



At Chicago Parley

Local 3 Man Talks About Tower Cranes

Strict metallurgical standards for the steel used in foreign-made tower cranes are needed to prevent potential disastrous accidents, Local 3 Safety Engineer Dale Marr told delegates assembled in Chicago for the annual meeting of the National Safety Council.

This was one of the key recommendations made by Brother Marr in an address Monday, Oct. 28, to the opening session of the Construction Section of the National Safety Congress.

He had been invited to speak to the national safety conclave on the topic, "Uses and Misuses of Tower Cranes." It was the first time a labor spokesman had been invited to address the Construction Section.

WHARTON PRESIDES

Unions have their own panel at the annual meeting—the

Labor Section—which was presided over this year by General Pres. Hunter P. Wharton of the Operating Engineers International Union.

Marr's talk called national attention for the first time to the apparent discrepancy between the standards for U. S. steel and the steel used in foreign cranes.

He cited a case in which a foreign-made tower crane collapsed and part of it crashed through the roof of an adjoining building. In its investigation of the accident, the California Division of Industrial Safety ordered tests of the steel made by a top-rated materials testing laboratory.

POOR STEEL

Using what is called the "Notching Test", the laboratory found that while U. S. steels normally have a breaking-point

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Construction Pact Reached in Hawaii

By AL CLEM
Business Manager

Climaxing a renewed series of meetings in mid-October, an agreement was finally reached October 21, 1963, between the negotiating committee for Local No. 3 and the negotiators from the General Contractors Association in the State of Hawaii.

Although the Hawaii negotiations dragged on for what seemed like quite a lengthy period due to many external circumstances that were not favorable to our Union, I think that the vote of the membership at a special called ratification meeting October 23, 1963, speaks for itself. The vote was 152 for ratification, 2 against ratification.

The agreement, which will be printed in booklet form and distributed to the Brothers in Hawaii, contains 12 wage groups with several classifications in each group. It is for a period of four years with a substantial increase in wages in increments.

In addition to the wage increases, the employers also agreed to pay 10c an hour into the Operating Engineers Pension Trust to purchase pension credits for their employees coming under the jurisdiction of the contract.

This is the second labor agreement covering approximately 48 employers of the General Contractors Association in the state of Hawaii. The first contract was for a period of three years, and it was known as the "Model Agreement." It was a joint agreement with the Engineers, the Laborers, the Carpenters, the Cement Finishers and the Building Trades Council.

This time we participated in the negotiations with the other crafts only for that portion of the agreement which contained the administrative clauses. We thought we could best serve the interests of the members of our Union by negotiating our working rules and wage scales separately. I think that the record will speak for itself, in spite of the fact that we had many obstacles thrown in our path, not by the employers but by people who did not have the best interests of the Engineers at heart.

I am sure, due to the fact that this contract contains a Union security clause and many other gains that are beneficial to the members of our Union who are operators of heavy equipment, that we can continue to make further strides in the State of Hawaii.

On behalf of the negotiating committee, which consisted of myself, Paul Edgecombe, Jerry Dowd, Harold Lewis, Clarence

—Continued on Page 10

Scholarship Applications

Application forms are now available for the two \$500 college scholarships which will be awarded to sons or daughters of members of Operating Engineers Local No. 3.

Applicants must be students in their fourth year of high school—public, private or parochial—planning to go to college next year and must have at least a "B" average in their studies.

For information and application forms, write to:

W. V. Minahan,
Rec.-Corr. Sec.,
Operating Engineers
Local 3,
474 Valencia St.,
San Francisco 3, Calif.



FOSTER CITY

First come the Engineers, with one of the largest dredge and fill jobs in Northern California history. Later will come this balanced community of

35,000 residents, business and light industry—an aerial view of Foster City, as visualized by the planners.

Dredging a New City Out of the Bay

The first model homes are being built on what used to be marginal acreage producing scant crops of barley and oat hay but is now well on its way—thanks to imagination of its developers and the skill and labors of the Operating Engineers—to becoming a model community of 35,000 souls.

That's the latest report on the 2,600-acre tract on the edge of San Francisco Bay east of San Mateo formerly known as Brewer's Island and now designated as Foster City.

All it took was some vision

and enterprise . . . and a lot of money. Plus one of the biggest dredging and fill jobs in Northern California annals.

The enterprise and money were provided by the T. Jack Foster & Sons clan—T. Jack, and sons T. Jack Jr., J. R. (Bob) and Richard, all hailing originally from Oklahoma.

SELF-MADE

Papa Foster is a self-made tycoon who started a cleaning business while still a senior student at the University of Oklahoma, went into a chain of motels and finally started bid-

ding Wherry Housing projects at Army bases, the biggest of which, at Fort Ord, brought him to California.

The elder Foster went on to develop housing tracts and build the 25-story Foster Tower Hotel in Hawaii, then decided to retire and settle down at Pebble Beach, Calif. But he was persuaded, in September 1958, to take a look at Brewer's Island. That was the end of his "retirement" and the beginning of Foster City.

\$13 MILLION OPTION

The Fosters hired soil engineers to make borings on Brew-

er's Island and to search for usable deposits of sand in the Bay sufficient to raise the level of the entire 2,600-acre tract an average of 4½ feet. The findings were encouraging, and in November 1959 they optioned the land for something just under \$13 million and began to plan their development.

It was decided that there should be a municipal entity to control the development, and the Estero Municipal Improvement District was created by an act of the 1960 State Legislature.

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It's Nice To Hear From You

Greetings, Brothers . . . nice to hear from you.

And we certainly have been hearing from you in the past weeks.

In the September issue of Engineers News a coupon was printed which the Brothers could fill out and send to this paper for a report on their Social Security credits.

To date, we have received 585 postcards and letters with the coupon filled out, and they're still coming in.

It's good to have this evidence that the members read and respond.

Now It's 60 for Owen

Another anniversary rolled around last month for old-timer Owen Haney, and this time it was a large, round number—60.

Brother Haney, who is 85 years old and the oldest member of Operating Engineers Local 3 both in age and length of membership, attended the San Francisco quarterly District Meeting October 2.

It was announced that in October Brother Haney rounded out 60 years of membership, not just in the Operating Engineers but in Local 3 and its predecessor Local 59. He was called up to the platform and got a solid round of applause from the members present.

A native of Eureka, Owen moved to Emeryville in 1903, the same year he joined the old Local 59. From then until his retirement in 1952 he operated piling rigs all around the Bay Area.

Haney claims the distinction of having driven the first concrete pile in the Bay Area. That was when he worked for the Thompson Bridge Co. at Fort Mason, shortly after the 1906 fire. A single test pile was driven at that time. Somewhat later concrete piles came into general use.

Still alert and active at 85, Owen came to the meeting from his home in Emeryville, across the Bay, by public bus transportation, although he hitched a ride home.

Local 3 Picked for U.C. Research Study

When you build a better mousetrap, the world beats a path to your door.

The wisdom of this old saying is being demonstrated in connection with the wide reputation Operating Engineers Local 3 has achieved for its outstanding Safety program and the concern the union has shown for the health and safety of its members.

As a result of this growing recognition, Local 3 has been asked by the San Francisco Medical Center of the University of California to cooperate in a medical research project employing a revolutionary new technique for diagnosing lung and other respiratory troubles.

The University's representatives stated they had extended the invitation to Local 3 because of the many fine comments they had heard about the union's Safety program.

RECENT DISCOVERY

The key to the U. C. research project lies in recent laboratory discoveries which seem to indicate that microscopic examination of loose cells brought up in deep coughing can disclose lung damage long before it would be apparent in X-ray or physical examinations.

The University wants to apply this new diagnostic technique to a study of representative groups of workers in occupations in which there may be danger from inhalation of dust, fumes and vapors.

Of special interest to the University in this connection are workers engaged in such dusty occupations as highway con-

struction, tunneling, drilling and demolition.

The study has been designed to make it very easy to participate. Those asked to participate will be required only to fill out a short questionnaire on smoking habits and to provide, in a special container which will be furnished by them, a single specimen of sputum coughed up soon after awakening.

There is no interview or physical examination, no time is lost from work and no future follow-up studies of the individual will be necessary.

To insure accuracy in the study a control group of inmates in California prisons will also be used, and the microscopic examiner will not know the name or the occupation of the person who contributed the specimen.

CONFIDENTIAL

At no time will individual names or even the name of any company be mentioned in any reports or publications resulting from the study. Neither the individuals participating, nor anyone else, will be able to get reports on any person involved in the study.

Safety engineers and unions will, on request, be able to get resumes of the findings concerning whole groups in specific occupations.

The findings of the study are expected to be of tremendous importance in providing a means of measuring the effects of industrial inhalations of all types and as a basis of preventive measures to insure the health of workers exposed to inhaled dust, fumes and vapors.

San Francisco Several Big Jobs Getting Under Way

By JERRY DOWD, GEORGE BAKER and ED DuBOS

M. & K. Corp., San Francisco, had the low bid of \$371,805 for sewer construction in the next San Francisco redevelopment area.

Rothschild, Raffin & Weirick, Inc., have been assigned the foundation work on Pacific Gas & Electric Co.'s Potrero St. addition Unit No. 3. The estimate on this job is \$26,500,000.

Construction started Wednesday, October 9, 1963, on an 18-story office building to be known as the 111 Pine Building. The site is at the northeast corner of Pine and Front St. The cost will be \$7½ million, and the target time for completion is the spring of 1965.

BREAK GROUND

Participating in the ground breaking ceremonies were Peter Tamaras, president of the San Francisco Board of Supervisors, and the owner-developers, Benjamin Swig, Mel Swig, Walter Shorstein, Edward Haas and Robert M. Haynie.

Also helping to start the project with gilt-plated jackhammers were Harry A. Lee, president of the San Francisco Chamber of Commerce, and C. L. Fox, the Chamber's executive vice president. Haas & Haynie are the general contractors, and Mario Gaidano is the architect.

SLIP FORM

Eichler Homes are about to start their \$6,000,000 job on Eddy, Turk and Leavenworth Sts., which should last about 13 months. This will be a job with slip-form walls and should be a real good job for operators who are familiar with this type of construction.

This structure will rise 15 floors and will have two parts. One building will face Eddy St. and the other building will face Turk St., with a two-story garage and a swimming pool between them. E. McDonough, who supervised the Laguna Homes on O'Farrell St., will be in charge.

Westmoreland is going ahead with their Laguna & Broadway apartments, which are estimated at \$3,000,000. This will be a concrete slab building with window walls. They plan to use sonvoice slabs and will have radiant-heated floors.

McDonald, Young & Nelson have finished pouring the concrete slabs at Clay & Webster Sts. Bigge will start putting up the panels any time now.

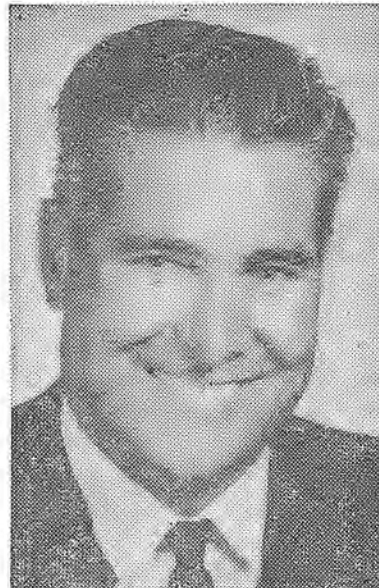
Hospital Benefits

Toronto, Ont. — Ontario's public hospitalization plan has paid more than \$1 billion in benefits since it was started on Jan. 1, 1959, with an administrative cost of only 2.2 percent, according to a report by the Hospital Services Commission.

Named to Council

WASHINGTON — Pres. John J. Grogan of the Industrial Union of Marine & Shipbuilding Workers has been named a member of the AFL-CIO Executive Council and a vice president of the federation.

Local 3 Profiles



NORRIS A. CASEY

Norris A. Casey is familiar to the Local 3 members in Contra Costa and Southern Alameda counties as a Local 3 Business Representative, but he is perhaps even more widely known in these areas as a civic leader and crusader for the handicapped.

Born in Northern Maine January 11, 1925, Casey grew up and was educated in New England until World War II broke out, and he enlisted in the Sea Bees at the age of 17. He served 3½ years with the Sea Bees, including 16 months in the Aleutians and 14 months in the South Pacific, and when the war ended he settled in California.

He was initiated into Local 3 as an oiler in August, 1946, and reclassified as an operator in June, 1948. Subsequently he worked around the territory, mostly as a pipeliner, as an operator and foreman, until a personal problem arose in his family in the mid-50's, which compelled him to stay close to his home in Concord.

It was this problem, the affliction of his son, now 15 years old, with cerebral palsy, that aroused the interest of Casey and his wife in the problems of handicapped children, and in the past 13 years they have been involved in nearly every organization dealing with these problems in his area.

He is a charter member of the Contra Costa Cerebral Palsy Society, has been director of the United Cerebral Palsy Assn., and Contra Costa chairman of the 1962 United Crusade.

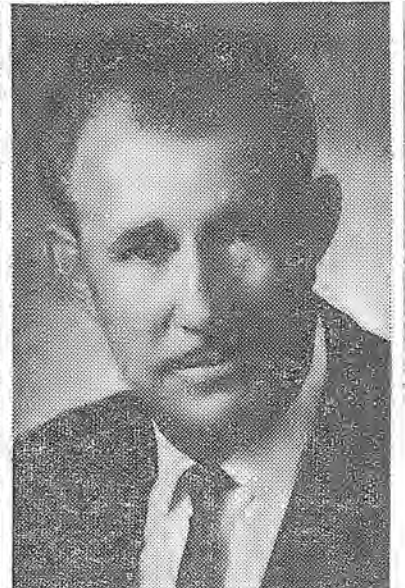
He was Assistant Scout Master of the Handicapped Boy Scout Troop in Walnut Creek for three years, and he and his wife were instrumental in getting the Shadelands Cerebral Palsy School built in Concord.

Active at the same time in union affairs, Casey was elected rank-and-file executive board member in August, 1958, and held that position until his appointment as business representative in May, 1960. He was a delegate to the International Convention in Miami in 1960, and serves as a Local 3 delegate to the Alameda County Building Trades and Central Labor Councils.

With all this, he has found time to take four courses in Labor Relations at Diablo Valley College and Oakland City College.

Want Cut Restored

WASHINGTON — Congress has been urged by the AFL-CIO Executive Council to restore \$600,000 trimmed from the appropriation for the National Labor Relations Board so that it can effectively carry out its administrative duties.



STAN GARBER

Stan Garber, Local 3 Business Representative in the Salt Lake area, has been on the union staff since July, 1962. He started in the Oakland office, then spent time in the San Rafael and Fallon, Nevada, areas before being transferred to his present spot.

Stan was born on a ranch near Modesto and started moving dirt as soon as he was big enough to dump a scraper hitched to a team of mules. He graduated to power shortly, running farm type tractors with a tumble-bug scraper and an old P&H crawler with a drag bucket.

He first became a union member at the age of 16 when he got a Teamster card and worked for a firm in the Valley, hauling hay, fruit, grain, cattle and other produce.

From 1938 to 1940 he was a member of the Boilermakers, working in shops and yards around the Bay Area. After spending a few years in business for himself and working on permit in the outer areas, Stan joined Local 3 early in 1944, and he has been active in Local 3 union affairs since that time.

Garber says, "I have enjoyed the working conditions and ever-increasing wages and benefits that have been provided for the members by the efforts of the officers of Local 3."

He has operated, as he puts it, "almost everything that swings, creeps and crawls" and has been foreman on a few pipeline jobs. For six years before going to work for the union, he operated large cranes for Rosendahl Corp., Richmond, Calif.

Now residing with his wife, Marie, in Murray, Utah, Garber has two daughters, Connie and Dixie, two step-daughters, Carlene and Joanne, and one granddaughter, June.

His chief relaxations are playing the Hammond organ, hunting and fishing.

Housing for Elderly

WASHINGTON — An expanded program of housing for the elderly, including long-term, low-interest loans to nonprofit groups was urged by the AFL-CIO in testimony before the Senate Banking & Currency subcommittee.

Boris Shishkin, secretary of the AFL-CIO Housing Committee, warned that the United States is "falling back, not moving forward, in the race with the growing housing need."

Deaths

	Date Initiated	Died
Claud M. Bean, Salt Lake City, Utah	7- 2-37	10-30-63
Frank Breedling, Reno, Nev.	8-10-47	9-20-63
A. E. Colip, Reno, Nev.	12- 1-51	10-27-63
Harvey V. Cruse, Merryville, La.	8-31-56	9-13-63
Luther C. Dunton, Copperopolis	9-10-61	10-21-63
John R. George, San Jose	4- 5-52	10- 6-63
Fred H. Haisten, Ridgecrest	9- 7-50	10- 6-63
Eugene V. Jolley, Provo, Utah	12- 5-42	10-20-63
Alfred L. Nelson, Burlingame	4- 6-57	10-25-63
Marvin P. Sanders, Citrus Heights	9- 6-47	10-26-63
Loy Scarbrough, Manteca	6- 7-41	10-14-63
Max C. Spiker, Vernal, Utah	3- 3-45	9-11-63
Carl O. Stutchman, Sanitarium, Calif.	10-8-52	10-13-63
Pete Verhonik, Novato	1- 3-53	9-30-63
Emery Williams, Sacramento	11- 1-52	10- 8-63

Foster City—a Town Grows Beside the Bay

Continued from Page 1

George C. Shannon, former city manager of Anchorage, Alaska, was hired as district manager, and authorization was won for the Estero District to issue up to \$55 million in municipal bonds.

Over \$19 million of these bonds have been offered to date, and all have been sold. Financial analysis shows that even when the whole \$55 million are sold, the Estero District bonded debt will never be over \$30 million, due to retirement of earlier obligations.

FIND SAND

Locating material and placing the fill was the first big problem. Borings located a high-grade source of 28 million cubic yards of sand in the so-called San Bruno Shoal in the Bay just east of San Francisco International Airport.

This shoal was a navigational bar to the entrance of the Port of Redwood City, and Congress had authorized the Army Engineers to spend \$150 million to remove it. This federal tax money will be saved, and in addition the California State treasury will be enriched about \$1 million in fees paid to the State for the 18 million cubic yards of sand which will be taken for Foster City fill.

