Welfare Plan Adds Major Medical; Pensions Raised to $175 Monthly

Hospital Room Rate Increases to $30; Medical Bills Paid to $5000

Two important Health and Welfare benefit changes were made by the Northern California Board of Trustees this month.

The first change affecting nearly 76,000 California members and their families increases the daily hospital room rate allowable from $20 to $30, for semi-private and private accommodations.

The second important change is the addition of a Major Medical program to the present basic hospitalization plan.

The new benefits become effective January 1, 1966, according to Business Manager Al Clem. The Major Medical plan allows up to $5000, for a single illness, and will pay 80 per cent of hospital, medical and surgical expenses after the basic benefit plan of the Trust has been paid.

Under the provisions of the new medical plan, the first $100 is a "deductible" figure. However, in combination with the basic hospital benefit, and for several years, it is unlikely that major medical expenses will be incurred.

It is the same type hospitalization many white collar employees have been enjoying for several years and gives the Operating Engineers and their families further medical protection against the high cost of illness and accident care.

As a further note, Business Manager Clem said that eligible members and their dependents will participate individually in both medical health and welfare plans.

Major Medical expenses will include reimbursements for all charges made by a lawfully con-sidered hospital. This includes the cost of surgery, physicians, graduate nurses, anesthesia, diagnostic, therapeutic, radiology, physical therapy expenses, supplies including drugs, medicine, blood, artificial limbs and eyes, crutches, oxygen, wheelchairs and iron lungs.

Clem added that the increases "further secure our members and their families freedom from the disastrous effects of catastrophic medical and doctor bills at a time of income loss due to illness or accident."

The general details of the Major Medical plan will be explained in the new benefit booklet which will be available after the first of the year.

Information Books Being Compiled

Information booklet detailing the new advances in the Health, Welfare, Pension Trust Fund and Pensioned Engineers' Health and Welfare for Northern California will be printed shortly.

The booklet is expected to be available right after the first of January. If you do not receive one, call your district office.

Retirement Income Increase Combines With Social Security, Medicare

The Pension Trust Fund Board of Trustees this month unanimously voted to raise the Operating Engineers pension $50 per cent from $125 per month to $175 monthly, according to Board chairman Business Manager Al Clem. Currently, there are 721 pensioned Engineers.

In addition a $250 cash death benefit has been added. This survivor benefit will apply only to those persons on the retirement list on the effective date of January 1, 1966, and after, and is in no way retroactive.

At the same time, the Trustees lowered Future Service Credits for pension participants age 60 and over, so that 1200 hours or more of work will provide a full year of credit toward their pension. Quarterly credits were lowered proportionately.

Prior to this lowering of credits, the Engineer must have worked 1400 hours, or 330 hours of credit quarterly. The quarterly credit is now 200 hours.

In concluding early retirement, Clem said the reduction factor has been lowered from one-half per cent to one-quarter per cent each month a retiree is under 65 years of age on the date of retirement.

For example, if a man retired two years early at age 60, the reduction factor used would be six per cent less than the full pension of $175. This would amount to $10.50 less per month, or a total of $104.50.

Clem hastened to point out that this revision does not apply to those already on pension, and is not retroactive. The present retiree will get $175 monthly. If he retired early, his pension will be figured proportionately.

Clem pointed out that with Social Security benefits to a pensioned Operating and his wife, both 65 or more and under full coverage, may be eligible to receive $747.10 monthly, ($175 pension from Local 3 and $10.19 maximum Social Security). Relative to "vesting rights" in the pension plan, Clem pointed out that the rules state that "a participant who has attained 35 years of age and has earned at least 10 years of Pension Credit, or 15 years of Pension Credit regardless of age, is vested and cannot lose the credit he has accumulated, even if he has left the industry and is no longer under covered employment."

It also becomes mandatory for the participants claiming vested.

