notes

NEVADA ADOPTS TECH CATEGORIES

By ART PENNEBAKER and HOWARD WYNN

We have previously reported that the union was able to persuade the Labor Dept. in the State of Nevada to make a determination of prevailing wages to be the same as the wages negotiated by the Operating Engineers in Nevada.

Our second step was to organize two Engineering firms in Nevada.

From the State of Nevada Dept. of Highways we have received a notification of further progress: that the classifications Chief of Party, Instrument Man, Rodman and Head and Rear Chainman will be incorporated in the prevailing wage rate provisions of their contracts in the future.

The Technical Engineers in the State of Nevada are now beginning to enjoy some of the fruit of unionism, and we hope to report more progress from time to time.

The Joint Apprenticeship Committee is working on a banquet and presentation ceremony for those certified Chiefs of Party who have been currently evaluated. The date is November 2, and a letter of invitation will be sent to each honoree.

The cutoff date for the next test has passed and another round of testing, evaluating and certifying is being prepared.

ELECTION 'GLOP'

Sound legislation does not just happen. You, the voter, make it happen. On election day, remember to vote for the candidates who are concerned with the wage-earners' problems. That wage-earner is you!

If you are unable to sort out real information from all the hysterical "glop" which precedes any election, then look to the union recommendations.

These endorsements are based on careful study of the voting records and political behavior of incumbent officeholders, made with the assistance of the national and state AFL-CIO bodies, and on interviews with and examination of the public record of untested political hopefuls.

This way we come up with the names of candidates most likely to further the cause of the workingman.

Don't vote against yourself. Support your legislative friends. Vote the union slate.

City Minimum Wage

NEW YORK — Mayor Robert F. Wagner (D) has put his signature on a new minimum wage law, designed to raise the income levels of 500,000 workers with an appeal for the cooperation of all New Yorkers with a six-man bureau appointed to administer the ordinance.

In signing the law requiring employers to pay at least \$1.25 an hour to employees this year, \$1.50 after one year, Wagner asked "Who will dare say that less than \$50 a week is enough to keep a family in even minimal decency?"

ENGINEERS NEWS

STATIONARY ENGINEERS LOCAL 39

OPERATING ENGINEERS LOCAL 3

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H. T. PETERSEN Treasurer

Know Your Friends And Your Enemies

Continued from Page 1—

bers and their families and all working men and women to actively participate in the political life of their respective communities, and to register and vote."

* * *

Our By-Laws, carefully drafted by a rank-and-file committee that spent almost two years at the task, go even farther than that. All Members are exhorted to register and vote, but for anyone to run for such elective offices as District Member of the Executive Board, Grievance Committee Member or member of the Election Committee, or even to hold appointive position as Job Steward, it is mandatory that he be a registered voter.

What the By-Laws are saying is that a man cannot be a good union member and exercise democracy in his union if he is not also registered and voting in the local, state and national elections.

* * *

There are important contests in all four of the states in which Local 3's jurisdiction lies. In all of the areas, there are proven friends of labor needing—and deserving—our support at the polls for reelection. In each one of these races there is the possibility that if we neglect a friend, we may be contributing by our inaction to the election of an enemy, or at best a candidate who has no understanding of social issues and no sympathy with the welfare of the laboring man. If we allow that to happen, we will deserve the kind of neglectful—or even hostile—performance in office that we will get.

In California, particularly, organized labor is up against a crisis that many union people may not regard with sufficient concern. The danger to labor in this election is fully as great as in the 1958 so-called "right to work" election, even though there is no open-shop Proposition 18 on the ballot this year to sharpen the issue and make it clearly visible.

But make no mistake: "right-to-work" union-busting is just as much an issue this year in the candidacy for Governor of Richard Nixon, who supported the "right-to-work" candidate for Governor in 1958 and who has said that if elected he will go after "labor reforms," as he put it, "with a rifle instead of a shotgun." As the California Labor Federation has pointed out, what's the difference whether you're killed with a rifle or a shotgun? You're just as dead.

* * *

For Operating Engineers in California the jeopardy is even more immediate and direct. One of the outstanding achievements of the incumbent administration of Governor Edmund G. (Pat) Brown has been the State Water Program, which for the first time reconciled the long rivalries of northern and southern California and opened the way for rational development of the state's water resources. This is important to all California citizens and voters, but especially important to the Engineers because of the great amount of work entailed in the water program. If Nixon is elected there is danger that the water program will go down the drain.