Getting the sand out presented a number of problems. To begin with, it was covered by about 18 million cubic yards of muck, and using usual methods it would have to be piped as much as nine miles to the fill site, entailing heavy costs.

TWO LADDERS

Ingenious solutions were worked out. The Foster interests had a special two-ladder suction dredge—the Foster City DR 1—specially built. Where the mud overburden is heavy, one ladder noses into the mud and pumps it out behind the dredge; the second ladder burrows deeper, into the sand, and pumps that into barges tied up at the side.

When working in stretches with only a thin layer of mud, as it is currently, the dredge uses only one ladder, and mud and sand are pumped into the barges, but the mud washes away with the run-off water.

Two huge bottom-dump barges used by the Southern Pacific Railroad in building their big Salt Lake causeway were purchased by the Fosters, cut up and loaded on 86 flatcars and freighted to the Bay Area, where they were modified and reassembled.

The dredge and barges cost \$3½ million.

Next a basin was dug at the edge of the Foster City tract capable of holding a half-million yards of sand. The barges shuttle from Dredge No. 1 to the basin—making a round trip every two hours—and dump the sand.

PUT-AND-TAKE

A second dredge—Foster City DR 2—floating in the basin, then sucks up the sand and pumps it through a pipeline to the designated fill areas. Hydraulic Dredging Co. owns the second dredge and has an operating contract for the entire dredging project, keeping about 80 Engineers steadily employed.

This "put-and-take" method of handling the sand violates the usual rule that double-handling of materials is more expensive, yet it will actually save a lot of money, the Fosters testify. But the removal of the mud and re-handling of sand amplify the real size of the dredging project, and the total of material moved may eventually go up near the 50 million cubic yard mark.

When Foster City is completed, it will be a \$500,000,000 master-planned community, with every step from the first spadeful of earth planned to be adequate for the final goal of a balanced community of individual homes, garden and high rise apartments, commercial and light industrial sections, civic center, parks, schools, churches, boating lagoons—the whole works.

1975 GOAL

By 1975, the planners envision, there will be 11,000 families numbering 35,000 people in Foster City. Local business and industry will provide 7,000 to 10,000 jobs.

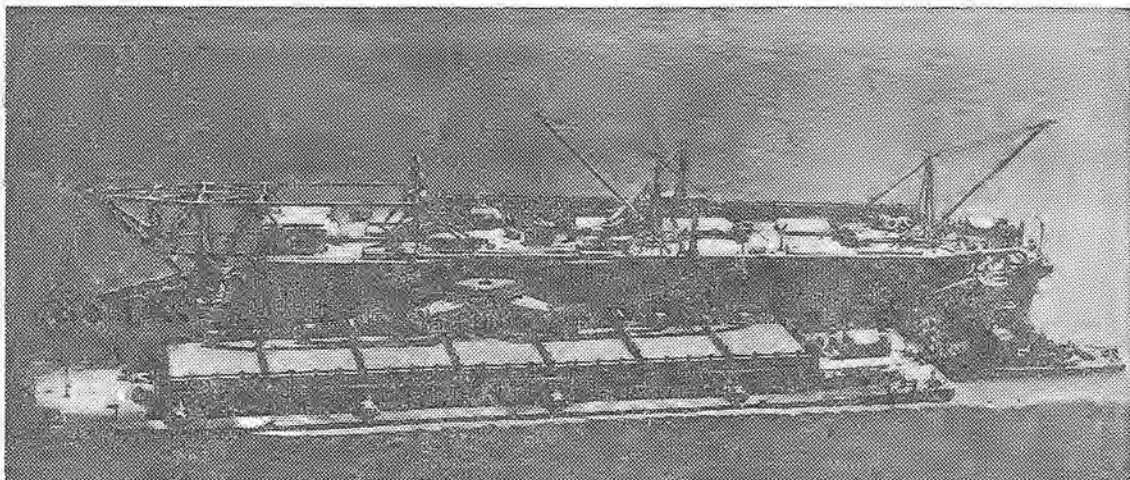
To date, the dredge-and-fill operation has placed close to 3 million cubic yards of fill, bringing initial areas up to grade.

The complete water system for the community has been put in, with a 24-inch main running from the San Francisco Water Dept. line 4½ miles through San Mateo to Foster City. This was a half-million dollar job subbed to Underground Construction Co.

The first stage of the sewage treatment plant has been completed, sufficient to handle needs until 9,000 population is reached. The C. Norman Peterson Co. had this job for \$450,000.

SEWERS IN

An outfall sewer has been completed by McGuire & Hester. For this job, a 3,300 foot section of 37-inch pipe was assembled on



IT GOES IN HERE: Sucking up sand offshore from San Francisco airport is the specially-built dredge Foster City DR 1, which discharges into the big bottom-dump barge tied up alongside. Two of these barges shuttle in relays to dump the sand into a holding basin near the Foster City tract that can hold half a million cubic yards of fill.



AND IT COMES OUT HERE: Water and sand are shown spurting out of a pipe laid from the storage basin to the fill area, pumped by a second dredge, Foster City DR 2, which floats in the basin. Parts of the Foster City tract are already being built upon. Some 18 million cubic yards of sand will be spread on the 2,600 acre tract to raise the level an average 4½ feet.

railroad tracks, plugged at both ends, then pushed out into the Bay. Afterwards the rest of the pipeline to the sewage treatment plant was built in the usual manner.

Massman Construction Co. has just finished a \$750,000 prestressed concrete divided roadway bridge that spans the main part of a system of lagoons that will curve through the tract. The bridge connects Foster City with Hillsdale Blvd. and the city of San Mateo. Murphy Brothers has completed a one-mile street running from the new bridge to the first subdivision unit, where the model houses are now nearing completion.

FIRST SUBDIVISION

Streets, curbs, storm drains, sewer lines and other municipal facilities for the first subdivision unit are covered by a \$1 million general contract with Granite Construction Co., and the work is 90 per cent complete.

Granite also has completed digging out and rip-rapping the first one-third of the lagoon system, for a figure of \$680,000.

Murphy Bros. has been awarded a \$1 million-plus contract for the same types of facilities in the second subdivision unit and is just getting under way with this work.

Lots for the family homes in the first Foster City unit have been sold to three leading volume

builders. Irving Kay Co., which is erecting the model homes now, will build 466 homes. Duke & Elliott and Eichler Homes each plan 225 homes, for a total of some 900 homes ranging in price from \$20,000 to \$28,000.

The famed engineering firm Wilsey, Ham & Blair has broken ground for its office building in the commercial tract, and five light industries have committed themselves to build plants.

Thus Foster City approaches completion in some areas while construction of other phases will be providing work for the Operating Engineers for many years. The dredging, for example will go on for another 3½ years.

San Mateo Reports on Blood and Miscellany

By BILL RANEY and MIKE KRAYNICK

Another record was set for an October Blood Bank Day — 24 pints. June will be the next one. Of the 241 people who showed up to give life's most precious gift, only nine were Engineers!

This does not in the least detract, however, from those good nine. The Brothers who were so thoughtful were Al Crane, Walt Geyer, Harold Heck, Dick Hutchings, Jim Jackman, Earl Johnston, Harold Logue, Ben Marrs and Fred Olsen. Almost all of these are familiar repeaters.

Your San Mateo Blood Bank is maintained by the members of Local No. 3 and is allocated to Brothers and their families living or working in San Mateo county or who have given to the

San Mateo Bank. The purpose is to see that blood is available for emergencies to replace blood used by these members and not paid for by Health & Welfare Tarust Funds or by industrial accident insurance companies.

We request that each brother needing blood attempt to replace it by gifts from their family or friends. Should you ever encounter the need, ask your Business Representative. We have, so far, managed to hold even — thanks to understanding brethren like those mentioned above.

The San Mateo labor B-Day October 12th was a grand day, with Mike Kraynick and Bill Raney on hand at 6:00 a.m. The pretty one of the San Mateo office, Jean Nigri, stayed most of the day taking breakfast orders

and waiting on table.

Anyone can give to your Engineers Bank — six days a week through the rest of the year—catch a rainy day and bring your family.

LESS RUBBER

There is a new state law, A.B. 1814, which should make an unethical employer think twice before giving you a bum check for wages. Penalty is full wages and fringes until the check is made good, up to 30 days.

Look elsewhere in this issue for a spread on Foster City — Duc & Elliott have started on a proposed 1,500 unit housing deal on this site. Kay Homes has five model homes up, the start on its multi-hundred units. Hydraulic, Kunz, Granite, Murphy are going strong on this site, each

with a number of subs.

BITS & PIECES

Texaco to erect a \$1.5 million storage and distribution plant at Redwood City.

Pacifica is going to have one-way streets.

Mose Mostelotto having trouble with the Planning Commission in his attempt to get a quarry permit in the Devil's Slide area.

Jasper Construction got a \$3.6 million job at the Stanford Linear Accelerator site. Kiewit in high gear on same site.

G. C. Jones and Oscar Holmes are starting jobs on the coast side.

McNamara seems to be at the peak of their work on Highway No. 1.

Salt marsh land around San

Mateo has sold for as high as \$90,000 per acre.

Seventeen years ago some of the Brewer Island property sold for \$30,000 and recently sold again for \$4 million. Present site will have total projected value of \$500 million, in about 15 years.

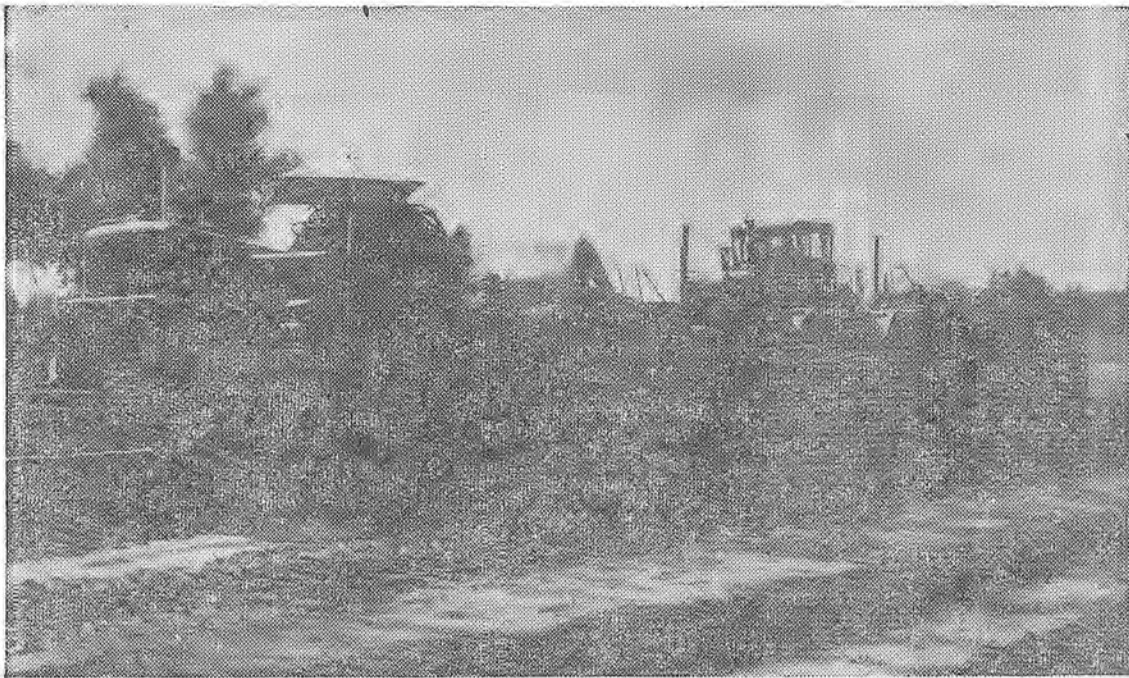
Bayshore is scheduled to go eight lanes—from Burlingame to 19th Avenue.

\$4 million to be spent on Junipero Serra next year.

\$8.2 million due on North end of the same road.

Carl Olsen is starting one 12-story and one 16-story building at the same time in San Mateo.

This office has heard no contractor complain for lack of work for about six months now. When this happens, there are very few Engineers out of work.



PLENTY OF POWER: Earl Brown, subcontracting for Hess & Dubach on Highway 99 in the Fresno district, believes in getting them out of the pit. He has four pushers—one twin Wagner and three Cat 660s—and six DW 21s feeding a hopper. This picture shows Bob Smith on the DW 21, Bob Daniels on the Wagner and Al Constanz, Ray Phennegar and Jim Munson on a trio of 660s.

Fresno at Season's Peak

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

Work in the Fresno district continues to be at a peak. Our out-of-work list is at its lowest point this year, and we expect this to continue until the rains come.

There was some rain recently, but it has not affected the work a great deal, and with some good luck we will do good until after the first of next year.

APPRENTICE PROGRAM

The Apprentice program in Fresno is progressing in good shape. We now have a full class at the Fresno City College. Approximately half of these are working on jobs, and we expect to place several more in the near future. Judging by reports received from Mr. Goolsby, of the school, and our instructor, Brother Calvin Bartels, they are pleased with the class and report excellent attendance and good work in the classroom.

We are getting good cooperation from the employers in the area. Frank Pozar of Fresno Paving Co., W. M. "Mac" Lyles of Lyles Co. and Jay Brown of Industrial Asphalt are the employer representatives on the area subcommittee. They are doing everything they can to make the program successful, and we appreciate their efforts.

The rock plants and hot plants have slowed down quite a bit this past month. They are between jobs and should pick up again next month.

ORGANIZING

We have been conducting some organizing activities over the past couple of months and considerable progress has been made. We expect to have a couple of NLRB elections soon at various locations in the District.

Part of this drive is at the mining operations in the hills surrounding Coalinga. Others are at equipment dealer shops and Fresno city employees. Along this same line, we have signed contracts with a number of small independent operators and owner-operators recently.

ROAD WORK

The H. W. Nichols Co., of Bakersfield was the successful bidder for 4 miles of road work to be graded and surfaced with asphalt concrete on aggregate base for \$213,000. This project is located in Kings county on

18th Ave. between Java Ave. and State Route 10, south of Lemoore. The L. D. Folsom Co. of Coalinga have been granted a subcontract from the Nichols Co. to furnish base rock. This project will employ 15 of the Brothers and take about four months to complete.

The State of California is calling for bids to lengthen and widen 7½ miles of road in Fresno and Kings counties, between North Fork of the Kings River and one mile north of Elkorn Avenue, about 20 miles south of Fresno. There are also four bridges to be constructed.

Fredrickson-Watson, Kenneth H. Golden, Hess & Dubach were low bidders for \$4,338,000 on Highway 198. This outfit also has a highway job going on Highway 99 between Selma and Kingsburg.

NEARLY DONE

Fredrickson & Watson did the roadway excavation and Kenneth H. Golden will do the black top. Hess & Dubach have the import and have subbed the loading and hauling to Earl Brown. They have about two more weeks on the dirt. Clyde Woods & Son have moved a lot of rock on their job at Tollhouse and should complete about January 1964. A bid opening was scheduled for October 17th on 1.7 miles on Tollhouse that will take off from Beale fire road and go over Pine Ridge. This will also be a rock job. The first contract on Tollhouse grade was for 1.2 miles, and the bid was \$1,200,00.

McGuire & Hester have about two miles of concrete pipe in on their job south of Mendota. This Company has nine miles of concrete pipe for Westland Water District.

Harold James Co. also has a contract for 4.2 miles of open canal. Fresno Paving has the subcontract on the dirt and have moved their DW 20s out at this time and may have to move a dragline in due to the mud and water.

CANAL START

M. K. & Utah Construction Inc. are getting under way on the 22-mile contract on the San Luis Canal. They should have the 450-W Monigan swinging by mid-November. It will carry a 15-yard bucket with a 165 foot boom.

They also have six new R. G. LeTourneau electric-powered tandem rubber tired scrapers that will be used to build the

compacted embankment sections.

This job is under the direction of Jim Ricker, project manager, with Max Dailey as superintendent.

McNamara & Mannix Inc. on the 12 miles of relocation of Highway 152 at the San Luis Dam are using 12 Cat 641 scrapers, a 180 Northwest shovel and a CoCal loader on a two shift basis. This is a rough job in steep country with big cuts and fills.

M. K., Utah-Brown & Root at San Luis Dam have moved their 280-B shovel to the quarry site and have their conveyor system in operation to transport the 8" minus rock from Bassalt Peak to the dam site.

The four 2100-ft. tunnels are progressing slowly in very bad ground. They are using a lot of steel supports, and new problems arise each day.

Standard Materials Inc. have finished with the base rock on the Merced freeway and are moving their crushing plant to Los Banos. The other plants in Merced are still very busy and will be until the rains come.

L-G Suit Against R-to-W Group

WASHINGTON—Labor Sec. W. Willard Wirtz has asked a federal court to compel the National Right to Work Committee to register as a management consultant and to disclose details of services it has provided to employers.

He charged that the "work" committee is violating the Landrum-Griffin Act by refusing to file the disclosure report required from consultants and other "middlemen" used by employers to influence workers in matters dealing with organizing or collective bargaining.

It was an employer's own listing of the National Right to Work Committee on a disclosure report which led to the Labor Dept. investigation and court action against the committee.

The Virginia-Carolina Chemical Corp., in a routine report of its use of outsiders in the months preceding a 1960 union representation election at its Polk County, Fla., plant disclosed that it had paid the expenses of W. T. Harrison, then president of the National Right to Work Committee, to address a picnic and barbecue the company held "for all its white employees."

Harrison's speech, the Bureau

of Labor-Management Reports indicated after an investigation, included a general attack on unions and the "power of labor bosses" and was designed to influence the decision of employees on the question of organization and collective bargaining.

Harrison, a former accounting clerk with the Louisville & Nashville Railroad, who was expelled by his union, has made a career

of fighting for compulsory open shop laws. After leaving the National Right to Work Committee in 1961, he became associated with an assortment of similar groups, including the Council for Industrial Freedom in Indiana, the National Labor-Management Foundation in Chicago and, most recently, a new group called the Kentucky Freedom to Work Council.

STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION

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- I certify that the statements made by me above are correct and complete.
Al Clem, Editor

Memo from the Manager's Desk

By AL CLEM

DURING THE PAST MONTH I spent approximately two weeks in Honolulu in negotiations. In addition to that, it gives us a great deal of pleasure to report to the membership that, through the efforts of the Regional Office of our International Union and Vice President Carman, we were able to secure a memorandum of understanding with the Carpenters International over our jurisdiction in California as a whole.