Vol. 24-No. 11  SAN FRANCISCO, CALIFORNIA  November, 1965

Health, Welfare and Pension Trustees in Session

TRUSTEES — labor and management repre-sentatives to the Health and Welfare and Pen-sion Trust gathered earlier this month and voted unanimously to improve benefits for Op­erating Engineers and their families. In picture at left, starting from left are: Bert Jacobson, from Martin Segal Co., trust advisor; Felix Siri, Local 3 Business Manager Al Clem (also chairman of the Trust Board); and Bernard Ploehn. At right: Dale Marr, John Mathews, P. H. McCarthy, Jr., Paul Edgecombe, William Smith, Tom Stanton, Charles Hudson, Don Kinchloe, A. J. "Buck" Hope, Harold Huston and J. T. Stapleton. In back are Siri and Ploehn and C. W. Sweeney, standing.
Full Impact of Negotiations

With a great deal of pleasure at this time we can report to you our Local reached a very important milestone in its history during the past months.

As you will note in reading the headlines of this issue of the paper our pension payments were substantially increased. Health and Welfare benefits also received a great boost in addition to other modifications in fringe benefits, favorable to the members of Local 3 and their families.

To many of us, it means that we are now to realize the full impact of our recently negotiated contract. By these increased benefits, I say to you in all sincerity in the case of the members, and particularly the old timers who have contributed so much towards making Local 3 a respected organization, it pays dividends when we gather with the employers at the bargaining table.

It is indicative by the virtue of the fact that your Negotiation Committee was able to secure these gains for all the membership without a work stoppage, and that the employers respect our Local Union as an organization which it represents all the members as they should be represented by their officials at the collective bargaining table.

I would be remiss if I did not report to you that these gains would not have been possible had we not had the good fortune to be dealing with men of integrity representing all segments of the construction industry.

As reported in the previous issue of the paper, we concluded the negotiations with Kaiser Hawaii Kid in the Guam area and arrived at a three year contract, which included the negotiations with Kaiser Hawaii Kai in the Guam industry.

The Governor of Guam was recently in San Francisco and in our meetings with him, he was very optimistic concerning the economic status of retiring members of our Jurisdiction.

We are now in the process of endeavoring to organize several equipment shops in the Fresno area, and present our organizational campaign in the State of Nevada in the mining industry.

We have recently concluded negotiations with the pile driving industry in the State of Utah. The results have been ratified by the members, and at this time we have also completed agreements with the Steel Fabricators' Contractors with an agreement covering the four states of the Local 3 jurisdiction, excepting contractors who are members of the Utah AGC.

During December the Executive Board of the Building Trades Department and the Metal Trades Department of our own International Executive Board will be holding meetings in the cities of Idaho and Oregon and these will be followed by the convention of the AFL-CIO. These meetings always have a great bearing on the destiny of the labor movement in our country.

WATCH FOR SAFETY MEETINGS

In our last round of union meetings, we note that there were several deaths caused by on-the-job accidents, therefore, we are anticipating on accelerating our safety meetings in the near future. The time and place for the Safety Meetings will be announced in a special column of this paper.

We urge all of you to make a special effort to attend these safety meetings, whereby you may pass on valuable information to other members of our union regarding wages and means of preventing on-the-job accidents.

We are pleased to report that within the jurisdiction of our Union where the contract provides that Journeyman Tradesmen be employed, the program is progressing as per schedule. The most gratifying thing about this is that we are receiving the cooperation of 90 percent of those people involved, who are working full time, and those who take a dim view of the concept of upgrading and improving the skills of the members of our Union and giving them an opportunity to earn a better living as becoming better operators.

During the month of October there were 65 regular Business Representatives in L.T. (Tiny) Laun, whom I have known for many years. Tiny died quietly at his home, and on behalf of Local 3, I extend sincere sympathies to his widow, Mary, and many friends.

LONG AND SHORT AGREEMENTS

During the month of October there were 65 regular agreements signed and 750 short form agreements signed making a total of 815 agreements signed.

San Francisco Hub of Activity

By A.L. \"BUCK\" HOPE and WARREN LIMOH

SAN FRANCISCO -- The next step in the development of Red Rock Hill in the City, step in the multi-multi-million dollar development by the William J. Moran Co.

The Moran Co. is one of the nation's oldest construction firms with headquarters in San Francisco and Albuquerque. A unique feature of the apartments and Towne Houses under development at Red Rock Hill is the fact there is no gas power used. Everything is electric with the exception of a one-sixth inch wire behind the sheetrock.

The apartments will give an excellent view of the Bay, however, cost of living may be out of the range of the average Operating Engineer.