Sure to go down with it are the great gains in social and labor legislation made under the Brown administration such as liberalization of the Unemployment and Disability Insurance and Workmen's Compensation programs. This we cannot allow to happen.

* * *

The real stake in California is whether the people will support proven, experienced leadership. This election is testing whether a dedicated and businesslike administration that has successfully guided the state through its greatest period of growth will be rewarded by reelection, or whether the voters can be fooled by the smears, scares and pie-in-the-sky promises of a political pigmy whose only greatness is the limitless range of his political ambitions.

Members of Operating Engineers Local 3, we are confident, will recognize the wisdom of sticking with a winning combination and will vote to retain in office not only Governor Edmund G. Brown, but the rest of his Sacramento team whose quiet, diligent labors have made his administration's record possible.

Dead Wood



Consumer Advice

Dance Studio Scandal

By SIDNEY MARGOLIUS

The persistent high-pressure promotion of dancing lessons, about which this department previously warned, now has erupted into a statewide scandal in California. As in Missouri, New York and other states, California lawmen found that some studios have induced people to sign contracts amounting to as much as \$10,000 for "lifetime" dance lessons.

Just in Santa Barbara, a relatively small city, California Attorney General Stanley Mosk says that such long-term contracts may have extracted over \$100,000 from local would-be dancers. The California authorities have served investigative subpoenas on dance studios in Oakland, Sacramento, Pasadena and Glendale, calling on them to produce their records of sales and fees charged.

Both the Arthur Murray and Fred Astaire organizations have claimed that they are not responsible for any high-pressure selling by local studios bearing their names, since they merely franchise the local operations. However, one investigator who made a nationwide study of dance studios, told me that the Murrys set quotas which the franchise-holders must meet, and also put pressure on them by sales contests and other devices. The studios in turn put pressure on their "dance analysts" and instructors to push students' long-term contracts, and pay the salespeople extra commissions on such contracts.

A St. Louis grand jury charged that "Arthur and Kathryn Murray are constantly putting pressure on their local outlets to sell. . . . We strongly feel that Arthur and Kathryn Murray, as the instigators of the ceaseless sales pressure, must be held responsible for much of the sordidness which this investigation has revealed."

The grand jury invited the Murrys to testify. But they said they could not because of previous commitments. They answered, as they had to a Federal Trade Commission complaint against them, that individual employees or studios "may have engaged in isolated practices not approved by the organization, but when reported, these isolated practices have been corrected."

Let's make it clear here that this report is not intended to criticize all dance studios. Various authorities say that there are many that do not use the high-pressure tactics questioned by the law-enforcement agencies.

But even the more ethical commercial studios charge much more than anyone who wants to learn

to dance usually needs to pay. Local adult-education programs and often other community organizations, offer dance instruction for adult groups at very low prices.

Some of the long-term contracts sold by high-pressure methods are shockers. One investigator found that a Boston mill worker signed \$12,000 worth of contracts with a Fred Astaire studio. She not only spent all her savings but gave the studio manager a deed to her home. In Oklahoma City, three dance-studio promoters were charged by the County Attorney with persuading an elderly widow to part with \$33,000 in cash and property for lessons.

In Boston, a young domestic worker recently emigrated from Ireland, visited a Dale studio which advertised "dancing . . . fun . . . parties . . . social outings," with the first visit free. She signed up for 100 lessons at \$720. Later, when she realized her mistake, she tried to cancel. The studio refused until the State Attorney General's consumer division intervened.

A Baltimore widow sued an Arthur Murray studio, claiming she had been persuaded to sign contracts totaling \$35,000 in payments because the studio employees traded on her age, loneliness, depression and mental confusion.

In fact, the investigations generally indicate that lonely women and men are the chief victims. Many are middle-aged, but younger people get caught too. A young Kansas City man sued an Arthur Murray studio there. He related that he went there because he suffered from "emotional instability which caused him to be timid, shy and backward in the presence . . . of girls or women." He alleged that between the manager who told him he was the "executive type" and that dancing lessons would correct his shyness, and a "beautiful" young woman who gave him a rather affectionate dancing test, he signed up for \$2,000 worth.