This is a joint agreement which was signed by Vice President Carman as well as Joe Seymour, Business Manager of Local No. 12, and myself. We hope that as a result of the signing of this document, our jurisdictional disputes, in this area at least, will be reduced to a minimum.

WE HAVE RECENTLY concluded a memorandum of understanding with the Northern California Chapter of the Associated General Contractors of America dealing with the modification of our present contract. This will be submitted to the membership at a round of special called meetings, the dates and places of which you will be notified of by mail. As I think these modifications contain benefits which would be advantageous to all the members of our Union, we are looking forward to a good attendance at this round of meetings.

WE FIND that we are still plagued with the usual number of jurisdictional disputes, so we ask each member to report any infringement upon the jurisdiction of the Engineers to the Business Representatives or to the Stewards, as the case may be. Only by being ever-vigilant can we hope to retain the job opportunities that rightfully belong to the members of our Union.

THE WORK seems to be holding up well in all areas. Of course, the dispatch register shows that some of the jobs are tapering off, or the contractors are afraid of the weather, I presume.

THERE WERE 153 contracts signed during the past month—124 short form and 29 long form. There were 2,787 men dispatched during the month of October.

THE PAPERS for the Credit Union are now before the Corporation Commissioner, and we are looking forward to being able to give you more of the details of this most important matter in the next issue of the paper.

I AM SORRY that I was unable to attend the Eureka, Redding and Marysville meetings due to the fact that I was tied up in negotiations.

Stockton-Modesto Job Roundup

By WALTER TALBOT, AL McNAMARA and GLENN DOBYNS

The first storm of any consequence has come and gone in this area, causing some jobs to shut down and others to lose shifts. However, in most cases, the jobs have resumed operations at this time at an accelerated pace.

The demand for Engineers is still holding up well for this time of year, although the bulk of the work now being let in this district is of short term nature.

STOCKTON JOB

Some of the employers ordering men this past month through the Stockton office have been: A. Teichert & Son for their gravel pit in Clements, Stockton-Lodi freeway job, glass plant in Lathrop, Stockton yard and shop, and their paving job for the City of Stockton.

Western Bridge & Associates—New Sears Bldg.; Weberstown Bldg. Spike Voudouris—Bear Creek job. Claude C. Wood Co.—Highway 4, Camp Connell; Turner Rd.; New York Ranch; shop in Lodi; street work in Lodi and Valley Springs.

Green-Winston-Camanche Dam. Raymond Concrete Pile Co.—Libby-Owens-Ford glass plant. Fresno Paving, road job around Camanche reservoir. Donald Drake Co., concrete work, Camanche Dam.

W. M. Lyles Co., trenching and ditch work, Holiday Park. Fredrickson Bros., street work, redevelopment area, Stockton. Alex Robertson, pipeline job, Manteca. Harms Bros., road jobs on Highway 88, near Lake Alpine.

Green, Winston, Tecon, New Hogan Dam. Shellmaker Dredge, Stockton deep water channel. H. Earl Parker, road job near Jackson Highway 49. Al Haworth, street work in Stockton, Forest Service access road.

J. D. Maxwell, Lodi freeway job. S. M. McGaw Co., new Stockton Box Co. site. Tony Cardoza, Fresno Paving job, Clements. Lloyd McBride—Clearing on Granite job, Highway 4. Swinerton & Walberg, constructors of new Libby-Owens-Ford glass plant.

MODESTO WORK

Some of the employers ordering men this past month through the Modesto office have been:

Vinnell Corp., Hetch-Hetchy pipeline. A. J. Diani Co., road job, Highway 120. Crowell & Larson, road job, Highway 108. Clancy M. O'Dell Co., tunnel job, Cherry Valley. George Reed Const. Co., road and street work, Sonora and Modesto.

Lindquist Bros., excavation, Waterford Bridge. Robert C. Watson, Forest Service access road near Groveland. A. L. Craft, Hershey Chocolate plant, Oakdale. O. K. Mitry & Sons, road jobs, Sonora and Yosemite Junction.

Luhr & Wendt, California Aqueduct, west of Gustine. Parrish, Inc. and Industrial Electrical Co., Hershey Chocolate plant. M. J. Ruddy & Son, street work, Modesto. Match Corp., Modesto freeway. A. Teichert & Son, Stanislaus Junior College, Turlock.

NEW JOBS LET

Jobs let since our last report went to North Bay Construction for sewerage treatment plant in Ceres for \$103,480. W. M. Lyles

Cranes at The Regatta



THESE CRANES played put-and-take with the powerful boats all week, lifting them as much as 12 times a day.

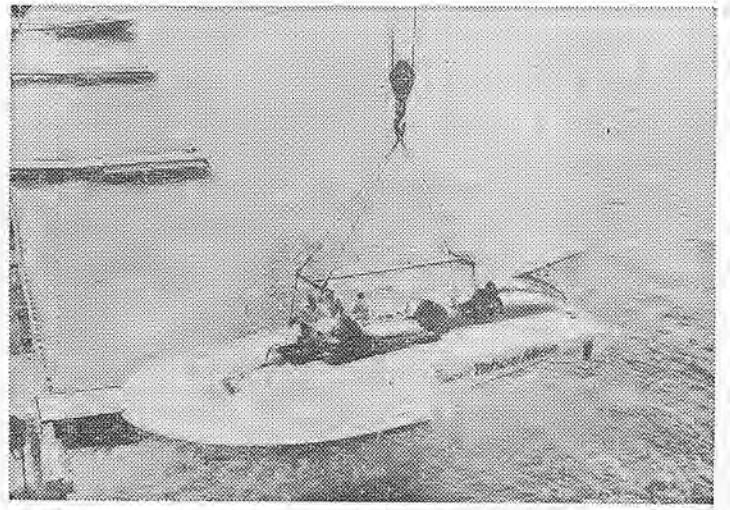
There's one major sporting event that just wouldn't be anywhere without the services of the Operating Engineers—as can be seen from these pictures taken at the National Championship Hydroplane Races, held at Lake Tahoe, Sept. 29.

Getting the light-hulled, super-powered racing boats into and out of the water for the many trial runs and actual racing heats during the seven days of the regatta required a small

army of cranes, and the lineup of booms at the water's edge was one of the most noticeable features of the event.

Among the Local 3 brothers on the job were Leslie (Red) Warren, operator, and Hank Schultz, oiler, of Martin Iron Works, and W. H. Heyitt, operator, and C. R. Rodney, oiler, of Reno Iron Works.

The cranes would set each of the boats in and out of the water anywhere from two to 12 times a day.



TAHOE MISS, the sponsor's craft, rides high over the waters of Lake Tahoe.



THE WINNER, Miss Bardahl, is eased gently onto her carrier by operator Leslie (Red) Warren.

This was the Second Annual Harrah's Championship Regatta, on a three-mile course along Lake Tahoe's south shore. Competing for \$10,000 worth of trophies and \$25,000 prize money was an armada of the nation's most powerful hydroplanes and their daredevil drivers including such craft as Harrah's Tahoe Miss, Tempest, Notre Dame, Miss Bardahl, Miss Exide, Miss Blue Chip and many others.

The trophy was won by Miss Bardahl.

Safety Parley Talk on Tower Cranes

Continued from Page 1

of 15 to 30 foot-pounds, this particular foreign steel showed a breaking-point of only 5 foot-pounds, providing extremely low resistance to the spreading of even the most minute crack.

"Since this preliminary investigation was made," Marr told the Chicago meeting, "the company which manufactured this crane has advised that they will require in the future that all

on the sanitary sewer lines, also in Ceres, at \$229,884.

Fullerton Construction, of Sacramento, was low bidder at \$900,000 for the expansion of Stockton's south sewer job.

Still in sewage work, the City of Manteca will open bids on November 6th for construction of a \$735,000 trunk sewer system.

BLOOD BANK CLUB

The Stephenson family (Brother Ed Stephenson and his two sons, George H. and James L.) were all donors this past month to the Engineers Blood Bank Club, as was Mrs. Helen Sundborg, wife of Walter Sundborg, manager of the Sonora Marble Aggregates plant in Columbia.

We are holding mail in the Stockton office for W. A. Cornelius, David Spurlock and Rayford Triplett.

steel used in their cranes must pass this notching test.

"But this accident nevertheless raises the question: what about the steel in the large number of foreign-made tower cranes around the country? At this time it has not been decided what course of action must be taken regarding this new question, but I think it is obvious that rigid controls on the specifications for steel used in these cranes must be set up and followed to insure a sufficient margin of safety."

LIMIT SWITCHES

Marr reported that several accidents with tower cranes have involved tampering with load limit switches, which are supposed to cut off automatically if too heavy a load is hooked on.

"This is an especially dangerous practice from the operator's standpoint because there is no 'feel' to the rig, as there is on a regular crane, and the operator must rely entirely on these load limit switches," Marr emphasized.

"In my opinion, tampering with load limit switches must be dealt with quickly and severely before we have a rash of very serious accidents. Because of the seriousness of this problem, I feel that these limit switches should be set and sealed by the

factory and that this problem must be dealt with in our States' safety codes."

DIRECT CONTROL

Marr cautioned that remote control devices are being misused and urged that direct control be used wherever possible because in remote control the load is often viewed from the side, making it almost impossible to judge how much drift is needed after the power is cut off.

This problem leads to many sudden stops that create tremendous torque or twist of steel in the tower, he warned, adding: "One question that concerns many of us is: what is this constant torquing going to cause in the way of metal fatigue and crystallization in these towers over a period of time?"

Other points made by Marr:

All the tower crane accidents he knows about involved cranes that had no guy wires at all, or were inadequately guyed. Codes should require guy wires at 40 foot intervals, as with hoist towers.

POWER FAILURE

All cranes should have some means of controlling the swing in case of power failure. This problem is especially serious when the cranes are under re-

mote control.

All tower cranes should have catwalks, for safety in servicing and repairs.

Summing up, Marr said: "We of the Operating Engineers recognize the advantages of tower cranes and feel they can be a good, safe type of equipment and very valuable to our industry... if we all employ a little plain, old-fashioned horse sense in their care and use. They will continue to present safety problems, however, until certain mechanical improvements are made and certain operating standards are well established."

Can't Hold Your TV Set

The California State Legislature has passed, and the Governor has signed, AB 1359—the law to end setnapping, the practice of a few TV repair firms who, without notice, run up repair bills to four or five times the amount of estimates and who refuse to return the sets until "ransoms" have been paid.

The new law provides that no lien or other right to maintain possession of the set shall exist when the total charges exceed the estimate or written revision of the estimate signed by the set owner.

San Jose Expects to Be Busy for a While

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

Activity on the part of the contractors is still in the frantic stage. The early rains, some of which were quite heavy, made the going a little sloppy, but the layoff has not been great as yet.

With so much heavy work still in the offing, we still have hopes of keeping the Brothers busy for a while, not only on the work that is in the finishing stages, but on new construction that is ready to start.

The L. C. Smith Co., Concar Ranch Enterprises & Gordon H. Ball Enterprises, on a joint venture basis, were awarded the contract for 5.5 miles of four lane freeway, with frontage roads and interchanges, including the construction of 15 bridges from Bayshore to Homestead Road, paralleling Stevens Creek, in Mountain View. This is a big one. The award was for \$6,077,419.

RACING THE RAIN

L. C. is also doing the road work on the Mt. View Alviso Road, subgrade and underground, and they are working real hard to get the work well under way before the heavy rains.

Dan Caputo took one for paving on Montague Expressway, west of San Jose Alviso Rd., for \$145,440. Bahr & Ledoyen were awarded the contract for improvements, (surfacing, curb, gutter and sidewalk) of the Oregon-Page Mill Expressway between Carmel Drive & Alma St. in Palo Alto.

L. C. Smith also came up with the award in the amount of \$492,756 for A. C. surfacing, sewer and water mains for the Middlefield Road extension. Freeman Paving have two lanes completed on their four-lane project on Lawrence Station Rd. Underground work to go yet on the other two lanes.

RIVER CHANNEL

The Elmer G. Wendt Inc., job, along the Guadalupe River, between Montague Road & Alviso, is a two-shift operation where the Brothers are real busy, straightening and widening the channel to improve flood control.

The channel bottom is being widened to 80 ft. at all points along the 2½ mile project. A million cubic yards of dirt are being excavated from the river and used to build 10 ft. levees along the new bank and block off the old river channel on the east side of Milpitas-Alviso Road. They are building a temporary earth dam below the neck of the river to hold back the bay tide-water while the work is proceeding. The job should be just about completed when you read this.

Work in the Morgan Hill, Gilroy & Hollister area has been real good, but most of it is now in the windup stage. Manuel Smith, A. J. Peters and East Valley are finishing up their underground work. Granite still has a fair sized crew on the Bell Station job at the foot of Pacheco Pass, which will also be winding up shortly. Walter & Jones have finally completed their underground work at Trespinas.

A. J. Raisch Co. have started their widening job on 101, between Gilroy and Morgan Hill. This one should furnish work for a sizable crew until the rains set in.

WINTER JOBS

The W. J. Nicholson Co. have started the \$5 million Pacific Tel & Tel Building on South Monroe St. We should have work for a few of the Brothers all winter on this job. Could stand to see lots of this type of work at this time of the year. Guy F. Atkinson has started his \$1½ million dollar classroom job at San Jose State.

Work in the Santa Cruz area has slowed up considerably. The rainfall has been quite heavy in this area. The sand plants are still going strong, Kaiser Sand Plant Scotts Valley, Santa Cruz Aggregates, P. C. A. and Olympia Sand.

On the other hand, the Watsonville area is still in good shape. Jesse Harrison on the Castroville cut-off road is working right along.

Work coming up in this area looks very good. Phil Calabrese was low bidder on the Elkhorn Road job at \$209,000. Bids on the Watsonville Cut-off will be called for on November 20.

CAMPUS ACCESS

Bids will be called for October 16, for construction of the first access road on University of California at Santa Cruz new 2,000-acre site. The road will be approximately one and one-half miles long and will lead to the site of Cowell College.

In the Monterey area, Altermatt Construction Co. and Fullerton Construction are working full crews on their Fort Ord project. Phil Calabrese has started the excavation for the Seaside Junior High School, where there is approximately 100,000 yards of sand to be moved. Granite have started their repair job on the Limekiln Creek bridge on the San Simeon highway, south of Carmel. Thomas Construction are also getting started on their bridge job south of Hot Springs. This one should be good for all winter.

Granite has a crew working on their bridge going across the Carmel River. This is a portion of the new golf course that will be under construction soon. The cost of the bridge was approximately \$100,000.

NEGOTIATIONS

Contract negotiations have been successfully completed with Pipelinings, Inc., covering the Milpitas plant. Although this was an interim opening on wages only, the negotiating committee was able to reach an agreement on some language changes affecting vacations, holidays, and classification adjustments.

Kaiser-Permanente negotiations covering the plants at Moss Landing, Natividad and Permanente, were at an impasse until the early part of this month, when a breakthrough was accomplished that provided, in addition to wages, very substantial gains to the Health and Welfare and Pension Plans, as well as other modifications to the contract language favorable to the employees.

The two year contract proposals, effective July 1, 1963, were submitted to the union for appropriate action during the week of October 6 to 12, and were voted on and accepted, by secret ballot.

Our sincere thanks to the following blood donors: JoAnn Boarts and David Bardine.

North Bay Still Going Strong

By AL HANSEN and DAN MATTESON

The recent rains shut a few jobs down, but we expect the work to resume, as the weather is clear. In the meantime, the work picture does look very good for the remainder of 1963.

K. D. N. Corp. has moved into Novato—\$600,000 job—which involves about 43 acres to develop. A pre-job conference was held, and the job should be good for about a year, with about 10 operators.

There is still quite a bit of activity in the San Marin subdivision located in Novato—the old Freitas "C" Ranch. Match-Garnier & Long have men and equipment scattered all over the area. Hillside Engineers, Inc., are doing the survey work.

J. W. Lee, who wound up their Marin Bay job and are presently at Pinole, we understand, will be back in our area within the next few weeks. Location—Novato.

Bill McLellan, formerly with Lee Mac Paving, is now known as Wm. K. McLellan Co. and has two engineers employed.

We are holding subsistence checks for the following members who worked for Associated Dredge at Black Pt.: R. Corteau, F. Crites, L. Davies, E. Edlund, C. Hope, R. Lechner, H. Nygard, R. Palmer and C. Wells.

We wish to remind the Brothers working in construction that effective Sept. 15, 1963, there was a 5 cents per hour increase. If you did not receive this increase, please notify this office or your Business Agent, so that we can take care of this for you.

Those Brothers who are interested in Grade Checking classes—this class along with blue print reading has been under way since Sept. 24th—and it is not too late to register. They are held every Tuesday evening, 7:00 o'clock, at 22nd & Bartlett Sts., San Francisco.

Frank Moberly is doing a rock job at Mariner Highlands-Corte Madera, where Eaton & Smith was working.

The two highway jobs (101), Syar & Harms-Ball & Peter Kiewit, are making good headway, except for the temporary shut-down due to the recent rains.

Healy-Tibbitts at Waldo Grade, widening the approach to Golden Gate Bridge, keep a few of our Brothers busy.

A. G. Raisch still at it on their Lucas Valley and Terra Linda Meadows job. Linscott with a good crew at Terra Linda No. 20.

The next Safety Meeting will be held on Tuesday, Nov. 19, 1963 at 8 p.m., at 701 Mission Ave., San Rafael. Please make an effort to attend.

Western Demos Ask Repeal of R-to-W

SALT LAKE CITY—Repeal of existing "right-to-work" laws and opposition to the adoption of similar laws in Far West states was called for by delegates at a conference here of Democrats from western states.

The conference also voiced opposition to "the efforts of anti-union groups to the use of special circumstances to end the railroad deadlock as a wedge to promote legislation" requiring compulsory arbitration in labor disputes.

Personal Notes

Eureka

We of the Eureka office wish a speedy recovery to the following Brothers: Clifford "Mac" McMahan, St. Joseph Hospital; John Wilkinson and Jim Jordan, General Hospital; Brother Russell Amy in the Trinity Hospital, Arcata.