George Stewart is project superintendent, and the 50 is expected to continue for another eight years.

Ten leases of slip-form paving for 2.5 miles in the Dolby City area is starting on the Juniper Sierra Freeway under the guidance of Peter Kiewit & Sons.

The project started in April, 1964, and is expected to "top-out" July of next year.

At the peak, Kiewit employed 40 Local 3 men. Kiewit brought in a portable batcher for the concrete, and there are currently 16 people on the job.

Gray F. Atkinson Co., which has the $9 million estimate from the Kiewit job on Juniper Sierra will be hiring its men out of the San Mateo area.

Downtown, Haas & Haynie's Wells Fargo building is rapidly taking its place in the San Francisco sky. This 60-floor building currently is receiving its "face" through the efforts of Cupples and a subsidiary of ALCOA.

Cupples is handling the aluminum gusseting on the concrete floor. The roof is complete. The men are working six days, and expect to be finished with the job by April, 1965.

Kanelands, Wrecker Co., has nearly finished its demolition of Pier 27, and the J. H. Pomroy Co. has begun demolition of Pier 3. Completion is set for the end of next year.

At the Fox Plaza, where "the greatest show on earth goes on," the job is now ready to be completed. There is an opening for a fireproof concrete side to a five-six storey building. This job should finish about March, 1965.

After many delays and stump breaking, the Ben C. Gerwick Co. is finally starting the downtown Oakland Bay Bridge building with the help of Pier 27 & Service Co.

The newest wrinkle to solve San Francisco's sewer and freeway problems, has been to construct a Martin tube, or "aqueduct," which works also as a sewer for the Marina.

At points along the 4.04 miles of construction, the freeway will be 30 stories high, and will start at the present Embarcadero freeway to the Golden Gate bridge.

Three Generations Of Operators

Head Repair Firm

Three generations of Operating Engineers control the destinies of Industrial Welding Service and Saint in Grass Valley, and all during this time have kept pace with accelerating industrial advance and automation.

Darrel Michaelson, his father and grandfather all work for the same shop which specializes in 24-hour service to heavy equipment in the field and custom work in the shop.

Lodia Katenzurker, a well-known figure in construction, is present in the shop.

Michaelson says his firm is fully equipped for all kinds of repair service on a 24-hour basis, and gives overnight service in the field on cranes, dozers, pavers, cranes, etc.

Their number in Grass Valley is 373-7545 and are located at Brunswick and Highway 20.

Retirement Income

Upped 60 Per Cent; Register for Medicare

Continued From Page 1--

Interest to file notice, address and Social Security number with the Pension Trust administration office for future use in employment and work in Covered Employment. The increased payment was gained through the collective bargaining negotiations with ACG who are employers in northern California and marks the second increase since last May of this year.

Clem said that he is sincerely desired and the officers of Local 3 are working for the increased economic status of retiring operators after long years of faithful service to the industry and the Union.
Seeds of Contract Bear Fruit

The seeds of Summer's collective bargaining are bearing fruit for 7,700 Energmen drawing their pensions with the announcement this month of a 40 per cent increase in the pension to a maximum of $175.

The primary aim of Business Manager A1 Clem and Local 3 officers has been always to work for the economic betterment of Local 3 members, and particularly for those who, through long service and devotion to the union, have earned a respectable retirement pension to live independently in dignity.

Mr. Clem has been through the ropes of operating equipment himself, and he has been through it during the days when you worked seven full days from sun up until sun down for pennies a day.

He is very aware, and continually conscious of the hardship "that used to be," and drives hard to assure Local 3 members there will be no return to those times.

The increased pension and major medical benefits to pensioners are products of Clem's imagination and determination to help the retired Brother Energmen.

How to Buy

Moonlighters, Working Wives Often Create More Big Problems

By SIDNEY MARGOLIUS

(Fist in a series of two articles on family and financial problems of moonlighting husbands and working wives.)

Two jobs—a husband's moonlighting or a wife's job and sometimes both—are the way many families today frequently try to solve financial dilemmas or achieve a higher standard of living.

In many cases the extra earnings drizzle away, leaving new problems. A recent survey made of 250 family service agencies labor and credit union counselors, and Family Service Association of America, showed resentment between husband and wife and parents and children in two-job families is one of the most prevalent trouble-makers of our time.