In various complaints that have been made public, the disillusioned students reported that during their early visits, often made as the result of a "free lesson" offer, they were subjected to extremely heavy sales pressure. Often two or three "dance analysts" and instructors would press the prospect to sign a contract. In fact, various reports indicate that the "free lesson" often consists mainly of a sales talk with just a few minutes of actual dancing.

Work Holding up in Sacramento

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

Work is still holding up well. Some of the jobs are coming to a halt, but others are building up so they can finish before it rains. Our out-of-work list is staying down.

We were sorry to hear that H. C. Smith lost their contract for time and material work at Aero- . They provided work for three Engineers for over a year, but were shut down by Aerojet's decision to abolish cost-plus work wherever possible. At present dirt work is at a minimum, but crane and hoisting work is going good in the plant.

Lentz Const. Co. has finished most of the work on Sunrise-Citrus Rd. and are cleaning up.

Teichert & Son has just about wound up their work on Madison Ave. from Maple to Main Ave.

PROGRESS

Western Concrete Pipe Co. is doing full blast making pipe of all diameter for various jobs around the area, including the line for the Northeast Sewage Treatment Plant. Stockton Construction Co. and A. Teichert & Son are each doing a portion of the job. Shanley & Nicholson is in the final stages of building the plant. Teichert is doing the street paving. Brother John Litch is steward on the job and has done a fine job.

Fruin-Colnon Contracting Co. and Alex Robertson Co. are making good progress on the American River Filtration Plant and keeping crawler and truck cranes

working driving piling and pouring concrete.

H. Earl Parker is trying to finish the highway job between Truckee and Brockway. All old timers on their spread and doing neat work. A. Teichert & Son have lots of grading and paving to complete before the snow comes. This company keeps about 30 Engineers on the payroll.

Clements and Co. are going two shifts on the Truckee plant, trying to keep ahead of the demand for all types of rock material.

Riverbend Const. Co. at Prosser Creek Dam has topped out and have a dragline crew and two dozers below the Dam finishing the channel change.

Briggs-Conley-Dennis at Donner Summit are trying to complete the heavy excavating, to be in shape to do the fine grading next year. We have had good relations with this company and few violations. Thanks to the good brother Engineers who made it possible.

Guy F. Atkinson at Soda Springs has finished their subgrade with a top-notch crew of Engineers. Most of the equipment has been moved to the other jobs or South City.

F. & W. and Granite have completed 90 per cent of the structures at Cisco Grove.

ROCK JOB

Briggs-Conley-Dennis has muscled into one of the toughest rock jobs on Highway 40. They separate the men from the boys here, and only the hard rock operators survive.

Guy F. Atkinson keep their crews going trying to beat the

weather. They have paved out the downhill lane from Yuba Gap to Emigrant Gap, and also have the railroad realignment section complete.

The Sunset City project near Rocklin has Granite Const. Co., Ince Bros. Pipeline Co., Huson Bros., Beasley Engineers, Howhydro Co., Chicago Bridge & Iron, Malhoff Landscaping, Eli Brown and Myhren Drilling working on all stages of the subdivision.

Peter Kiewit at Union Valley Dam is having a hard time finding enough dry material for the fill. Brother Bob Knapp, running the 80 D shovel on the dayshift, had a narrow escape the other day from some rocks falling off a rain soaked bank. At this time they figure they have about another 30 days work, but due to the limited work space they have had to lay off some of the brothers. Donald Drake at the Union Valley Powerhouse also has about another month to go.

UNDERGROUND

Paul Hardeman on the Upper Rubicon tunnel is trying to get underground and should soon be putting some more of the brothers to work, as they are going to go three shifts about the middle of this month.

J. A. Jones, at Loon Lake, is working long hours, but this is at a high altitude and will be getting some snow pretty quick. The company has ordered pull fans for cats, so some of the brothers can have a little warmth.

M. & K. Corp., at the Camino Power House, received a setback the other day when a lot of mud

washed into the powerhouse off the side hills, due to the heavy rains. This job should keep five or six of the brothers busy most of the winter.

Underground Const. Co., Case-Hood Const. Co., and Beasley Engineering have about finished their pipeline jobs.