San Rafael

Our thanks to Bro. Duane Hope for taking the time to donate blood. Deepest sympathy to the family of our late Bro. Peter Verhonik, who passed away suddenly September 30th.

Bro. Harry Cahill, retired member of Local 3, dropped in to say hello and to give us his change of address. He and his wife are enjoying retirement in a brand new mobile home. Bro. Cahill was with Brown-Ely for many years.

Santa Rosa

Many thanks to our blood donor of the month, Ray McClure.

We are having a bumper baby crop. Baby girls were recently presented to the following parents: Johann Dunker, Duane Ringler, Herb Erickson and Robert Stritzel. Baby boys: Wesley Hay and Frank Robinson. Congratulations!

Nevada

We sadly report the passing of Mrs. Rose Turner, beloved wife of Brother Sid Turner. She had been ill for some time at Washoe Medical Center.

Fresno

With sincere sorrow we report the passing of our friend and Brother Dale Lyman. We would also like to extend our deepest sympathy and regrets to his family and friends. Brother Lyman was an employee of the L. D. Folsom Co., Coalinga, for the past five years.

We are happy to report that Brother Jake Avery is a proud grandfather. Brother Obie Arnett was seriously burned when his car caught fire while he was working on it. He is in the Sierra General Hospital. We wish him a speedy recovery.

Thanks to the following for blood donations: Doris Grubbs, George Nicholson and Henry Church.

Utah

Brother Elver Golden is back in Veteran's Hospital, much to our regret. We sincerely hope that this time they will find the source of his trouble and that he has a speedy recovery.

Our sympathies to the loved ones of Brother Eugene V. Jolley, who passed away October 20.

Oakland

Brother Tom Kennedy is recuperating at home after a recent operation. Get well quickly, Tom.

EDWARD R. BACON COMPANY

SERVICE CALL REPORT

SERVICE MAN	DATE	REASON FOR CALL
NAME	/ /	CUSTOMER REQUEST <input type="checkbox"/>
ADDRESS	JOB LOCATION	NEW MACHINE DELIVERY <input type="checkbox"/>
	OPERATOR	UNUSUAL CIRCUMSTANCES <input type="checkbox"/>

Mileage From _____ To This Job _____ Miles

Time Left Last Call _____ Time Arrived This Call _____ Time Left _____

Equip. Serial No. _____ Make _____ Model _____ Serial No. _____

Machine _____ Special Equip. _____

Tractor Equip. No. _____ Working Equip. No. _____

Make _____ Model _____ Make _____ Model _____

Service Performed: _____

This is what happens when an ERBCO serviceman calls on your job -- A thorough check of your machine and a copy of the report for your records.

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Sacramento • Oakland • Fresno

Signature _____

CAUSE OF FAILURE: DEF. MATERIAL WORKMANSHIP INEXPERIENCED OPERATOR

IN WARRANTY LACK OF MAINTENANCE ABUSE IMPROPER OPERATION

WARRANTY OTHER EXPLAIN _____

AMBI Yes _____

CONDITION _____

Nevada Report

Anaconda Yields \$16,363 Back Pay

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

A good contract and the readiness of their union to see that it is enforced brought a windfall of \$16,363.82 to 40 members of Operating Engineers Local No. 3 employed at the Weed Heights, Nev., plant of the Anaconda Copper Co.

The individual back pay checks ranged from a low of \$2.59 to a high of \$762.15 and averaged just over \$400 apiece.

Some time ago, Anaconda Copper Co. decided to expand its operations at Weed Heights and undertook some new construction. The company realized that the employees on its payroll were highly skilled craftsmen and assigned them to do the job. But it overlooked the fact that the agreement states that employees doing new construction should receive the A.G.C. construction rates of pay.

Local 3 called this to management's attention, and when discussions failed, took the case to arbitration. Recently the arbitrator ruled in favor of the union.

Subsequently a number of meetings were held with the company, and on October 15 the company agreed to pay the difference in rates for approximately 7,566 hours of work performed by the 40 employees.

Local 3 represents approximately 125 members at the Anaconda plant.

WORK GOOD

Work in the Nevada area continues good at this writing. There was no decline in work for the Brothers in September, and jobs in and around the city of Reno were holding up particularly well. Isbell Construction was going quite strong at Verdi.

Reno's largest neighborhood shopping center will be open for business early in November, with Nevada Paving nearing completion of its streets and parking lots. The center is located on Oddie Blvd.

This office is able to report that in the past month a total of \$8,996 worth of infringement benefits has been collected from various contractors in District 11. Most of these monies were for Health & Welfare, Vacation and Pension.

AIRPORT JOB

Hoover-McGhan have moved their operation to Hawthorn, continuing operation to Hawthorne, concentrating on their airport paving job. They were awarded the Secret Pass job out of Hallock, and should be in full swing soon, if the weather allows.

Stout Construction finished their dirt on the Lund job and are whipping the crusher in high gear to get the material on the grade before bad weather comes.

Vinnell Corp. should finish their dirt work for this year and are concentrating on base course. They have put their crusher on two shifts to beat the weather, with snow already falling in that area. Hate to see this job end, as it has been a good project for a lot of our Brothers.

Dodge construction have moved their crushing plant to the McDermitt job, having finished with

the gravel at Wells. Their job at Wells will be over with the completion of the oiling in two weeks.

HOOPS ROLLS

Hoops still going strong on the dirt with Brothers Sammy, Larry and Frank Guisasaola, Russel Kite, Walter Wensman on pulls, Brothers Dick Bennett and Freeman Cross on push cats, Brothers Verdean Stoddard, Jim Wolfe, and Maurice Cole on blades.

The crushing plant is going strong, but having trouble with the material in this particular pit. Brother "Moe" Anderest is running crusher with Brother Kehogh oiling, and Brothers Dick Denham, Ralph Nash and Roger Hamby on dozers.

Del Webb Corp. has closed down temporarily, due to change in plans. Bing Construction plant still in operation at Stateline, Nevada.

Douglas-Tahoe Ready Mix opened a new batch at Stateline. Brunzell Construction still going strong on R-Hill shopping center at Elk Point. Ponderosa Construction going strong at Incline Village, Crystal Bay and Lake Tahoe. Also Harms Construction at Tahoe Valley airport and on realignment of "Y" in Tahoe Valley.

SUBDIVISIONS

A. Teichert & Son working on two subdivisions at Pinewood and Cathedral Forrest. Valley Engineers working on pipeline in Alpine Meadows. Smith & King working on subdivision at Alpine Meadows. Purtzer & Dutton working on disposal plant at Alpine Meadows and pipeline at Squaw Valley.

R. L. Harris is busy with subdivision in the Prosser Dam district. M. & K.-Westbrook & Nichols working hard to get rock done before the snow flies. This near Cisco Grove.

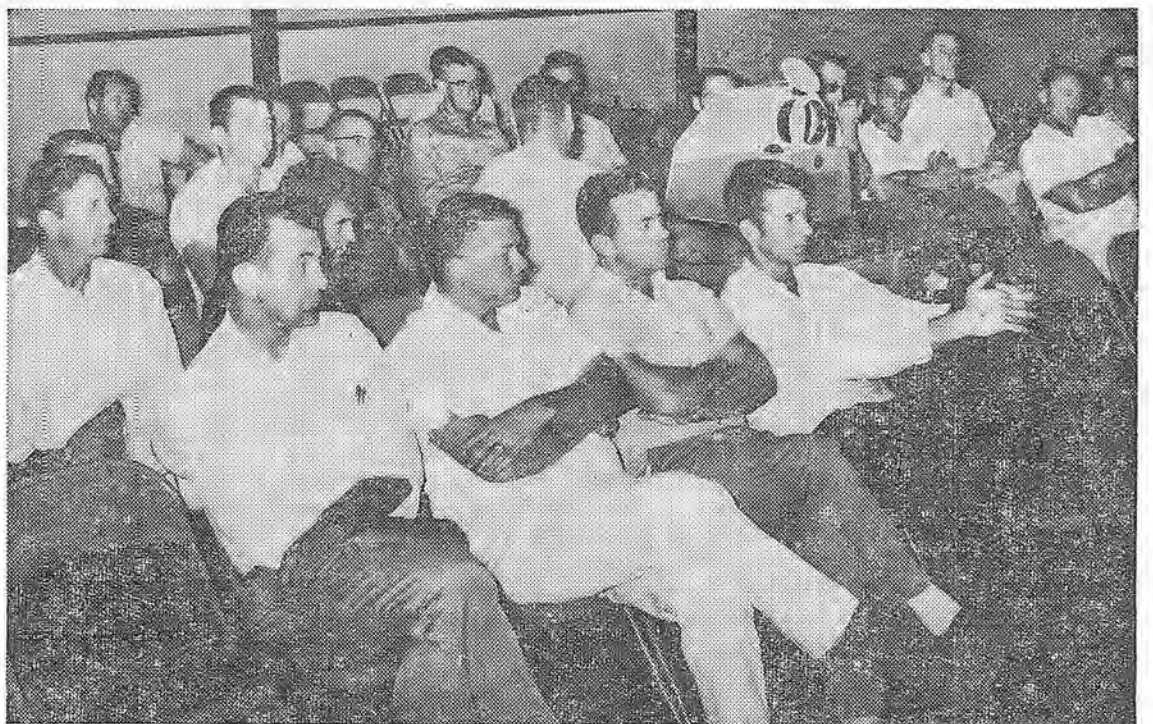
Rush Construction working Highway 40, Soda Springs. Crusher plant at Kingvale going strong. Briggs-Conley-Dennis pushing to get everything mucked out at Cisco Grove, Highway 40, before the bad weather. Fredrickson & Watson Granite working on Highway 40 with reduced crew.

Guy F. Atkinson still busy at Emigrant Gap. Elling Halvorsen Construction trying to rush microwave station, at top of Echo, before snow. Dick Arthur Construction working a few scattered jobs. Harms plant at Meyers Summit still operating full time. Milo Brown & Martin Brothers working blacktop and airport at J. R. Armstrong subdivision at Ice Lake.

Named to Industrial Accident Commission

John A. O'Connell, a former San Francisco Assemblyman, has been appointed to serve on the Northern California panel of the State Industrial Accident Commission by Governor Edmund G. Brown.

O'Connell, who was unsuccessful in an attempt to unseat Congressman William Milliard last year, succeeded Joseph G. Kennedy, who was recently appointed to the San Francisco Municipal Court.



SAFETY MEETING: This is a portion of the audience at one of two Local 3 area safety meetings held on the same day recently in Los Banos. Actually, the hall was darkened when this flashlight picture was taken and the members were watching photographs projected on a screen at the front of the hall by the machine which can be seen at the center-right in this picture. It is an "opaque projector" which enlarges and projects photos, posters, printed matter or any other opaque visual material.

Redding

Kiewit Gets Powerhouse Job

By WARREN LEMOINE and C. L. McGETTRICK

Peter Kiewit Sons Co. has been awarded the contract to build the McCloud-Pit powerhouse.

The powerhouse will produce 155,000 kilowatts, almost half of the 338,000 kilowatt generating capacity of PG&E's planned Pit-McCloud Project. The contract with Kiewit includes excavation and construction of a cofferdam, the powerhouse building and switch yard foundations. Work is to begin soon.

About 100 men will be employed when the project is at the peak of construction. The site of the powerhouse is upstream on the Pit River from the present Pit 5 powerhouse, which is scheduled for completion in 1965.

CONTRACTS FOR DAMS

Contracts for construction of McCloud and Iron Canyon dams will be awarded later. Turbines for the powerhouse to be constructed by the Kiewit firm will be provided by the Pelton division of the Baldwin-Lima-Hamilton Corp.

J. F. Shea, Kaiser, Macco Corp. have jointly undertaken the concrete aggregate and the aggregate plant to be set up on Little Joe Flat near the site of the McCloud Pit powerhouse.

E. & W. Construction and L. D. Shilling, both of Redding, will be building the reservoir bridge and work on this is to start at once.

A contract for clearing of Pit No. 6 and Pit No. 7 reservoirs will start soon, with Hubner and Mitchner to do the clearing of 300 acres.

NEW FREEWAY

Opposition to the routing of the new Highway 99 freeway through Yreka collapsed during a public hearing in Yreka. The new route would follow the existing Highway 99 from Grenada to Yreka. The new route would swerve eastward at Lenox Street in Yreka and pass along the eastern slope of a range of hills east of the Shasta River following the pioneer Anderson Grade wagon road.

M. W. Brown is working the base rock for Ray Kizer at Adin.

Attend Safety Meetings

Following is the schedule of Safety Education meetings for the month of November.

All the meetings are at 8 p.m. All members are urged to attend:

OGDEN, Utah—2538 Washington Blvd., November 11.

SALT LAKE CITY, Utah—443 S. 6th East, November 12.

PROVO, Utah — 165 West 1st North, November 13.

SAN RAFAEL — 701 Mission Ave., November 19.

SAN MATEO—50 North B St., November 21.

If the weather holds the hot plant will be set up and the boys will lay the plant mix this fall.

Ray Kizer and Byers Construction are going great guns with their PG&E road job to Hawkins Creek Portals No. 6 and No. 7. This is expected to be a good job for a few of the Brothers this fall.

Piombo Construction have almost completed their 4 miles of road from Hawkins Creek. When completed the road will be opened to Portals 1, 4, 5 and 2 from Big Bend clear thru to the McCloud end of the project.

CRUSHER READY

The J. H. Shotwell Co. after much trouble setting up and tearing down their crusher and sand plant have finally set up at Ingot and Hat Creek. This plant will supply all the materials needed for Morrison-Knudsen on the Pit-McCloud project. To date we have approximately 45 Brothers employed and they should be working all winter.

Morrison-Knudsen have rotated three shifts on the concrete pours for Pit No. 6 and Pit No. 7. The boys will be working around the clock to the completion of the job.

Gordon Ball working on the 12 mile freeway from Anderson to Redding have three spreads working one shift. The first rain of the season hit and slowed down the rubber for a few days

but the Brothers are back working again.

The company has rented a few DW-21's and hope to push a little harder before the heavy rains hit. To date we have approximately 45 Brothers working. We have noticed more and more of the Brothers that have homes in and around Redding are slowly coming back from other areas where they worked this summer, with the hope of finding work at home this coming season.

BIG STORE

A. Teichert & Son have finished the paving on the big Montgomery Ward Store located in the one and only Redding Shopping Center. This is now one of the biggest stores in the Redding area—in fact, the largest Montgomery Ward store north of Sacramento. In the very near future another large shopping center will be shaping up in the area of the Operating Engineers new hiring hall.

Blue Rock Quarry, supplying rip-rap for Luhr Company on the Sacramento River at Red Bluff to date have 10 Brothers working two shifts of 10 hours. They have cut off the nite shift and are debating whether to move to Chico or leave the plant in its present location until completion of the rip rap.

With Old Man Winter approaching, many of the contractors are pushing to complete their jobs.

We are watching with interest the Apprenticeship Program that is under way in the Redding area. The program is coming right along with many of the Operating Engineers having young sons very interested in following their Dads' footsteps. As time goes by the program will get bigger and better.

Budget Jumps

NEW YORK CITY — A family of four requires \$6,268 a year to maintain a low-to-moderate standard of living here, according to the new "Family Budget Standard" issued by the Community Council of Greater New York.

The 1963 standard represents an 18 percent rise over the \$5,325 a year required by the 1955 standard for a family of four.

Oakland: Big Jobs Keep Going

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

Southern Alameda county is still the scene of much activity. The recent storms slowed down some of the work, but we hope it stays clear for a while as some of these jobs would be in real bad shape if they could not be finished this fall.

One of these is the Granite, Fredrickson, Watson and Lew Jones freeway job between Sunol and Mission San Jose. This job is now down to paving.

They have set up a batch plant at the Santa Clara Sand & Gravel plant near Sunol and are going along quite well with the concrete. Lee J. Immel has the paving of all the frontage roads and on and off ramps.

NEWEST JOB

The newest project in this area is the Morrison Knudsen job near Mountain House, approximately half way between Livermore and Tracy. This project is approximately eight miles of canal embankment for the Dept. of Water Resources, making fills, laying pipe and preparing for the actual canal which will be let next year.

There are some two million yards of dirt to be moved. The bid was approximately \$1,673,000. The job should take approximately one year. It is now strictly an eight hours a day job, but should go through the winter.

Pacific States Steel and American Forge in Niles are still on strike at this writing. The situation does not look good, but we have been able to keep most of our members working. We sincerely hope that we can get the rest out to work soon and keep them going until these disputes are settled.

The Rock, Sand & Gravel industry is in full swing at all the plants now. Some were slow all summer, but now all are going full blast.

TWO RETIRE

In the last month we have had two old-timers hang up their coveralls and pick up their fishing poles. Brother J. W. (Cy) Cabral has retired from the P. C. A. Co. in Pleasanton after 42 years of continuous service. Brother Walter Sackett has also retired after many years of service with P.C.A. at the Centerville plant.

It is a wonderful experience to

talk to these fellows and have them express their feelings about the Pension plan and the Pensioned Engineers Health & Welfare Plan. Without these, these men would be unable to retire, and they willingly admit it.

BRIGHT SPOT

In Upper Contra Costa county the Peter Kiewit job, near Byron, was as expected the brightest spot in the area as the first fall rains hit. While most of the dirt jobs were knocked down for a few days, Angelo Weir, the project superintendent for Kiewit, lived up to his promise to work every possible minute and managed to keep his rubber rolling with only a couple of hours lost.

Kiewit has approximately 100 Engineers working three shifts on this 12,000,000 yard cut and waste scraper operation, with an additional 20 heavy duty mechanics employed by Shaw Sales & Service, who have a shop on the job site to maintain the Allis Chalmers equipment, which they

have leased to Kiewit on a fully-maintained basis.

This job is off to a good start with a complete spread of new equipment and a crew of top hands. It should be one of the better jobs in the area for the next year or so.

ONE FINISHING

Al Haworth is putting the finishing touches on his creek channel job for the flood control district in the Pacheco area. This is one job we are glad to see completed before the rains really set in, as flooding has long been a problem in this area.

The Gordon Ball paving crew was back for a few days to pave the section of Highway 21 from the Monument to Willow Pass Road in the Pleasant Hill-Concord area.