Understand, this report is not intended as a criticism of moonlighters or working wives. Often two jobs or a working mother are an urgent need in families with marginal income and many children.

Nor is it true that the modern shorter workweek is responsible for today's moonlighting. Those who oppose labor's proposal for a reduction in the standard workweek to create more jobs for the unemployed, often argue that a shorter workweek would merely increase moonlighting.

U.S. Labor Department's "Identity Labor Review" recently reported there were more dual jobholders among workers who worked 41 hours or more, than among those who had a 35-hour week.

Real reasons for moonlighting are financial pressures. The highest proportions of moonlighters is found among men aged 25-44 with growing families, and in industries where pay tends to be static. For example, highest rates of moonlighting are among public workers, especially postal workers, with other high rates among transportation, utility, wholesale-trade and some manufacturing industries.

The manager of one of the largest airline credit unions in the New York area says that he finds most moonlighters among men earning $500-$800 a month. "They seem to need $800-$900 to buy the standard of living they feel they need," he reports.

"So they get extra jobs or start sideline businesses or the wife works part time. But they live up to the full two incomes. Then if any thing happens to the second income, they are in real trouble."

The effect on family life is one of the most serious results revealed by our survey. Ruth Epperson, of Family and Children's Service of Tulsa, talks about a couple in their early thirties with three small children. The husband has both a day and night job and the wife works too. Their total income is $250 a month, but living expenses and debt payments are over $700. She complains he is never home.

He feels he must hold down two jobs to meet his family's needs. But he will not consider reducing expenses, budgeting or even discussing how they can meet their expenses.

The wife may complain of lack of attention even though she herself is pressing for the extra income.

Moonlighting fathers and working mothers have a noticeable effect on children. He discloses responsibility for bringing up the children other than his financial contribution. And when both parents work, children's problems at home and school may multiply. All these pressures cause the wife to blame her husband for not earning enough so she can stay home, while the husband in turn blames her for overworking.

Sometimes a husband and father will work more to buy his family extra things but finds that he has not really won their respect or affection. Margaret Patch, of Family Service of Milwaukee, tells about one family with heavy debts. The mother was overwhelmed by the care of five children, and the father worked two and sometimes three jobs to pay the bills.

The father, himself depression-ridden, would buy expensive Christmas gifts in excess of the children's needs or even wishes. He tried to justify these expenditures by working hard but only around recessions in his wife and children.

Sometimes, if not always, skilled management of one income can be as effective as two jobs,
San Jose Enjoying Construction Boom Period

By BOB SKIDDEL

San Jose — This area is still bustling with activity with higher bids being expected in underground work and interchanges. New work is in the offing and many jobs will on the way will last all year (weather permitting). Everywhere in the area there is some kind of construction activity, Subdivision work, fix during the Building Trades negotiations, has impact and will improve things with all craft back to work.

The Los Altos site of the Janiques Sears and Route 23 interchange between Stelling Road and Foothill Blvd. is a hub of activity at the present time.

This is a joint venture project of Freeman Paving and Oakland Homes and calls for construction of 1.5 miles of freeways together with frontage roads and construction of nine bridges.

Freeman has started on the clearing in preparation for the dirt work. Approximately one million cubic yards work has started work on the forms for the structure. Dan Caputo has the Alto interchange under way, the first 300 feet of construction is in place and soon work will begin.

L. C. Smith Co. is putting finishing touches to the shoulders and installing guard rail on Bl. 270, and should wind it up by Dec. 15. Complete installation of guard rail will have been done by Christmas.

The company has been involved in the construction of the bay lands in the Mercury-Times building on Emory and Highway No. 17.

Low Jones is making preparations to start work on the overpass at the Lawrence Station and Fair Oaks.

A. J. Robich Co. is widening streets, curbs and gutters in preparation for an Industrial subdivision to be built on the land in Sunnyvale, as well as doing the paving curb and gutter in the San Carlos Industrial Park. This company has recently completed 2500 ft. work for the Mercury-Times building on Old Soledad and Highway No. 17. Carl T. Alsen Co. is the General Contractor. Pemonary started driving in the footings, the 159 super will be on the footings. This will be a three-story structure with large garage space.