El Dorado Development Co., along with Del Cable, plan on starting a new project in the El Dorado Hills development. This should keep a few of the brothers busy this winter.

In the Lake Tahoe area it has been a slow year, with most of the brothers having to drive a long way to get to the jobs.

Hydraulic Dredging Co. on October 10 opened the plug at the end of the deep water channel that let the waters of Cache Slough flow up the channel. The Clam Dredge Neptune moved in and opened the first opening. The suction dredge Papoose is working from the other side to complete the opening of the channel. They have some cleaning up operations and one plug left to complete the channel.

LOTS OF WORK

Eugene Luhr is going full blast trying to get as much of the levees built as they can before the heavy winter rains.

A. Teichert & Son has most of the dirt moved on their Yolo Port job, and have started their highway job between Davis and Woodland.

Ben C. Gerwick Co. has most of the piling driven on the wharfs. They are pouring the deck for

MEETING NOTICES

November

Stockton—Nov. 1, Thursday, Engineers Bldg.

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

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

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

December

Fresno—Dec. 4, Tuesday, 3120 E. Olive.

Santa Rosa—Dec. 6, Thursday, Veterans' Bldg.

Salt Lake City—Dec. 14, Friday, Teamsters Hall, 443 So. 6th East.

Reno—Dec. 15, Saturday, Reno Musicians Bldg., 120 W. Taylor.

the wharfs right behind the pile driving crew.

Frederickson & Watson and Lew Jones have started tearing down the old Yolo Causeway. They plan to get around one million dollars worth of redwood lumber from the old structure.

Roy Price, Inc., have about two more weeks on their pipeline job at Dunnigan.

Brothers, be sure and vote in November. This is the most important election as far as labor is concerned. So let's everyone get to those polls and VOTE.

SWAP SHOP: free want ads for Operating Engineers

FOR SALE

DOZER, one HD 11, with Hydraulic Tilt, and Unit on rear, TRACTOR, one, D 2, with mounted Highway Model Auger. Digs to 16 ft. deep. Yope Yeghoian, 964 Scott Lane, Walnut Creek, Calif. Phone: YEL-lowstone 5-7053 or YEL-lowstone 5-4875. Reg. No. 403912.

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

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

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

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

ADAMS GRADER, 512, International Dump Truck, K-7, Roller, Tandem-Buffalo 5-8 tons, Trailer, Home-made. Water-Wagon Tank, 1,000 Gals., other Miscellaneous. Henry Faber, 2254 Williams, Palo Alto, Calif. Phone DA 2-1293. Reg. No. 239629.

12 FOOT BOAT, A-1 condition, Sea King, 7 1/2 Horse Power Motor, only used once, 2 Wheel Trailer, Like New. Emil Hollingsworth, 36229 Magellan Dr., Fremont, Calif. Phone SY 3-1349.

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

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

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

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

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

TUBELESS TIRE, 7x17-5 (6 ply) Monitor Washer, Fireplace Screen, Barbell, Trailer Hitch, Electric heater, Clothesline-reels, Desk and chair, Tool boxes, storage cabinets, etc. Edward D. Sylvain, 1609 Sunnyvale Ave., Walnut Creek, Calif. Phone 935-2904. Reg. No. 819275.

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

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

LIGHT PLANT—Montgomery-Ward, 750 W. Aircooled motor, self-starting. Also 12 volt battery starter, \$75 - E. E. Spittler, 863 E. 5th, Hanford, Calif. Ph: LU 4-5120.

10 ACRES near planned resort and retirement community of Christmas Valley, Oregon. Only \$115 down and \$20 per mo. Write: Gordon Call, 658 So. 11th St., San Jose, Calif. No. 939855.

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

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

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

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

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

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

DEEP FREEZE, Chest Type Frost Master, 3.06 cu. ft. Make offer. H. M. Stone, 477 Jean Street, Oakland 10, Calif. Phone: TEMplebar 6-4315. Reg. No. 999191.

HOME, 2 bedroom, hardwood floors, 6 years old, newly painted, real cute, extra lot, furnished or unfurnished, many extras, reasonable. Edward D. Sylvain, 1609 Sunnyvale Ave., Walnut Creek, Calif. Phone 935-2904. Reg. No. 819275.