These fellows move in and out of town after the fashion of the old three-ring circus, and they do put on quite a show with their modern paving equipment.

Antioch Paving Co., with Bro.

Harry Leighton supervising, is busily engaged in widening Taylor Blvd. to four lanes from Pleasant Hill Road to Withers Ave. Macal Improvement Co. have most of their rubber tired equipment working on this job, which should be completed in about four months.

\$60 MILLION JOB

California Building Wrecking Co. is busy tearing out some of the obsolete refinery units at the Shell Oil Co. Martinez refinery to make way for a \$60 million expansion program scheduled to get under way early next year.

The J. H. Pomeroy Co. of San Francisco has the contract to build the National Gypsum Co. warehouse in Richmond. The warehouse is 210 feet by 352 feet; they drove some 173 crosotved pile 60 feet long. They are excavating a hole 210 by 210 feet by 25 feet deep, where they will store the gypsum rock.

They will drive 500 pile 60 feet long or longer for the main gypsum plant. They also will build an office building 40 by 112 feet. Soule Steel is erecting all the steel on this job. There will be 17,000 square feet of paving on this project.

Against 'Quality' Bill

WASHINGTON — Pres. Kennedy's Consumer Advisory Council has urged Congress to reject a so-called quality stabilization bill as inconsistent with the free enterprise system and against the interests of consumers.

The bill, which has been approved by the House Commerce Committee, would permit manufacturers to fix the retail selling price of brand-name products.

Ignoring Tickets Can Cost License

SACRAMENTO—You can lose your driver's license in California for ignoring traffic tickets.

The Department of Motor Vehicles reports that under a new law effective September 20, it may revoke a person's privilege to drive if notified that the person has twice failed to keep his written promise to appear in court.

When accepting a traffic citation, a motorist signs a statement on the citation pledging his appearance in court. If the person fails to keep this promise, the court notifies DMV.

The department said it will continue to refuse to renew drivers' licenses or to issue duplicate licenses to persons who have even one notice of a failure to appear attached to their records. Two or more notices of failure to appear will be grounds for revocation of a driver's license under the new law.

No Jurisdictional Beefs for 50 Years

CHICAGO—For 50 years, jurisdictional disputes in Chicago's construction industry have been settled peacefully through a labor-management Joint Conference Board.

More than 900 union, management and civic leaders hailed this half-century record at an anniversary dinner, and Mayor Richard J. Daley expressed the city's thanks for "the best labor-employer relations" in the nation. Construction Industry Joint Conference, said the Chicago board "was born out of travail and turmoil; now it serves as a model for the entire nation."

A SURVEYOR

Up in the morning with the breaking dawn,
To work all day, with both brain and brawn,
Working in the blistering hot sun
With the appearance of an unshaven bum.

Turning numerous angles with a Theodolite
Not only in the daytime, but also at night.
To many great men, a toast has been proposed,
But our greatest question is, has the Triangle closed?

Over valley, mountain and stream
Shine their signals, see how they gleam,
Will a great ocean stop these mighty men,
Only for a second, then they push on again.

Bitter cold and mighty winds will fail,
To stop these men on their desperate trail
To make for us a pitiful map;
These men may suffer many a mishap.

Many, many people may never hear,
Of these men who have no fear.
Tirelessly they run their level line,
Never to stop unless with Father Time.

To me, these mighty surveyors stand,
Among the greatest men in the land.
Among the great works of Lincoln and Grant
One can't be found to make a surveyor look scant.

And when the heavenly trumpets blare
And the sun sinks, leaving the earth bare,
Then the mighty surveyors' work will unravel.
Then, and only then, homeward he will travel.

—Orville J. Whisman



AT THE FAIR: This is the Operating Engineers' section of a display on Apprenticeship Training at the recent California State Fair in Sacramento. Staffing the booth were Bus. Rep. Clem Hoover (left), secretary of the Operating Engineers Sacramento area sub-Joint Apprenticeship Committee, and William Burk, State Division of Apprenticeship Standards consultant.

Cochran & Celli

Recap for Economy



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Oakland

Sacramento Brothers Scanning the Skies

By E. M. NELSON, CLEM HOOVER, AL DALTON, TOM ECK and DAVE REA

Work is holding up good in the Sacramento area. There has been more work this year than ever before, and it looks good for next year. We cleared 514 men last month, and we have 114 "A" operators and 22 "A" oilers on the out-of-work list.

It looks like the State is going to let the 29th & 30th St. freeway around the first of the year.

Our Blood Bank is very low. If any of the Brothers can give blood, the bank can sure use it. You can give at 3230 J St., Sacramento.

Work continues at the University of California campus at Davis. Stolte, Inc., is working on the Nuclear building and installations. Teichert is busy on building site preparation and grading in the campus area. Underground Construction's contract is moving along smoothly.

JOB SOLD

Teichert's grading and paving contract on the 99 West Highway is now completed and sold. Future contracts will be let to increase the existing road to a four lane highway.

Fredrickson-Watson and Lew Jones have almost completed work on the Yolo Causeway, relieving a long-existing bottleneck.

LeBouf & Dougherty are driving pile and pouring concrete on the west abutment of the W-X St. Bridge.

Hydraulic Dredge is now on one shift on river channel clean-up. This is a repetitious type contract, maintaining an adequate channel water depth. Brother Nick Carlson heads this project.

Contractors at McClellan Field continue their varied projects, with the concrete work and the hangar job moving along steadily.

Rock, Sand and Gravel, batch plants and hot plants are holding their own with construction progress.

Teichert's plant on Perkins road is contemplating a general improvement project during the slow period.

DIVERSIFIED ACTIVITY

Members of Local 3 are working on everything from converting a drive-in theatre into a modern trailer park to building a 15-story modern office building, and wrecking a 50-year-old landmark to make way for more redevelopment in the Sacramento metropolitan district. The diversified construction activity in this area offers continuing employment to members of Local 3.

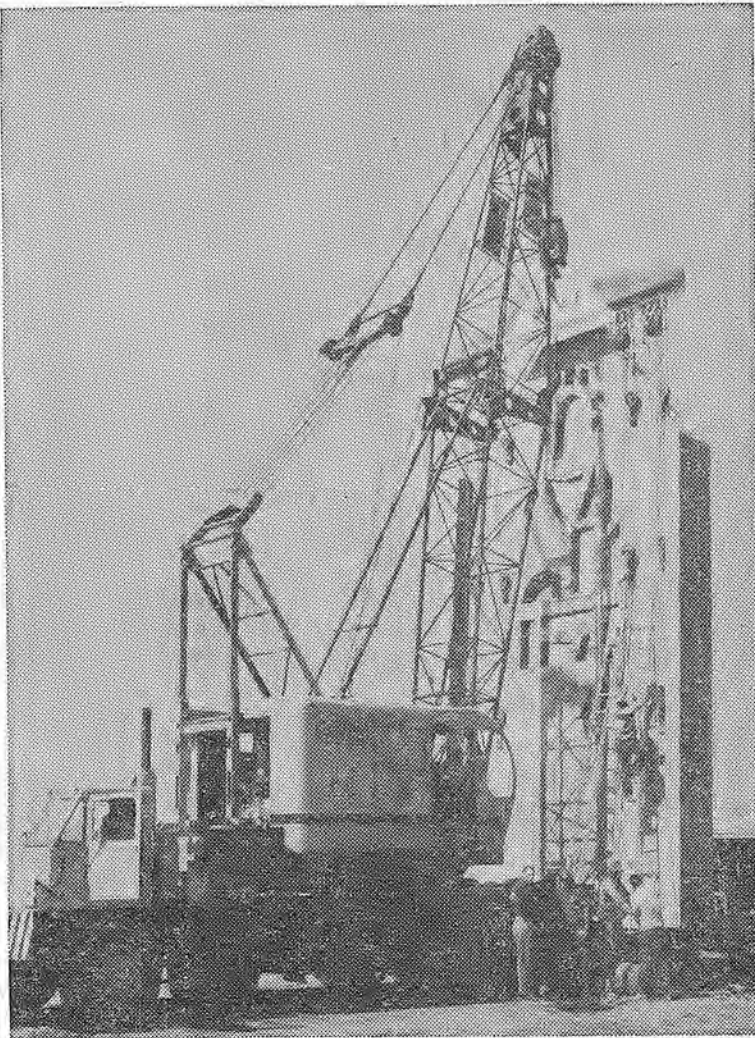
We have had our early rains, and with crossed fingers are hoping for an Indian summer.

The usual fall pastime has started throughout the area. That is Sky Watching. As the clouds get thicker you see more of the Brothers taking up the watch. The contractors hesitate to open up too much ditch or start new subdivisions.

MISSILE WORK

Keimech at Aerojet still has quite a bit of work on their job.

Delta Const. Co. was low bidder on the excavation for the new test stand in K area. This includes approximately 5 miles of roads and a reservoir besides the site itself. This job has already started and should provide good



BIG PANEL: A tilt-up job that takes a lot of beef is duck soup for this 90-ton P & H truck crane with 50-foot boom on the Unger job in Sacramento. The panel shown going into place is 38 feet high, 19½ feet wide, 11 inches thick and weighs 45 tons. Rigging: 20 snatch blocks, 32 shackles, four 90-foot slings. Just pick, walk and set the panel. Operator is Frank Mathews, oilers Hap Edgcombe and Russel Wilson.

winter work for some of the Brothers. This is the first good job that has been let at Aerojet for some time.

The test stands at Douglas are really beginning to take shape. Paul Hardeman Co. have most of the concrete poured and Kaiser Engineers has the steel erected on one stand and are starting on the second one. A. M. Van Valkenburgh and Harms Bros. are completing their pipeline and grading jobs as the progress of the project allows.

Teichert has started the excavating on the new test stand. Wismer & Becker should start their phase of this job by the time this goes to press.

HATCHERY

Murphy-Pacific Co. are about 65 per cent complete on their fish hatchery job at Nimbus. They have their concrete piling in place and have begun to place rip-rap, with several large pumps running around the clock to keep the water out of the coffer dam.

A. Teichert & Son are doing the sub-grade on their road job at Sloughhouse. This job also involves building a new bridge. This road will eventually link Highway 99 south of Sacramento with Highway 50 east of Folsom and will mean quite a short-cut for people from the Stockton area going to the Lake Tahoe area.

Lentz Const. Co., Steve Bubalo, R. C. Wise, and Krpan Bros. are all busy with their pipeline jobs in the north area. Lentz was also low bidder on another pipeline job in the north area and should be able to keep the pipe crews going until the winter rains.

Matich-Garnier-Long, a joint venture, are going strong on their

subdivision at Sunset City. They recently were awarded three more units which should keep them busy for some time. They still have not started their sewage disposal plant at Sunset City.

Granite Const. Co. have completed the dirt work for the new Sunset Shopping Center. This is slowly taking shape as a new city.

PIPE PLANT

The Brothers at Gladding-McBean in Lincoln have been real busy turning out the clay pipe. This company is utilizing the facilities of the new Port of Sacramento by loading ships with their clay pipe for shipment to foreign ports.

Paul Hardeman Co. at the Buck Island Tunnel should be holed through as you read this, and then they will have to line it. This job should last about two more months.

Erickson Const. Co. is working on their new shopping center in Placerville. This job should last another two months.

Joe Vicini and Bennett Murray are working full crews of Operating Engineers on the smaller jobs around the area.

Del Cable Const. Co. came up with another job at Cameron Park in El Dorado Hills. Harold Skeans is the ramrod on this job. Ed McManama is the Master Mechanic.

A. Teichert, Harms Bros. and Delzer Const Co. are working on the El Dorado Hills job.

Walsh Const. Co. at Chili Bar are still pouring concrete and trying to keep ahead of the high water in the river.

It's rather hard to realize, but it's that time of the year again.

Survey Notes

Jurisdiction Agreement Made With Carpenters

By ART PENNEBAKER

On October 24, 1963, a final meeting was held at which an understanding was reached with representatives of the Carpenters Union.

This was the culmination of many meetings over the past few months to attempt to find a solution to jurisdictional problems between the two unions. Historically there has been a constant battle concerning survey work on construction projects. It has been necessary to solve these altercations on a job-to-job basis.

These meetings have been held on a statewide basis with representatives from Local 3, Local 12, our International representatives and representatives of the State Council of Carpenters.

Signing for the Operating Engineers were Manager Al Clem, Local 3; Manager Joe Seymour, Local 12, and Newell Carman, International Vice President.

Of main importance in this new agreement are provisions for a three-step method of solving disputes which arise on the job site. It is felt by your Union that by using these steps in a regular way, a great amount of time will be saved between dispute and solution.

This will, of course, free your agents to move into other important fields. The signing of this document does not eliminate all the problems of the labor movement, but it is a giant step toward orderly and permanent settlement of disputes which cost you members loss of pay.

On August 2, 1962 the Secretary of Labor made a determination concerning the federal

Davis-Bacon Act. It all but pulled the teeth of coverage of surveyors.

This Act guarantees prevailing wages to workmen and mechanics on jobs where federal money is being spent. The importance of coverage is that "fly-by-night" \$2.00 an hour surveyors cannot move in and take our jobs. Without coverage it means that your fair employers are excluded from the work because they are paying the prevailing rate.

The whole issue revolves around whether surveyors are sub-professionals or mechanics.

We have again asked your employers for help in this matter (they should be vitally concerned in obtaining this work), and again they have taken the stand that they agree with the principle involved of fair competition guarantees, but cannot bring themselves to say the word mechanic.

We submit that the word sub-professional is good for the ego, but we have seen too many signs that it is not good for the wages. This, of course, is the real issue: less protection equals less money for the employees.

Again Local 3 and Local 12 have joined together to carry this fight back to Washington. We believe that our members are highly skilled workers who use precise tools and that they deserve the protection of the Davis-Bacon Act.

* * *

The printer has promised that copies of the Technical Engineers Master Agreement will be in the Local Union office on Monday, Nov. 11.

Where did the summer go? We had our first snow of the season October 10, 1963, at the higher elevations. It amounted to about six and eight inches in some places, but didn't affect the work too much, as it melted real soon.

At the present time we have approximately five hundred (500) Brother Engineers working on the Middle Fork American River Project; this includes the Prime Contractor, American River Constructors, as well as all the sub-contractors, such as the MacGregor Triangle Co., who are still punching out a lot of access roads and bridges, Cattermole-Trethewey (Pacific) Co., who are doing the clearing and grubbing on the dam and reservoir sites, the Emil Anderson Co., Inc., Ltd., who are doing some of the smaller tunnels, Ets-Hokin Corp., doing the power houses, etc., Engineer Surveys doing the layout as well as other minor outfits doing odds and ends around this far-flung project.

American River Construction, themselves, have projects opened up at such places as Ox Box, Ralston, Middle Fork, French Meadows, Long Canyon, Hell Hole, Brushy Springs and other areas. The weather, naturally, will decide how much of this project will run this winter. The company hopes to keep some portions running right through, such as the tunnels, the plants and some of the rock work. Keeping that winding mountain road open and passable will be a project in itself if we get anything near the normal winter in that

area. This job will employ a great number of Engineers for the next two seasons.

STILL GOING

The Yuba-Bear River project also was hit by the snow, but still is operating. It, too, is a project strung out all over the countryside. Many of the Brothers have visions of a huge project right out of Grass Valley. This is not true. Actually only a small portion of the work is close to Grass Valley, and sub-contractors are constructing most of that. There are approximately 300 Engineers employed on this project by the prime contractor, the Paul Hardeman Co. and the Bedford Construction Co., Ltd., and all the various sub-contractors such as the Ponderosa Contractors and John Tirey who are doing the clearing and grubbing, Gates & Fox who are doing all the diversion tunnels, Oroville Contractors who are building roads, Hanson Bros. also building roads, Cal-Mobile furnishing the concrete and the Granite Construction Co., doing the Scotts Flat and Rollins Dams.

This project has operations at Bowman Tunnel, Jackson Meadows, Fauchire, Milton, Scotts Flatt and Rollins Dam site as well as Dutch Flat and various other areas. This, too, is a far flung project, including dams, tunnels, reservoirs, powerhouses, roads, canals, flumes, etc., etc. It will employ a large number of Engineers for the next two seasons.

Marysville Launches Apprenticeship Class

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

The most important news in the Marysville district this month is that we started our first Apprenticeship class on October 11, 1963.

These classes, which are being held at the new Yuba Junior College in Marysville, started with great enthusiasm. The brothers attending are fired up to obtain all that they can from the classes so they will become outstanding Operating Engineers to carry on the tradition built up over so many years.

Brother Gordon Schmaus is the instructor. We urge all the brothers in this District to continue to give the apprentices your full support.

We would like to thank all the brothers who attended the last District meeting held here in Marysville October 10, 1963. At this meeting Brother Dick Bell was elected as Election Committeeman for this District in the election for delegates to the International Convention.

DAGUERRE POINT DAM

Daguerre Point Dam is shaping up on the Yuba River as construction crews work around the clock in a race against a November 15 completion date and winter high water. Concrete is presently being poured into the sectional forms on the new debris dam. The dam was washed out in last winter's flood stages and engineers have said failure to complete it before the next high water could cause millions of dollars worth of damage to downstream flood control works. We have a lot of our Brothers working on this job.

On October 14 a pre-job conference was held with the McNamara Corp. in regards to their \$2,054,079 freeway job to be built near Chico. The two miles will extend from the Skyway to E. 8th Street and will connect with the first unit through Bidwell Park now near completion. Work should get under way in the very near future.

RESURFACING

A. Teichert & Son Inc. has completed resurfacing of more than 26 miles of existing state highways in Nevada and Sierra counties. A one inch blanket of asphalt concrete was applied in four locations. The total bid on these jobs was \$236,500. A. Teichert & Son Inc. was also low bidder at \$108,345 for construction of a pumping plant for the Feather Water District in Sutter county.

12TH ST. UNDERPASS

A. Teichert & Son Inc. has started work on reconstruction of Marysville's 12th Street underpass, long the bane of truck drivers who thought they could make it through the undersized structure. They have started placing the fill for the relocated Southern Pacific Railroad tracks. Work on the underpass itself will start in about two weeks, and traffic will be detoured at that time. The contract price for this job was \$540,000. We hope this job will keep many of our brothers busy this winter.