Sonnichsen Bros. started grading on the second unit of Foothill Expressway in Los Altos. They are also busy on the Mid-Boulder Road extension between Kilgore Rd. and Sierra Vista Ave. in Mt. View.

Hood Corporation’s pipeline project in the baylands has a large diameter steel pipe.

Wattin Construction has its share of work this year with many going in the bay lands. The most recent award is for the extension of Stelling Ave. from H. Sierra Vista Ave. to University Ave. in Los Gatos.

The San Jose City Council has given a great deal of attention, awarded the interchange structure of the Hwy. 33 structure, Capitol Expressway and Montberry Highway to the Montberry Highway Co. The Montberry Highway Co. has been awarded a contract for the Montberry Highway. Capitol Expressway, Inc. has recently been awarded the contract for the Montberry.

The structure will be the final link of the Baylands section of Capitol Expressway, now under construction from Almaden Expressway to Alum Rock Road.

The Carl Svenon Co. landed another $75,000 concrete structure at the Belmarine College. The structure will have a work shed to keep their crews going for some time.

The Cupertino Sanitary District awarded Bilardir Construction Co. a contract to lay trunk sewer line on Basalt Rd. to serve De Anza College. They also came in with a contract for the Montgomery-Wilson Sewer line. Bilardir, too, has had much being work had the season, and weather permitting should be in a position to keep the road going for the rest of the year.

M. C. Baldwin Co., of Watsonville, has started work on repairing the access road to the Almaden AFS at New Almaden.

In the southern part of the county, around Santa Cruz and Weiswinkel, work is holding up, with most of the contractors having plenty of work on hand and quite a few jobs let for this month.

Drummond & Bremsch is the first one in the valley to start work on the sewer outfall from the sewer disposal plant. This is one job that will have to go on until completion, due to the fact that rainy weather won’t bother too much.

Bigo Crane have a couple of truck cranes working in the area, hope most of the construction work which is under way.

The part of the construction business is sure picking up.

Paving jobs in the area are going like “a house afire.” Construction workers are receiving good work. Many gallons of midnight oil have been burned to get these prized conditions may be obtained. But the possible: strength to better represent our Union. They have worked years in the industry and industry - industry - industry - industry - industry - industry - industry.

WPA & FHA of the Depression area. During this time he’s seen great growth, better wages, fringe and working conditions and he’s still toiling on this finish hot roller for Piazza Paving Co. He worked for Barber-Greene over 20 years.

Learn by Accident?

Statistics Show No Curtainfall

By DAVE MARR

The general public does not realize that labor learns by accident, but we have been involved in several accidents lately where cranes contacted high voltage wires, and as a result, either one of our Brothers or a fellow worker has been killed or injured. As a result of our mutual safety and strong coopera tion, we have worked years in the industry and industry - industry - industry - industry - industry - industry - industry - industry - industry - industry - industry - industry - industry - industry - industry - industry - industry - industry - industry - industry - industry - industry - industry - industry - industry - industry - industry - industry - industry - industry - industry.

BOOM FOREST — with so many "sticks" in a confined area at the site of the new Santa Cruz Courthouse, it resembles a "boom forest."" Crows from Parrish Brothers is "grabbing a hole."

HIGH ROLLER — Brother Harry Jackson, of San Jose area, has been working in the area for several years. He is a member of the S.W.A. and FHA of the Depression area. During this time he’s seen great growth, better wages, fringe and working conditions and he’s still toiling on this finish hot roller for Piazza Paving Co. He worked for Barber-Greene over 20 years.

Thanksgiving Is Time of Year to Count Blessings

By BOB SKIDDEL

San Jose — November is the time to give thanks and gather with our families that through the jurisdiction and count out our blessings.

In reviewing the events which have transpired during the year, we feel Local 2 Brothers and their families have much to give thanks. It has been a year of accomplishment and achievement under the aggressive leadership of Business Manager, Clem and the Officers of the Union.

Many gallons of midnight oil were burned to obtain the present Contract, which has been favorable in the construction industry.

The Agreement added wages, better working conditions and fringe and included a Manning Provision, thought by many impossible to attain.

Talk to "Outiders" who have made their membership over the years and who take pride in their affiliation. They have worked years in the industry before fringes were established. They have, with some kind of awareness, among which is improved pensions and health benefits.