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

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

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

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

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

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

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

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

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

CLARINET, 1961 Model, wooden like new. \$85.00 or best offer. Also Portable Emerson Record Player with records. \$15.00. William Spencer, 563 Lisbon St., Daly City, Calif. Phone: PL 5-7586. Reg. No. 373510.

TO SWAP

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

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

WANTED TO BUY

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

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

RULES FOR SUBMITTING ADS

• Any Operating Engineer may advertise in these columns without charge any PERSONAL PROPERTY he wishes to sell, swap or purchase. Ads will not be accepted for rentals, personal services or side-lines.

• PRINT OR TYPE the wording you want in your advertising on a separate sheet of paper, limiting yourself to 30 words, or less, including your NAME, complete ADDRESS and REGISTER NUMBER.

• Allow for a time lapse of several weeks between the posting of letters and receipt of your ad by our readers.

• Please notify Engineers Swap Shop as soon as the property you have advertised is sold.

• Because the purpose should be served within the period, ads henceforth will be dropped from the newspaper after three months.

• Address all ads to: Engineers Swap Shop, AL CLEM, Editor, 474 Valencia Street, San Francisco 3, California. Be sure to include your register number. No ad will be published without this information.

MOVING?

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



NAME _____
OLD ADDRESS _____
CITY _____
NEW ADDRESS _____
CITY _____

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

Vote for These In Hawaii

By HAROLD LEWIS and BERT NAKANO

The month of November heralds the start of the holiday season, with Veterans (Armistice) Day, Thanksgiving Day, Christmas and New Year's Day looming up ahead. This is the time of the year when people the world over become festive and gay.

The No. 1 topic at present is the coming General Election, on November 6. We urge each and every one of you to cast your vote for the following candidates endorsed by AFL-CIO:

Governor John A. Burns (D)
Lieutenant Governor William Richardson (D)
U. S. Senator Daniel Inouye
U. S. Congress Tom Gill (D)
 Spark Matsunaga (D)

STATE SENATE

4th District

Vicent Esposito (D)
 Vicent Yano (D)

5th District

Patsy Mink (D)
 Mitsuyuki Kido (D)
 John Hulton (D)

STATE HOUSE

8th District

Hiram Kamaka (D)
 Ernest Heen Jr. (D)
 James Clark (R)
 Kenneth Olds (R)

9th District

Robert Oshiro (D)
 John Lanham (D)

10th District

Larry Kuriyama (D)
 Donald Ching (D)

George Okano (D)
 Phillip Minn (D)

11th District

James Wakatsuki (D)
 William Furtado (D)
 Akira Samima (D)

12th District

Peter Iha (D)
 Frank Loo (D)
 Rudolph Pacarro (D)

Remember, your vote can get these candidates into office. So to maintain our gains in collective bargaining and more appropriations from the Legislature, which means more work for us, support the AFL-CIO's endorsements by voting for them in the General Election on November 6, 1962.

Another major topic at the present time is the very successful Operation Swallow which began on October 14, 1962. Now that you have had your first swallow of oral vaccine, you are on your way to full protection from the crippling disease, polio. But to protect yourself fully, you must get Swallow Two and Swallow Three. Swallow Two will be given in December and Swallow Three in January. Safeguard your health and the health of your loved ones by getting the full series of three swallows.

At this writing, the first phase of the Magic Island project is under way. As you ride thru Ala Moana Park you will see many of our brothers at work. The Dredge MacLeod owned by Pacific Dredging Co. is busy on this project. Brother Herman Rossebo is the captain on this dredge.

In the plans for the 1,211-acre Sand Island complex, a Transshipment Center is still under study, but will definitely be a part of the overall plan. The present shape of Sand Island will be altered, and much of Keehi Lagoon will be filled. A total of 611 acres of new land will be created. Part of the lagoon would remain as a deep water harbor and possible second shipping basin for the Honolulu Harbor. The water area bordering the present International Airport would be reserved for water sports and a marina.

Our out-of-work list is still a little above its normal level. We hope that this is just temporary and that we can reassign our brothers soon.