MISSILE WORK

Peter Kiewitt Co. was successful bidder with a low bid of \$1 million to update the Titan 1 missile complexes in the Beale Air Force Base area. Updating

of the three complexes is scheduled to start April 13, 1964, and should be completed sometime in June.

The job will primarily involve equipment for support of the missiles. A team of architectural engineers now is in the area surveying the missile complexes in preparation for the Kiewitt project. Kiewitt held the original \$31 million contract for construction of the complexes, which are in the Sutter Buttes, near Chico and near Lincoln.

INDUSTRIAL REPORT

All the aggregate plants in the Hallwood district are going steady. Baldwin keeps a full crew on the hot plant and crusher with one of our old timers, Fred Hemstreet, on the 80D dragline, bailing material out of one of those bottomless pits.

A. Teichert has their hot-plant crew on the payroll with Bill Roadmaker calling the shots. Marysville Rock has turned Jack Tolle, Local 3 Steward, into the "Chief of Operations." The Oroville area plants are down to one shift now.

Harms & Richter are going in five locations; the hot plant at Wicks Corner, crushers at Wheelock, Montgomery Street, Thermalito and Union School. Baldwin Ready Mix and Oroville Ready Mix keep a full crew of brothers at the controls. We have a 100% union shop at New York Machine Shop south of Oroville and the brothers there put out Grade A work.

All of the personnel in the Marysville District office extend best wishes to the members and their families for a happy Thanksgiving Day.



MARYSVILLE APPRENTICES: Embarked on careers as Operating Engineers are the members of the first Marysville Apprenticeship class. Shown in this photo are: (Seated) Daniel Houghton, Lee LaVette, Gerald Deadmond, James Shipe and Jim Haase. (Second Row) Harold Huston, District Representative, Daniel O'Connor, David Waller, Charles Pennington, Leonard Liotta, Howard Orr, Curt Long, Ronald Chamberlain, James Knifong and Gordon Schmaus, Instructor. (Third row) William Keane, Phillip Tritsch, Vernon Rose, Forrest Elwell, David Bird, Jerry Gilliam and Michael Moore.

Eureka: Jetty Job Finished

By RAY COOPER and H. L. SPENCE

The first rains hit the Eureka area last week, but by the time this paper goes to press, we hope to see everyone back at work again. A month or two of good weather is usually the prediction for this area after the early rain.

Some of the Brothers reported to us they were glad to have a few days off to go hunting and to wet a line in hopes of landing a big steelhead or salmon, which are reportedly running heavily in the rivers.

We want to take this opportunity to thank all the Brothers who attended the fourth quarterly District Meeting and enabled us to elect an Election Committeeman. And congratulations to Brother Gene Lake, who was elected.

We also want to say thanks to

operation and attendance at the last round of Safety Meetings. In addition to the meeting held in the Eureka Hall, meetings were held on the Orleans job and the Klamath job.

JETTY JOB DONE

The M. K.-Mercer Fraser jetty job was completed last week, so another feather can be added to the Operating Engineers' cap for winning the battle between man and the sea. The jetty now proudly reaches out past the entrance to Humboldt Bay to challenge the great Pacific Ocean.

The M. K.-Mercer Fraser Fields Landing freeway has finally been opened to traffic, and no doubt the contractors were happy to sell this job as they were working on penalty time at the finish.

Hooker Co. has completed the grading on their Fernbridge to Ferndale job, and Mid-State is now laying the base rock.

South of Eureka, we have Cooks Bros. keeping a few Brothers busy on their clearing job at Pepperwood.

STILL GOING

Slate & Hall finishing up on the approach and ramps at Myers Flat. Mercer Fraser with a large number of Engineers on their hot plant and crusher and laying base rock on the Phillipsville job. M. K. has most of the grade made on this job, but still has a month or more of extra work. A few of the Brothers dragged up on this job, thinking it was coming to a sudden halt, but the job is still going 6-nines.

Tom Coy still keeping his steady crew busy on the County job above Benbow Inn near Garberville. Jim Tracy has completed his Garberville Airport job.

Granite Const. moving right along on their McKinleyville freeway. They now have their crusher in operation and also have their CTB plant and hot plant ready to go, with plans to bring in another hot plant later. They are going to be pressed for time on this project, so will work every day they possibly can.

Wunderlich Co. has had a rough show with clearing on the Klamath job, but are moving right along now, giving the dirt spread a chance to move.

MILL RAMP

Mercer Fraser Co. putting the finishing touches on paving the 20-acre mill yard for Rellim Logging Co. at Crescent City and have also moved in on their Trees of Mystery job near Klamath, which consists of widening 2 miles of existing highway.

Up in the Green Stamp and

Jelly Bean area Casey & Lind have most of their cuts opened up on the Bluff Creek-Orleans job. With this progress made, the Brothers should be kept busy this winter keeping the road open.

Osborn Const. Co. have finished their Reservoir job at Fortuna and still have a few weeks left on their road repairs on the Ruth Dam job.

REMOTE JOB

C & M Const. Co. keeps moving on the McNutt Gulch realignment near Petrolia. They plan on working all winter on this project, as part of the job runs along the ocean beach and water is what they need when working those sand dunes.

The company provides transportation for the men, running a bus from Fortuna to the job and returning them practically to their doorstep. Quite a savings for the Brothers, as it's a rough trip over that crooked and narrow Wildcat Road.

We were out on this job the other day and believe me, we think it would be safer and quicker to go by boat. Brother Arnold Juetten is Steward, and Brother Edward Rogers, Safety Committeeman, on this project.

Gravelle & Gravelle's Blue Lake levee job still is keeping a few Brothers busy in the quarry and placing rip-rap on the levee. Mad River Rock & Excavating are placing the rock.

We are holding mail for the following Brothers: Ray Bellinger or Ray Bellenger; T. L. King; Don Mann; Henry R. Simonis and Orval Sands.

Construction Agreement In Hawaii

Continued from Page 1

Friend and Wilfred Brown, we want to thank the members in Hawaii who are covered by the contract for their patience and the courtesy they extended us during these prolonged negotiations.

I am sure that by working with their business representatives they will find as time goes on that they will have a unit in the State of Hawaii of which they can be proud. We know that this will come about from the splendid cooperation that we had from the membership in our last round of meetings.

Men Cost Less Than Machines in Pakistan

Heavy construction equipment is still losing out in competition with human and donkey labor in Pakistan because humans and beasts of burden work cheaper.

That was the appraisal made by Zahoor Ali Khan, a mechanical engineer from Pakistan now spending a year in the United States on a United Nations study fellowship, who was a guest of Operating Engineers Local No. 3 in mid-October.

Through arrangements made by the U. S. Labor Dept.'s Bureau of Apprenticeship and Training, Mr. Khan spent several days going around the jobs with Local 3's representatives in the San Mateo area.

Casual labor in Pakistan is paid about 40 cents a day, he said, which accounts for the fact that human labor, rather than machines, is generally used except where ground water, long hauls or other conditions tip the balance in favor of machines.

Mr. Khan is employed by the West Pakistan government and supervised construction of two big dams, including the \$100 million "Gudu Barrage" diversion dam which stores water to irrigate 2.7 million acres of land.

Pakistan, with 93 million population, is the fifth most populous country in the world, ranking just behind the United States, but it is still largely undeveloped, in the modern sense, and making great efforts to catch up.

In nine months in the U. S., Mr. Khan says, he has had opportunity to see many modern construction techniques which can be used to advantage in his country.

He said his outstanding impression of the U. S. is the energy of the American people.

Subsequent to Mr. Khan's departure, Local 3 received a letter from Bruce M. Stark, area representative of the Bureau of Apprenticeship and Training, saying:

"Thanks to the splendid cooperation of Local 3, Mr. Khan reported to me that this visit was the most profitable he has experienced in this country to date.

"While labor organizations, as such, are in their infancy in Pakistan, Mr. Khan now has a greater awareness of what labor organizations can do for their people, and this has given him a greater appreciation of the problems of the men in the field."

Utah: Revamp Old Toll Road

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

Work in Utah has held steady during the past month and, if anything, has shown a slight increase. It appears certain that most of the Brothers will have work as long as the good weather continues.

We have received quite a few inquiries from the membership regarding the new AGC contract booklets. Brothers, it takes quite a bit of time to print up these booklets and check them over for any possible mistakes, before handing them out to the members. We have been assured that these agreements will be available by the time you read this.

A face-lifting is again in progress for the western terminus of Parley's Canyon. S. S. Mullen Co. from Seattle is effecting the transformation. The Highway Department has plans to revise the intersection of U. S. 40 at Wasatch Blvd. & Foothill Dr.

Detour routes are scheduled for a late October completion so traffic can use the area while a complex interchange is built. The existing intersection was completed in 1958. The intricate intersection channelization and construction will cost in excess of \$2¼ million.

The first recorded white men to travel through this canyon were Orson Pratt and Erastus Snow in July 1847. At that time the canyon was known as the Golden Pass.

Parley P. Pratt set the road up as a toll road in 1850, charging 50c for a one-animal vehicle, 75c for a two animal conveyance, 10c for each additional draught saddle or pack animal, 5c per head for loose stock and 1c per head for sheep. It was from businessman Pratt that the canyon acquired its present name.

S. S. Mullen Co. superintendent Bud Junger is happy with the local help now in his employ. Elmer Contratto, who was the first hired, is the Steward and Brother Vern Peterson is Safety Committeeman. This should be a good job and, depending on the weather, should offer some work into the winter season.

Jacobson Construction Co. is beginning to roll on their \$6,000,000 sewage disposal plant in North Salt Lake. Brother Paul Yoeman is pushing the grade spread.

CITY BUSY

Work in the Salt Lake City area is good at this writing and is expected to continue full blast until the snow arrives.

Many of the jobs in this area are either working long hours or are on a two-shift basis. The weather has been dry and warm, and a lot of work has been done by the contractors. If this year is anything like last year the work should hold up until the first of December.

The old problem of contract-letting at the end of the season instead of at the first of the year is still going on. There have been a number of jobs let this month that could have been ready for award four to six months ago. This creates a problem, in that some of the contractors have robbed equipment from other



PRECISION IS THE WORD: This 2900 Manitowoc truck crane owned by Larsen Rigging of Salt Lake City is shown loading jet engines aboard a Military Air Transport Service plane for shipment. The rig is capable of moving maximum 60-ton loads a precise fraction of an inch at a time. The military people use it whenever they have a "hot" one to handle. LeGrande Iverson is the operator, Roy Larsen the oiler.

jobs in order to start some of the new work.

The piledriving work, sewer work and steel erection may be able to keep rolling if the frost doesn't get too bad. The dirt jobs will be down, and most of our Brothers here are on dirt.

The crane rental business may have a good chance to work this winter if it doesn't get too cold for pouring cement.

KENNECOTT COPPER

At the Kennecott mine in Bingham Canyon, the Union Committee and the company have been meeting at least twice a week on a wide range of subjects. The answer from the NLRB on the Precipitation Plant problem came back from Washington, D. C., and the Board ruled against Local No. 3. Our Union filed an appeal, and just how long before we can get an answer on this is guesswork.

The new shovel truck operation should be going strong by the time you read this. The new dozers and graders are on the job-site and should be an improvement over some of the older equipment that is working in the other area.

OGDEN AREA

Work in the northern part of the state has been very good, but we can expect the out-of-work list to start growing this time of year. W. W. Clyde Co. still has about 90 of the Brothers on his job at Willard but will only have about 30 days left with the DW 20s at this writing.

Heintz Co. on the Cossey Dam only has a small crew working at this time but should start calling for more if the weather holds out. Steenburg Co. and M. & S. Co. are making good progress on the Lost Creek Dam but the weather is going to be a factor this winter.

Fife Co. is still going strong with about 50 of the Brothers working. Fife was also low bidder on the job from Layton to Hillfield for \$2,133,000.

Jack B. Parsons Construction Co. of Smithfield, Utah, provided the low bid of \$2,054,362 for construction of Interstate 15 from

Hill Air Force Base, Davis county, to 4400 South in Riverdale, Weber county. The Parsons Company also has road jobs in Brigham and Mantua which have been good jobs this summer.

PROVO AND EASTERN

This area is holding up well as far as employment is concerned. The year started out rather slow due mainly to contract negotiations, but it looks like we are going to have a banner finish. There is a great deal of work under way at the present time in various stages of completion. Since the last news report there have been several large highway jobs let and more advertised, with still more proposed projects in the near future.

It appears now that we might have some work in the Southern half of the State which could very well go all winter. This would certainly help our winter out-of-work list.

Some of the recent jobs and low bidders in this area which have not started as yet are: W. W. Clyde—Hite and Dirty Devil bridges and approaches; Tiago—Cove Fort, I 15 Freeway; M. K. Const. Co.—I 70 near Emery; Burgraff—surfacing I 15 at Provo. These are all fair-sized jobs and some of the work will be done this winter.

With buck season just around the corner it is hard to get much of a conversation on any other subject, but for the most part, the jobs seem to be going pretty smooth; however, we have a long long way to go in organizing as there is a great deal of unorganized territory. There are now six representatives and one District Representative in the State of Utah; however, we need the help of every member and every one engaged in this work to bring it all under a fair trades contract.

A community drive is in progress in the Utah county area for funds for a football stadium to be located in Provo at Brigham Young University. Various local contractors are contributing their equipment time and fuel for the excavation. Some of the Brothers

are donating overtime free, and other members have pledged cash donations. We would like to thank these Brothers for their support.

SOUTHERN AREA

Following are some of the jobs in the Southern Utah area: M. & S. Construction Co.'s job at the Cedar City airport is finished, and Whiting Bros. are beginning to lay the rock on this job. They will have 10 inches to put on the runaway and surfacing. It appears that if they get the rock laid this season, they will be doing well.

Alder Child at Cedar City has a good sized job for the University of Southern Utah—one gymnasium and two dormitories to be built. Vinnell's job at Beaver was to finish by the end of October. Tiago Construction Co. will have the next phase of the road job north of Beaver and will be starting soon.

Cox Brothers at Kanab have finished their road job except for the surfacing. L. A. Young's road job at Coal Hill is going full blast and will continue as long as weather permits.

ATTENTION BROTHERS IN SOUTHERN UTAH: The Business Agent will hold a general get-together for the members for general discussion at the Employment Office, downstairs, on Second South in Cedar City, on the third Tuesday of each month from 7 to 9 p.m.

Need Their Skills

DETROIT — Wider use of retired unionmemberstoteachnew tired union members to teach new skills to others, and continued efforts by labor to improve its services to retired workers were called for here at the AFL-CIO's first National Conference on Senior Citizens Centers.

"We must find ways to serve the retired worker as well as ways to use the retired worker," said Dir. Leo Perlis of the AFL-CIO Community Service Activities.

North Coast Hope '62 Weather Will Repeat

By RUSS SWANSON
and LOW BARNES

We are hopeful in this area that the same conditions prevail this year as did last year. If you will recall, in 1962 there was a heavy rain in October and then two months of good weather followed. The first rains have come this year in October, and we are hoping for a repeat performance of the last season.

ATOMIC PLANT

Peter Kiewit Co. has completed excavation for the PG&E's contemplated atomic power plant at Bodega Bay. The Kiewit company has been working around the clock, and the hole, which measures 143 feet in diameter and 75 feet deep, is finished. There is still a considerable amount of work to be done, but because of the Department of Interior geological reports work is being held up.

A possible earthquake fault appeared while the excavation was in progress and consequently everybody appears to have gotten into the act. The excavation was examined closely by the PG&E engineers, along with the scientific teams of the Geological Survey and the U. S. Coast Geodetic Survey. Their findings are being submitted to the Atomic Energy Commission for consideration in determining the suitability of the site. The current speculation is that hearings will be held sometime in December in Santa Rosa.

It is our hope that a favorable report comes out of the hearings and that work can resume on the \$63 million plant. A number of Engineers have been employed so far this season for the site preparation and road work for both Piombo Constr. and Arthur B. Siri Co.

FUTURE PROJECTS

Future Projects: If you can wait long enough, a new dam has been proposed for Knight's Valley. It's a \$199 million flood control and water storage project proposed by the U.S. Army Corps of Engineers. This reservoir is to be developed in three stages through the next 60 years. The location is north and east of Healdsburg. We hope that planning is speeded up so that work can begin in the near future.

There has been very little word about the Warm Springs Dam, but it has been passed and authorized and this \$43 million project should be started either next year or the year following. This dam will be located just northwest of Geyserville.

Week's Drilling Co. are signatory to a well-drilling agreement with us, and they are quite pleased with the arrangements. They have been talking with other drillers throughout the area regarding organizing. If any of our other offices need a union driller, contact this office. The company is equipped to handle most phases of ladder and rotary drills.

Precision Drilling have just finished drilling a well for Pacific Coast builders, prime contractors on the new addition to the Telephone Building. These people are also on agreement with the Engineers in Santa Rosa.

ENGINEERS NEWS

STATIONARY ENGINEERS LOCAL 39 OPERATING ENGINEERS LOCAL 3

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AL CLEM Editor and Business Manager
 PAUL EDGEcombe President
 JERRY DOWD Vice-President
 W. V. MINAHAN Recording-Corresponding Secretary
 A. J. HOPE Financial Secretary
 DON KINCHLOE Treasurer

Training is the Key To a Secure Future

OUR CHILDREN are the hope of tomorrow. What kind of world will they inherit? What kind of future will they have?

We may not be able to do much, individually, about the world, but we can do something about our children, and it is becoming clearer all the time that one of the most important things is to insure that they have the education and training which are needed to make one's way in the world today.

Education and training have always been an advantage, but today they are becoming rock-bottom necessities. What has made this so is the relentless advance of technology and automation. There is less and less place in the working world today for the untrained and unskilled, and by the time our children grow up there may be no place at all.

U. S. Sec. of Labor Willard Wirtz stated it clearly at a press conference the other day. He declared that "machines are driving out the unskilled and untrained" and that automation is contributing "quite significantly" to the "strong, dangerous, bitter concentration of unemployment today in the uneducated, in the unskilled, in the untrained."

* * *

BUT SEEING TO IT that our youngsters get the necessary education and training is not so simple for families in the average income brackets.

There was a study of the cost of education printed not long ago in the New York Times.

The study pointed out that last year 100,000 of this country's brightest high school graduates were not able to afford college, and another 150,000 previously in college did not return because while their grades were high, their funds were low.