Through aggressiveness much has been accomplished. However, those priced conditions may be abused through lack of communication between you and your Union.

Continually, you should be aware who your steward is, and communicate with him on job problems and violations. If your steward doesn’t have a Steward, then notify your Business Representative.

Support your Union by attending all meetings. Report violations so that they may be corrected. Everyone will profit by your participation and the Union will continue to grow in strength to better represent you.

The Business Rep errepresentatives and office personnel of the Unions do not have office, with everyone and our families a very thank ful and Happy Thanksgiving Day.

Safety Meetings

November

(All meetings 8 a.m.)

Eureka, Nov. 17
200 Broadway
Redding, Nov. 17
100 Lake Blvd.
Groveland, Nov. 18
Prospect Rd.

December

(All meetings 8 a.m.)

San Jose, Dec. 6
700 Estury St.
Modesto, Dec. 8
100 P. Street

One gift if you don’t give her or him a gift that’s all...
The Knudsen Co., subcontractor to Utah Iron, has been well co-operating as always, October has passed along, shutting down for the season.

Operating published monthly by Local Union of Boilermakers, Foster Wheeler Co., No. 1 at San Francisco, Calif. Second class postage paid at San Francisco, Calif.

The Salt Lake Building is presenting rapidly and we may have a picture to submit to "The News" before too long.

Foster-Wheeler Corporation's job at Phillips Refinery, in Worms Creek, survived the Boilermakers strike which idled three similar jobs in Utah. This company, from Livingston, N.J., is at work to build three additional units at the refinery. A Hydro-de-sulfurizing unit, a superheating plant and a crude oil unit.

The foundation work is approximately 25 per cent complete. Construction of these units will include heavy and unusual lifts. The heaviest is a 216-ton lift and several up to 100 tons. These lifts will be accomplished with a gin hoist. The crude tower will go to a height of 165 feet.

The job will also include some off site work such as re-umping the crude plant and interconnecting piping. The job will employ 200 people at the peak, of which a good share will be operators. The intent is to complete the job in late January or February.

NORTHERN AREA

Work in the northern area has not been as good this year as was expected. Most of the work has been dirt work and as you know everyone it rains, and we have had plenty of that, the jobs have been slowed down or stopped.

J. B. Parson's on his job in Idaho, had to discontinue paving because of the extreme in dry and night temperatures.

Los Creek Dam shut down over night, but a bid was receipt on a small section with Gibson & Reed Co. low bidder at $37,100.

Jacoconis Construction Co. has started on the new ZCMI Building in downtown Ogden with Reynolds Construction Field Wake up all the late sleepers in the area with their pickets.

The job is a real good start for the Federal Tax Center on 13th Street with J. B. Parson doing the excavation. Between Ogden and Boontiful we have several companies doing sewer jobs. There will provide a little work for some of the brothers this winter.

SNOWFALL HIGHWAY

G ett Brothers are now completing their interstate highway at Snowalls. This has been a good job for several of the men. Five Construction Company still has several operators working on their jobs at Harrison Blvd. and Cherry Lane.

R. A. Hitchen Co. has been working long hours on the Covey Creek Dam. This has been a very good job for many of the brothers for the past three years; however, the completion date is drawing near.

Gibbons & Reed Co. has four units in the northern area. Their Hot Springs job south of Ogden has stabilized. There have finished all on the south side of the Weber Canyon opening and have started on the fill on the north side.

ECHO JUNCTION

The job at Round Valley is still holding up traffic in the mornings of the canyon. This is all rock and a real slow process because of the highway, railroad and river all running parallel to each other.

The new job at Lost Creek is still getting on hold. We have only about a dozen operators on the job.

Morrison-Knudsen Construction Co. at Echo Junction has been a great dependable project for the brothers this year. They are working grades staker from the State and hope to be able to haul waste this Winter.

EASTERN UTAH

October provided good weather to allow most contractors to put the finishing touches on grade and asphalt work in this area. However, work in general is starting to taper off with the off-road jobs being a little earlier than usual for this time of year. With fewer major projects to be let until next year, the outlook for Winter work looks dreary.