The Building Trades' General Executive Board met here on October 23, 1962, to discuss local problems and also problems on the national level. The general executive presidents' presence at

this meeting proves that they are interested in the Building Trades' movement in the State of Hawaii. Our officers present at this meeting were Hunter P. Wharton, General President; Newell J. Carman, Seventh Vice President; Al Clem, Business Manager of Local 3; and Jerry Dowd, Vice President of Local 3.

REMINDERS

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

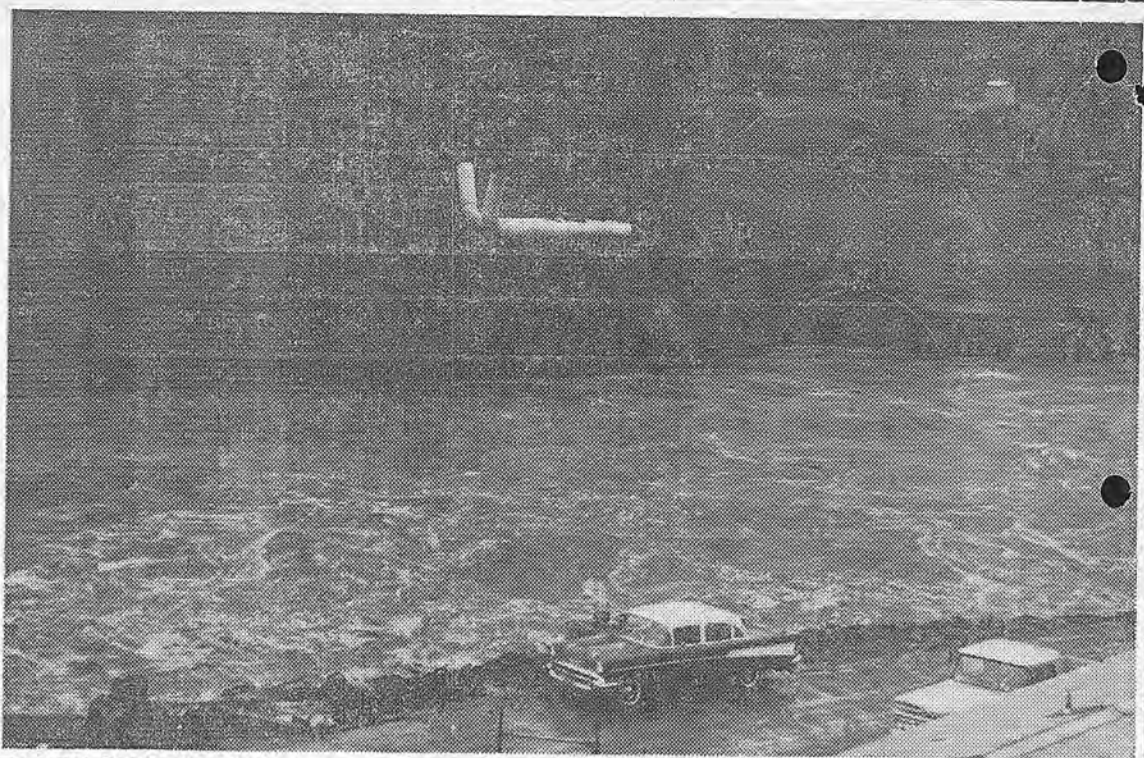
Brothers, the union office is open every Monday evening between the hours of 7:00 p.m. and 9:00 p.m., 208 McCandless Building, 925 Bethel Street. Feel free to come in and discuss your problems with the committee. The Organizing Advisory Committee will also be meeting at this time.

State Propositions In California

Operating Engineers Local 3 and organized labor through its official endorsing procedures recommend the following votes on state ballot propositions November 6. These recommendations were made after a careful investigation of all issues.