As an example of the wastage in potential trained brainpower, the newspaper cited the fact that last year just one of our leading universities had to turn down requests for scholarship aid by 3,000 applicants, including 33 high school valedictorians, because scholarship funds ran out.

The authors stated that a majority of American parents are eager to send their children to college, but only a few are able to put aside the money to make it possible.

* * *

IT WAS IN RECOGNITION of the above facts that the Officers recommended, and the Executive Board approved, the two \$500 college scholarships which Local 3 is offering this year to children of our members. These awards cannot solve the problems of all the families with college-bound children, but they will afford recognition to two of our most excellent students and will encourage others to study and excel scholastically.

Fortunately, the importance of helping youngsters toward an education is being widely recognized elsewhere in the labor movement. Our International Union has inaugurated the Joseph J. Delaney Memorial Scholarship Plan; there are several AFL-CIO National Scholarships; there are the scholarships offered by the California Labor Council and others.

Worthy students should apply for these scholarships also, and any others for which they may be eligible, because the terms of Local 3's scholarships permit the winners to accept any other grants.

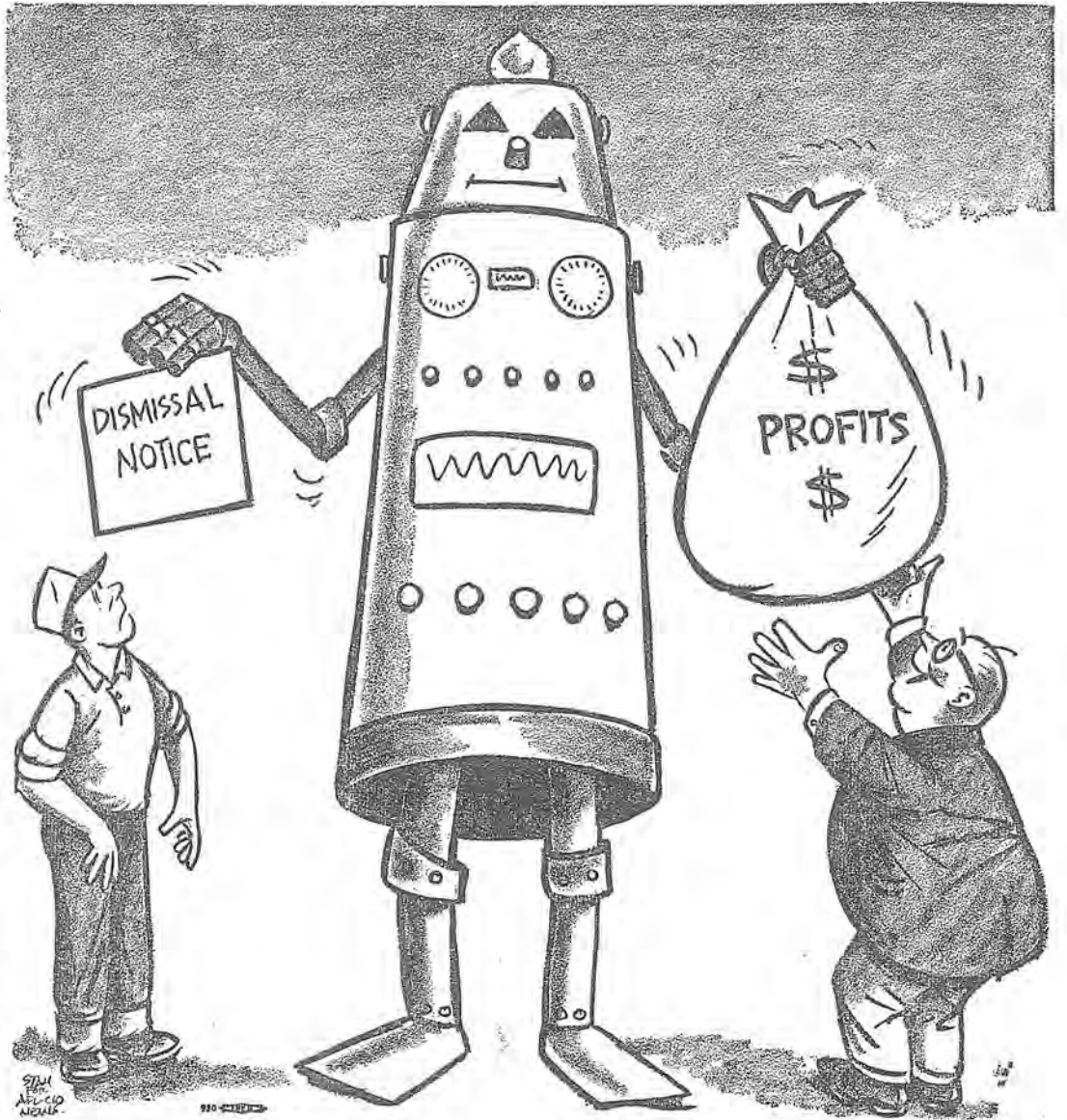
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IT GOES WITHOUT SAYING, also, that an academic education is not the only route to assured earning power in our technical society, and there will be many who find their inclinations and best abilities directing them toward the development of technical skills.

These youngsters and their parents may well take note of the splendid opportunities offered by the Joint Apprenticeship Training Program in our industry.

Either way, we must be sure that our youngsters make the most of their opportunities to acquire education and skills.

Something's Out of Whack



Consumer Advice

November Buying Guide

By SIDNEY MARGOLIUS

Thanksgiving turkeys are in abundant supply and reasonable again this year. But watch out for the pre-stuffed variety. In most areas, pre-stuffed frozen turkeys are sold with no disclosure of the actual net weight of the turkey and the separate weight of the stuffing.

When you buy such pre-stuffed turkeys, you not only may not be paying a high price for the bread crumbs but for the water used in preparing the stuffing. Stuffing may comprise 33 to 45 per cent of the gross weight of a pre-stuffed turkey, and 54 to 60 per cent of the stuffing will be **nothing more than tap water.**

A 10-pound turkey with four pounds of stuffing (a conservative amount), will contain about two pounds, six ounces of water. Typical retail price for this item is 69 cents a pound, pre-stuffed turkey. At this rate, the water in the stuffing would cost you \$1.64.

In contrast, an unstuffed turkey of the same size, selling at a retail price of 49 cents, would cost only \$3.50.

In general your living costs this November are firm, but with food prices more reasonable now.

The 1964 autos have arrived with little change from last year's prices despite "selective" hikes, a little at a time, the steel industry is quietly achieving the increase it had to yield in a famous incident about a year and a half ago when President Kennedy fought down an across-the-board price boost.

The generally-firm living costs this summer and fall, with earnings of industrial workers receding from their recent highs, is causing a squeeze on working families. Average wages dropped about 2 per cent during the summer and were down to \$98.42 a week in August, while living costs rose about one-half of 1 per cent in that period.

Here are trends and shopping tips that can help your family keep down costs this November.

MORTGAGES: If you're buying a home or seeking to refinance your mortgage, you'll find mortgage money abundant, and rates relatively low. Average rate for new homes currently is 5.8

per cent, and on existing houses, 5.9, the Federal Home Loan Bank Board reports.

But as well as the mortgage rate, compare closing charges and extra fees required by different lenders. Such fees, often also called "origination fees," "points" or "discount" are a way of boosting the cost of your mortgage while seeming to charge you a moderate interest rate. Average fees currently charged, are about six-tenths of 1 per cent, or, on a \$15,000 mortgage, about \$90. But the extra fees charged vary widely among different lenders. Banks and insurance companies usually charge low origination fees, and savings and loan associations and mortgage companies the most, sometimes as much as \$150 on a \$15,000 mortgage. Similarly, the savings and loan associations also charge the highest interest rates; usually about one-half of 1 per cent more than banks and insurance companies.

We recommend that you shop commercial banks, savings banks and insurance companies as well as your local savings and loan association, for the most-favorable mortgage terms.

BATTERIES: With cold weather ahead, you may want to take advantage of pre-winter sales of batteries. The AAA reports that for four years straight, the leading cause of breakdowns requiring service calls has been battery or electrical problems.

But before you buy a new battery, make sure your old one doesn't need merely to be recharged. A leading manufacturer says that many batteries are replaced needlessly because car owners do not realize that they can be recharged. Too many batteries fail because of poor ground connections, inadequate cables and incorrect voltage settings often leading to over-charging.

The great amount of electrical equipment attached to modern cars makes careful adjustment of the voltage regulator vital to avoid either over-charging, or undercharging, which also can wear out a battery prematurely.

No battery should be junked until you have a voltmeter test by a competent mechanic. If the test shows that all cells are discharged, you should try having the battery recharged, and tested again to see if it holds the charge.

Don't delay recharging a weak battery. It will wear out faster than one kept fully charged. Home chargers are useful to keep batteries fully charged.

Vallejo — Ulatis Flood Control Job Started

By AARON SMITH

With the three-day rains, work in Vallejo came to a virtual standstill. However, with better weather, everyone hopes to be back in full swing.

Syar & Harms are keeping

many Brothers busy in Vacaville, Fairfield, Napa and Vallejo. They were awarded another contract for the city of Fairfield at a cost of \$117,567 for construction of street, curbs gutters, storm drains and sewers for Fairfield's 45-acre industrial project.

Upon Syar & Harms' completion, Donald S. Abinante and Nola Packing Co. Inc. of San Jose will begin construction of a 50,000-square-foot packing plant on 5 acres of the site.

FLOOD CONTROL

The Ulatis Creek Flood Control District project started early in October. Total cost project is estimated at 6 million dollars, with completion in 1967. However, this is being let in stages. The first portion went to Luhr & Wendt Inc. of Rio Vista, for 6 miles on the Channel. They hope to get two miles completed before the heavy rains, at a cost of \$455,395.

Eventually the channel will extend from the junction of Ulatis Creek and Cache Slough to a point about 1,300 feet above the Rio Dixon Road. The 65,000 acres in this project, including agricultural land and the urban areas, suffer serious losses because of flooding caused by improper drainage.

SCHOOLS

Syar & Harms at the Golden West School in Fairfield is leveling, grading, excavating construction of the school building was let to Longbob Construction Co. of Fresno at a cost of \$1,930,000.

Siri Construction Co. of Benicia was low bidder on the new

elementary school in Napa, for \$212,960 including site development. Completion should be next spring.

Varwig Contractors, Palo Alto, are moving right along on the ground and preliminary work on the new high school in Fairfield. Construction was awarded to Pagni Construction of Crockett at a bid of \$1,230,000. The first phase of the school, which will accommodate 800 students, is expected to be completed in one year.

KAISER PLANT

Kaiser plant at Napa, the Fabricating Division has started work on a \$4½ million contract to produce steel piling for a high level bridge under construction on the San Mateo-Hayward highway. This came on the heels of another project, the \$2 million expansion and modification program which is being undertaken by the local plant.

The California Toll Bridge Authority voted to issue \$75 million in new bonds to refund the present bonds on the Carquinez and Benicia-Martinez bridges and thus authorized improvement of the Benicia-Cordelia road to full freeway standards as a bridge approach to the new Benicia-Martinez span. Consequently, bids for rebuilding the 12½ to 14 mile stretch are tentatively scheduled to be called for by December 1, 1963 and to be awarded as early as February 1964, with construction to be completed in 1965. Estimated cost of this project is \$10 million.

10 YEARS

Kuckenberg Construction Co.

MEETING NOTICES

- DISTRICT 3**
Stockton—Nov. 4, Monday, Engineers Bldg., 8:00 p.m.
- DISTRICT 2**
Oakland—Nov. 6, Wednesday, Labor Temple, 2315 Valdez, 8:00 p.m.
- DISTRICT 8**
Sacramento—Nov. 12, Tuesday, CELT Bldg., 2525 Stockton Blvd., 8:00 p.m.
- DISTRICT 9**
Watsonville—Nov. 14, Thursday, Veterans Memorial Bldg., 215 Third St., 8:00 p.m.

- DISTRICT 5**
Fresno—Dec. 3, Tuesday, 3121 East Olive St., 8:00 p.m.
- DISTRICT 10**
Santa Rosa—Dec. 5, Thursday, Veterans Bldg., 8:00 p.m.
- DISTRICT 12**
Salt Lake City—Dec. 13, Friday, Teamsters Hall, 443 S. 6th East, 8:00 p.m.
- DISTRICT 11**
Reno—Dec. 14, Saturday, Reno Musicians Bldg., 120 W. Taylor, 8:00 p.m.

Notice: Voting On Election Committeemen

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

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

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

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

Rocky Wants To Debate Barry on 'Right to Work'

BUFFALO, N.Y.—Gov. Nelson A. Rockefeller (R, N.Y.) gave a cold shoulder to a warm embrace from the National Right to Work Committee and declared in a speech here that he still strongly favors the right of workers and employers to negotiate a union shop contract.

In fact, Rockefeller told a Steelworkers' dinner meeting, one of the reasons he wants to debate Sen. Barry Goldwater is to point up the differences between them on the "right-to-work" issue.

Goldwater in 1958 introduced a federal "right-to-work" bill; this year he has sponsored a bill barring union shops unless explicitly permitted by state laws.

of Portland, Ore., has started preliminary work on the subdivisions in Benicia. This is to be a 10-year program.

Many small contracts have been let in the past month.

To A. Teichert & Son for Ulatis Project Structures, Vacaville, cost \$131,094 also to Teichert & Son 25.7 miles of resurfacing Chestnut st. Dixon \$27,211, and 2.2 miles grade and surfacing and widening bridge Putah Creek Road S. W. of Winters cost \$198,303.

To Bill Gattung, Inc. of Fairfield/Suisun for construction air passenger terminal alterations and additions at Travis Air Force Base, cost \$163,636; also for grading future Crescent School site, Suisun City, cost \$69,753.

To McGuire & Hester for construction Alamo Creek trunk sewer system for City of Vacaville, cost \$152,647.

SWAP SHOP: free want ads for Operating Engineers

FOR SALE

- WHEELCHAIR**, like new, \$35.00. Invalid walker \$15.00. Fur coat 14-16, cost \$400.00, worn 6 times. \$75.00. New Singer featherweight portable sewing machine, (cost \$150.00) \$100.00. Ralph Kidwell, 21575 Norman Drive, Los Gatos, Calif. Phone: 354-2901. Reg. No. 947108.
- 3 BEDROOM HOME**, newly painted, on large corner lot. FHA approved. \$12,000.00. Low down payment. E. C. Bickford, 4395 Cabriho Drive, Martinez, Calif. Phone: 228-5149. Reg. No. 47362.
- UNIVERSAL INBOARD BOAT ENGINE**, 4 cylinder N29, with mag. & starter. Rebuilt. New piston rings, valves, etc. Approx. 45 hp. \$300.00. Oscar E. Medalen, 1727 Hiawatha Ave., Stockton 5, Calif., 95205. Reg. No. 434457.
- SPARTAN TRAILER** 43'x8'1", bedroom, A-1 shape. New vinyl plastic awning. Would make some Engineer a beautiful home. Best offer over \$2100.00. W. A. Seemann, 139 Clipper Lane, Martinez, Calif. Phone: 228-1101. Reg. No. 251068.
- 1 CAT 20**, good shape, \$400.00. 1-5" Deep Well Pump w/Belt, \$100.00. 1-7 ft. Spike Tooth Harrow, \$25.00. 1-24" Band Saw, \$125.00. 1-6" Sander, \$75.00. Earl O. Hagel, 13600 Almaden Rd., San Jose, Calif. Phone: 269-0508. Reg. No. 367911.

- TILT-TRAILER** single axle, dual wheel, new tires & tubes. \$350.00. Bud Pemberton, 1435 San Antonio Ave., Menlo Park, Calif. Phone: 322-6157. Reg. No. 971487.
- 1947 PETERBILT CUMMINS DIESEL** and set of doubles flat—\$4750.00. 1952 GMC Diesel and set of doubles flat—\$5000.00. One set of doubles flat—\$2000.00. H. G. Lacy, P. O. Box 2386, Niles, California. Phone 797-0535. Reg. No. 1126155.
- WILL SELL \$3000.00 EQUITY**—Biltmore-Expando 1963, 8 mos. old. 10x55. 3 beds, custom furniture extras. Balance \$4000.00. Chester Pfohl, 2130 Redwood Highway, San Rafael, California. Reg. No. 313690.
- 4-CYLINDER AIR COOLED WISCONSIN ENGINE** w/6 volt starter, \$85.00. Gas-driven, excellent condition. Lincoln Arc Welder. 200 amps., 40 volts, 4 cylinder—\$400.00. (Mrs.) R. C. Button, 140 Norlyn Drive, Walnut Creek, Calif. Reg. No. 449646.
- ALUMINUM SPORTS LINER PICKUP COVER**—first GMC wide bed long wheel base 58-62—also Ford, Chevrolet, Dodge, International. Like new, original price \$225.00. Sell for \$100.00. Clifford L. Pratt, 1939 Hill Ave., Hayward, Calif. Phone: LU 1-2656. Reg. No. 574298.