1A state and higher education bonds	YES
1 compensation for state legislators	YES
2 veterans' property tax exemption	YES
3 veterans' tax exemption changes	OPEN
4 assessment of agricultural land	NO
5 workmen's compensation	YES
6 state bond proposals	NO
7 constitution revision procedure	NO
8 legislative procedure at general sessions	NO
9 general obligation bond accounting	YES
10 welfare exemption for leased property	OPEN
11 assessment of historical landmark areas	NO
12 aid to widows of veterans	YES
13 college property exemption	YES
14 sales of tidelands	YES
15 county tax appeal boards	YES
16 constitution elimination of obsolete provisions	YES
17 pay of state legislators	YES
18 alcoholic beverage control appeals board	NO
19 compensation of local officers	YES
20 boxing and wrestling contests	OPEN
21 election of superior court judges in Los Angeles	YES
22 amendment of osteopathic initiative act	YES
23 senate reapportionment	NO
24 subversive activities	NO

CLIP AND TAKE TO THE POLLS



TAKEN BY SURPRISE: At center right can be seen the top of the curve of Diversion Tunnel No. 1 of Oroville Dam, Frazier-Davis contractor, showing the height of water in the tunnel on Saturday, Oct. 13, during the recent storms. Construction companies and the Dept. of Water Resources were taken completely by surprise by the sudden rise of the Feather River, whose rate of flow was estimated to be six times previous high for this time of the year. An estimated 35 million gallons of water will have to be pumped out of the tunnel before equipment can be salvaged and work resumed.

Double Standard

Misdemeanor for the Boss, Felony for Us

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

"Every person having charge of any steam boiler, steam engine, or other apparatus for generating or employing steam used in any manufactory, railroad, vessel, or other mechanical works, who willfully, or from ignorance or neglect, creates, or allows to be created, such an undue quantity of steam as to burst or break the boiler, engine, or apparatus, or to cause any other accident whereby the death of a human being is caused, is punishable by imprisonment in the State prison for not less than one nor more

than ten years."—So reads Section 7771 of the State of California Labor Code.

Any engineer who may be so unfortunate as to take the life of a fellow human being is guilty of a felony; so, also, is the engineer on a crane, who works too close to a power line and causes the death of anyone working with him. The law is specific, and the penalty is spelled out in these cases, and justly so. The taking of a fellow-worker's life through negligence is indeed a crime and should be punished as such.

PENALTY ON US

The penalty under the State Labor Code is borne by the worker. The boss is treated differently under the law. A trench cave-in happened recently on a construction project in Los Angeles County, taking the lives of three workmen. The responsible contractor was charged by the State Division of Industrial Safety with willful violation of the State Safety Orders. The accused contractor was found guilty of a misdemeanor and fined \$500.

It is incredible that the employer's negligence is deemed a misdemeanor under the State law; the worker's negligence is a felony. How this state of affairs came to exist in the State Labor Code is worth looking into. There are many such instances of the "double standard" under the State codes.

As interesting as the past may be, it is much more vital that the injustice of this "double standard" demands immediate attention. Legislative action must be taken immediately. We must have a law that penalizes those employers who willfully exploit the safety of those who labor in the construction industry.

RISK FOR PROFIT

Anyone who has been employed on a construction project is aware of the speed factor involved. Safety is the first casualty in the race toward completion of the contract. The only factor that gives pause in this mad dash

Time Off To Vote

No matter where you're working, or on what shift, there should be no reason why you cannot cast your ballot at the General Election, Tuesday, November 6.

All four of the states in which Operating Engineers Local 3 members live and work have laws requiring employers to give their men time off from work if they need it in order to get to the polling place in time to vote.

Here is a summary of the provisions in each state:

CALIFORNIA—Maximum of two hours off with pay, if needed. Employees may take additional time off without pay. Time must be taken at beginning or end of shift, with notice to employer at least two working days in advance.

HAWAII—Two hours off with pay if voter casts his ballot. Law does not apply if there are two consecutive hours while the polls are open during which the employee is not working.

NEVADA—One to three hours off with pay, unless employee can vote during non-working hours. Application must be made in advance. Employer may specify hours of absence.

UTAH—Two hours off without pay for hourly-paid employees, but paid time off for salaried employees, if applied for in advance. Employer may specify hours of absence.

is the cost of the human wreckage strewn in its wake. There should be little wonder that the construction industry has the highest accident rate in the United States—for the law makes it only a misdemeanor to take a life.

All of us in labor organizations working in the construction industry will have concluded long ago that taking a brother's life must, indeed, be more than a misdemeanor.

Without belaboring you with facts that you undoubtedly have been long aware of, I should like to propose that the California State Conference of Operating Engineers make it their prime purpose to amend the State Labor Code so that the responsibility for taking a human life be of equal penalty for the employer and the operating engineer.