- 16 FT. HOME-MADE TRAILER**, not 17 finished inside. All new material. Aluminum outside. Knotty cedar inside. Well insulated. A good buy. Charles P. Washburn, 527 So. 24th, Sp. 702, San Jose 16, Calif. Reg. No. 791771.
- WESTINGHOUSE REFRIGERATOR**, 14 cu. ft., bottom door freezer. White inside, this box like new. Glenn A. Stewart, 14851 Western Ave., San Leandro, Calif. Phone: ELgin 1-5906. Reg. No. 531662.
- 1954 KIT TRAILER** 8'x35', 2 bedroom, good condition. \$1300.00 Trade offer will be considered. William F. McGuire, Box 358, Aromas, Calif. Phone: 724-8852. Reg. No. 1075515.
- '57 AMERICAN TRAILER**, 2 bedrooms, 42' by 8'. Cooler atop trailer. 40' awning. Good tires. Good condition inside and out. \$2000.00. Can be seen at: Ott Sommer, 2800 South 1st St., San Jose 11, California. Reg. No. 434402.
- BLADE CAT #12**, Model 9 K. \$750.00 as is. ACH-D 14 with dozer \$750.00 as is. Ludwig Betchart, 41223 Roberts Ave., Irvington, Calif. Phone: OL 6-1149. Reg. No. 1030397.
- 2 REFRIGERATORS**, \$65.00 each. Ed DuBois, Phone: JU 3-5164. Reg. No. 373305.
- TRAILMOBILE LOW-BED EQUIPMENT TRAILER** 2 axle. \$2500.00. Harry Gales, Apt. 8, 1305 Sunny Court, San Jose, Calif. Phone: 292-3605. Reg. No. 841528.
- TWO PULL TYPE, BOTTOM DUMP TRAILERS**, \$900.00. Joseph A. LaScala, 667 Los Olivos Dr., Santa Clara, Calif. Phone: 244-7484 or 296-9228. Reg. No. 1092462.
- 1963 ARISTOCRAT CAMPER TRAILER**, 17'. Self contained. Sleeps 4. Oven, refrigerator, shower, toilet. No down payment—take over payments. Richard R. Owings, Star Rt. Box 1115, Sonoma, Calif. Reg. No. 987250.
- 1956 CAB-OVER DODGE** 6, 2½ ton short wheel base, 5 speed box, 2 speed rear end, saddle tank, fifth wheel & trailer hitch, spare wheel & tire. Cyrus Bugge, 1523 N. Beale Road, Marysville, Calif. Phone: 742-9363. Marysville, Thunder Bird Trailer Court. Reg. No. 534552.
- \$3600.00 EQUITY** for \$1500.00. 1963 10 ft. wide, 55 ft. long, 2 bedroom trailer. For sale or swap for land or anything of value. Dan Olmstead, Box 294, Hollister, Calif. Reg. No. 592925.
- 1 TON 1951 DODGE FLATBED** w/ steel canopy, trailer hitch, vacuum brakes for trailers, signal lites, \$475.00. Richard Eagen, 16510 Topping Way, Los Gatos, Calif. Reg. No. 997088.
- 3 H.P. 220-440 V 3PH** Induction Motor GE Type K, Code J 60 Cy FL speed 1725 TRI CLAD. Cost new \$96.00. Sale price \$50.00. Casey O'Brien, 5585 Marquette Dr., San Jose 18, Calif. Phone: 264-4027. Reg. No. 1020174.

- FT. FIBERGLASS U-DRIVE INBOARD**, 65 mph, excellent ski or racing boat. Sell less motor & trailer or complete. R. J. Montgomery, P.O. Box 475, Pollock Pines Trailer Village, Space 63, Pollock Pines, Calif. Phone: 644-2620. Reg. No. 494280.
- SHIELD BANTAM BACKHOE UNIT** located in Concord, Calif. Complete with % cu. yd. bucket & all attachments incl. bucket 30" wide & bucket 20" wide, mounted on GMC 6x6 truck, \$3,000.00. O. H. Graham, 721 Roberts, Reno, Nevada. Phone: 322-9752. Reg. No. 546557.
- \$250.00 WORTH OF EQUIPMENT**—Six 2UD8 Caterpillars; two Hyster backhoes mounted on Cats; two cranes; sheepsfoot tampers; rippers; dump trucks; ditching machines; miscellaneous. Sell individually or lump. Richard Arthur, Box 2, Myers, Calif. Phone: Kimball 4-3733. Reg. No. 263531.
- SURVEY EQUIPMENT**—Carl Zeiss N1 2 Self-Leveling Level w/Asimuth Circle & Micrometer (8 months old), K&E Paragon 30-second repeating transit (3 yrs. old) & a Rhodes reducing arc (3 years old). Will take \$1,200.00 for all or sell separately. Edward Schilling, Box 262, Willow Creek, California. Reg. No. 977679.
- BEE GEE TRENCHER**, A-1 condition w/5 ft. wheel mounted on case tractor w/rubber. Price \$2,900.00 or best offer. James Di Duca, 60 West Main Street, Los Gatos, Calif. Phone: 354-8710. Reg. No. 1051279.
- BOAT**, 15-ft. Hollywood Day Cruiser, 25 hp Evinrude motor. Exc. condition. J. W. Kirby, Rt. 1, Box 505, Antioch, Calif. Phone: 757-6096. Reg. No. 814000.
- FIBERGLASS BOAT**, 15-ft. w/con-vertible top, 75 hp, Johnson, automatic tilt, Mastercraft trailer, fully equipped. \$1,495.00. Edward Hunt, 3420 Del Mar Circle, San Leandro, Calif. Phone: EL 7-1989. Reg. No. 899368.
- 1959 OLDSMOBILE**. Clean. One Owner. \$1,495.00 1955 DODGE, good tires, good condition. \$325.00. Can be seen at Space 119, Santa Nella Village, Gustine, Calif. George D. McBride Jr. (same address). Reg. No. 899588.
- PALOMINO MARE**, A.Q.H.A., 3 yrs. old. Gentle and started. Leo and Zantanon Breeding. \$750.00. Benjamin G. Haubrich, Box 271, La Honda, Calif. Phone: 747-0330. Reg. No. 1091318.
- BACKHOE ATTACHMENT**, ¾ yd. Bay City, interchangeable on Lorain truck crane. \$1,000.00. Chet Ratti, 1193 Junction Ave., Livermore, Calif. Phone: 447-1696. Reg. No. 264746.
- GENTLE BURROS**, 1 yr. and up. For children or packing. Arthur J. Davis, 181 Geyer Rd., Santa Cruz, Calif. Phone: 335-7092. Reg. No. 915736.

TO SWAP

- LEAVING STATE**, must have smaller trailer. Will trade \$4000.00 equity. Late 1961 2-bedrm. double-wide 16'x40' Roadliner, excellent condition. Trade for 8'x40' or 45'. Kenneth Lehto, P. O. Box 1177, Los Banos, Calif. Reg. No. 587424.
- 1960 ROMER CAMPER**, sleeps 4, butane stove w/oven, refrigerator. Want 18' camp trailer w/electric refrigerator. Or will sell. Mike Hathman, 813 Roe Road, Paradise, Calif. Phone: 877-9944. Reg. No. 368617.
- 1 300-AMP. LINCOLN PORTABLE WELDER** for a 200-Amp. Lincoln Portable Welder. Charles Cordes, 223 Miriam St., Daly City, Calif. Phone: PL 6-3444. Reg. No. 1030028.

WANTED TO BUY

- ALASKAN CAMPER**. Prefer 10 ft. Also set of jacks. Wesley R. Chown, 600 Renfrew Rd., El Sobrante 11, Calif. Phone: 223-2305. Reg. No. 657618.
- WEEKEND COTTAGE** within 100 miles of bay area. Prefer enough land to build permanent home later. Send photo if possible. L. H. Jones, 17056 Via Piedras, San Lorenzo, Calif. Phone: 278-2459. Reg. No. 394353.

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. _____

LOCAL UNION NO. _____

NAME _____

OLD ADDRESS _____

CITY _____

NEW ADDRESS _____

CITY _____



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

Hawaii: Tidal Waves, Volcanos and Work

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

Outside of tsunamis (tidal wave) threats to the Islands and volcanic action on the Big Island, the weather in Hawaii has been sunny and bright.

Our out-of-work list is down to about the normal level as a result of the good weather. Our brothers are very fortunate in this respect, for at the same time last year, the weather in Hawaii was very bad, with constant rainstorms. Let's hope the weather holds out in our favor.

You will read elsewhere in this issue a report on our negotiations with the General Contractors Assn. Brothers Paul Edgecombe, president, and Al Clem, business manager, were both in Hawaii to conclude this contract.

MORE AGREEMENTS

In the meantime, negotiations with Theo. H. Davies & Co., Ltd.'s Tractor and Implement Dept. and also their branch on the Island of Hawaii (two separate agreements), and Nanakuli Paving & Rock Co., Ltd. have been completed. These three agreements have been ratified by the employees of the companies.

Formal negotiations between the Honolulu Metal Trades Council and Pearl Harbor Naval Shipyard are now under way. The negotiations will not include employees in personnel work, supervisory positions or those in professional occupations such as engineers, accountants and industrial hygiene personnel. The discussions will not involve wages, which are regulated by law, but will cover such subjects as hours of work, leave practices, training, and grievance procedures.

Our Steward at Pearl Harbor Naval Shipyard is Brother Solomon Maunu who is a very active member of our organization. Brother Maunu also serves as a member of the Organizing Advisory Committee.

OVERSEAS WORK

A few of our members employed by Western, Atlantic, Standard, & Raymond to do work overseas have returned to Honolulu on emergency leave and at the same time have reported that problems have arisen.

Therefore, Brother Clarence Friend, Business Representative, left Honolulu to police this overseas project way out in the mid-Pacific. At first, Brother Friend had to delay his trip due to trouble in obtaining a Navy clearance, however, everything turned out in his favor, enabling him to go.

One of our brothers coming home on emergency leave was Antone (Norman) Teixeira. He had reported that his hunting dog that once saved his life when he was charged by a wild boar on the Island of Molokai had been missing ever since he left to go overseas. Since the police could not locate his dog, he flew home at his own expense, taking a leave from work. We are glad to report that Brother Teixeira found his dog in the Kalini area; it had evidently been stolen from his home.

BEARDS

Also home temporarily is Brother Conrad Molina. Brother

Molina drives a huge diesel truck with great skill. He reports that he is making all kinds of money on this project and also reports that the chow is delicious. Seems like everyone who has come home have grown a beard. We have seen some pretty nice ones!

J. M. Tanaka Contractor has established a real record of safety performance.

A division of Hawaii's most rugged mountain range has peaks ascending 4,000 ft. to summit of Mt. Kaala. The pioneering efforts by equipment operators since April 1962 show tremendous skill in preparing the way for the 6½ miles of roadway to the summit.

This project is nearing its completion. No loss of man hours has yet occurred on the dangerous slopes of Mt. Kaala. We salute Project Superintendent Charley Wadika, equipment operators Henry Medeiros, Paul Asato, Butch Chinna and Benedict Kila. No safety record can compare with the outstanding safety performance on this project.

STEWARDS

Hawaiian Bitumuls & Paving Co., Ltd., has shown great respect for our recently elected stewards: Brother William Ko, for the Trucking Dept. and Mechanics Shops; Brother Kaaekuanui, for the Paving Crews and Brother Barney Wagner, for the patching plant operations. We would like these Brothers to know that we appreciate their services.

We were pleased to see so many of our brother members present at the General Membership meeting held in August. We would like to encourage the same participation in our forthcoming meetings.

Have a wonderful and happy Thanksgiving Day.

Phil Murray on TV

WASHINGTON — The George Meany Foundation, in cooperation with the Jewish Theological Seminary, will present a televised film based on the life of Philip Murray, late president of the former CIO.

The program, entitled "A New Earth," will be presented on "The Eternal Light" series over the NBC-TV network at 4:30 p.m. (PST) Nov. 17.

USE THE 'SWAP SHOP'

As a service to the members, ENGINEERS NEWS runs a free "want ad" section in each issue (see Page 15).

Here's what Brother Stanley Wood, 3454 Redwood Rd., Napa, Calif., Reg. No. 519931, writes:

Engineers Swap Shop
Al Clem, Editor:

Reference to ad for 1956 Dodge pickup.

Thank you very much.

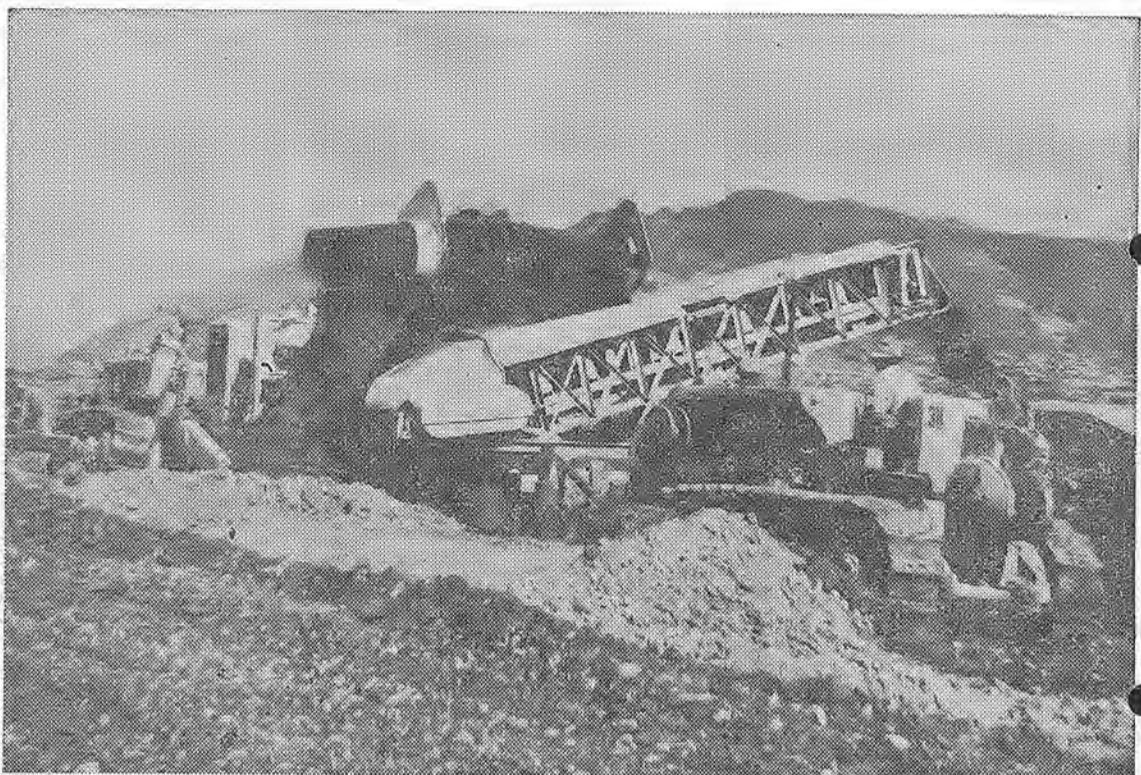
The paper gets out in San Carlos first, and the Pickup was sold even before I got my copy.

You can't get much better service than that!

Thanks,

—STAN WOOD

'The Beast'



An interesting sight these days on the Strong Construction Co. job on 24th South in Salt Lake City is the machine pictured above.

This loader, affectionately called "The Beast", started its life as a Wooldridge Carryall and hauled many yards of dirt in that capacity until converted to its present form by Brother Banks Bourgeois, its designer and builder.

Brother Bourgeois, a member of Local 428, is connected with Project 856 Development Co. of Yuma, Ariz.

"The Beast" is pulled by a D-9 Cat and pushed by a D-8 Cat. It has been averaging 8,000 yards a day loaded into the 15 belly-dump trucks that service it.

It makes a cut 10 feet wide and 10 inches deep,

and has a belt 10 feet wide inside the scraper body that feeds onto a belt six feet wide, which in turn loads into the trucks.

"The Beast" is kept under control by Brother Gene Davis on the D-9, ably assisted by Brother John Martain on the push cat.

The Wasatch mountain range can be seen in the background.

History of Lobbying

Legislature's 'Third House'

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

Recent charges against lobbyists, and their activities during the last session of the State Legislature, have again focused the spotlight on the forces behind our State government. While the call girl charges were aimed at a minority group, they managed to smear all who work as the servants of the people of California.

Inasmuch as lobbyists are regarded as a legitimate group, and their activities are recognized as being a necessary part of the legislative process, we might do well to look into the history of the Legislature's "Third House."

From the "Third House" comes the force that gives our State the good and the bad laws that govern the people. Fair trade laws, for instance, that cut off competition in the market place, are a product of the Trade Associations' lobby. The fact that the California Labor Code is a mishmash of well-intentioned, ineffectual laws can be laid at the door of the Employers' Councils, and their lobby.

The State Welfare Code is shot through with loopholes and escape hatches neatly placed there by special interest groups who fight all relief to the aged and unfortunate. The same can be said of the unemployment compensation laws. It is of utmost importance that we, in labor, know these forces — and their histories — that write the laws of the State of California.

RULE BY S. P.

The history of the California Legislature is the record of economic forces that have dominat-

ed the State. The first great power in California politics was the Southern Pacific Railroad. From 1880 to 1910, California was bossed by the Southern Pacific machine. S. T. Gage headed the Southern Pacific lobby.

Governor Hiram Johnson broke this power that founded its strength on control of the Republican party and its State Central Committee. Governor Johnson, in his determination to break this corrupt power, in effect, destroyed the two party system.

Legislative reform that brought about the cross-filing laws and weakened the power of the State Central Committee, in turn, brought about irresponsibility on the part of elected public officials. No longer did the member of the Legislature have to depend on his party for support; in fact, if he could maintain the impression of non-partisanship, his chances for election were increased.

ENTER SAMISH

This made possible the rule of the California Trade Association. Artie Samish, the creator of the Trade Association, filled the vacuum created by the destruction of the political parties. Mr. Samish represented the Motor Carriers' Association, the California State Brewers' Institute and the Los Angeles Turf Club. Through these, and many other trade associations, Artie Samish controlled the election of legislators, the committees of the Legislature, and the political life of the State of California.

His special interest groups were converted into political machines controlled by Samish. It was not until he ran afoul of the Bureau of Internal Revenue that his grip on the political life of

the State of California was broken. With an estimated income of \$200,000 per year, Artie had made the Trade Association the King in Sacramento.

BROWN ELECTED

With the election of Governor Brown, the first Democrat since Culbert Olson, this power came to an end. One of the first acts of the 1959 Democratic Legislature was to abolish cross-filing. The Governor gave strong progressive leadership in state government. The Legislature responded, and again the people had responsible government in Sacramento.

A new force had been born in this period — the California Democratic Clubs. These clubs were, in many ways, responsible for the election of the Democratic office holders. They, in turn, when coming to power, declared their independence of those who elected them.

GOVERNMENT LOBBIES

With the 1963 Legislature, the big government agencies' lobby had come of age. The California League of Cities and the County Supervisors Association of California, plus the ever-growing Public Utilities lobby, showed great strength in the drive for more taxes and privilege.

Governor Brown, the actual lobbyist for the people, challenged the banks and monied interests in a no-holds-barred struggle to modernize the State's tax structure. In this battle, all of the forces at his command were brought into play. The fact that the Legislature bent to his will, makes the Governor the real leader of his party and the man of power in California.

The conclusion must be reached that the day of the big government lobbyist is at hand.