STRIKE OVER

Summing up the work picture, it has been good up till the last few days but it is dropping off rapidly especially with the Boilermakers Strikers who has idled hundreds.

Tingo Construction Co., at Dinosaur National Monument decided to take advantage of Utah Summer weather and moved in to another one of the gravel jobs and possibly pave the road they started last Spring. Peter Kiyer & Sons Co. sub-contractor for the bridge crossing the Green River on the same project, weather has finished and moved out.

20 MILK PIPE

At another part of the Dinosaur Park, Stagg Co. is completing 18 miles of grade and is in the process of moving in their crusher and crew. The scraper crew will soon be moved to another job near Green River on 17th Loc. No. 3 and Local No. 9 have worked together on this job as half of the project is in Colorado.

Corr Construction Co. has moved their hot plant from Idaho Canyon to the Manilla Highway in the Uintah Mountains. The weather was very good this year as we report. Peter Kiyer & Sons Co. sub-contractor for this job is laying the "sea" line.

Other work in the Flaming Gorge Area include: L. A. Green Co., working on the Sheep Creek Dam. They have finished moving in to Dutch John Dam with a small rock job on a road and are now working on a 20-mile pipeline from Uray to Romana. The ditch is completed and the pipe and crews both are finished and the line is to be paved.

NORTHERN UTAH

Northern Utah Company for the most part is held up indefinitely at this writing because of the Boilermakers strike.

W. W. Clyde has had two shifts working on grade at Coalville and this job also is nearing completion for this season. They are razing the weather at Wanship on the asphalt paving. The company wants to at least finish the first course of asphalt to hold it through winter months.

For a Union Tire Deal see Ralph De Lancey or phone 532-6233 (days) 731-0499 (nights)

This offer good only to Local 3 members. Bring this ad with you to verify membership.

New and recop tires - auto and trucks

FRIENDLY ROAD SERVICE

B. F. GOODRICH CO.

(Formerly Cochran & Celli Tire Co.)

Goodrich Silvertown

234 E. 12th Street, in Oakland

BLOOD BANK—donors here are smiling proudly after donating blood to Engineers' bank in San Mateo recent Building Trades drive. From left: Ken Bottari, Bill Brown, O.0. Brown, John Kathy, secretary at Local 3 San Mateo office; Ed Davenport, Don Greene and Business Agent Mike Kraynick. The Browns form a father-son dozen seen with Atkinson Co.
HAROLD RUSTON, EILL WEEKS, EILL METZ AND ERNIE SUTTON

MARYSVILLE—Business Repre­
sentatives of the Marysville District office express their deepest sympathy to the family of a lost loved one in the recent train accident at Oroville. We were at the scene of the accident and would be happy to be of service in any way re­
quired.

Also, many of the Brothers have asked us to express thanks to Mr. John S. Atkin­son, Vice President Idle­

...ers for the Mount Shasta train accident at Oroville. Our thoughts are also with the family of a lost loved one in the recent train accident at Oroville. We were at the scene of the accident and would be happy to be of service in any way required.

Also, many of the Brothers have asked us to express thanks to Mr. John S. Atkinson, Vice President Idle­...
Engineering News

Silver State Roundup

22 Miles Added to New Highway

By Norees Casey, Gal
Bishop, Jack Bullard,
Bob Vicks

RENO—Two bid openings are
stated this month totaling near
ly $4 million in highway con-
struction of 22.3 miles of road.

The Ballock-Secret Pass road, east of Elko, bid will be opened
later this month at Department
of Highways offices at Carson
City. Gov. Grant Sawyer's of-
fice said the job would complete
work on providing a paved route
through the Ruby Mountains,
and would add an important link
in the state's secondary system.

It is estimated construction will
cost $1 million to replace the
present gravel road with a
paved 28-foot wide pavement
paved route. The roadway on
d this west will be in Elko
80 at Ballock, and on the east
into the recently completed
Bureau of Public Roads project
over Secret Pass.

Included will be two concrete
bridges over Humboldt and Mary
rivers, and minor channel chang-
es on the Humbolt to eliminate
several curves.

The second project up for bid
opening is in the Butte Point
area, east of Winnemucca; esti-
mated cost is $27 million.

The route will closely follow
the present U.S. 40 roadway,
tying into a section of I-80 over
Golconda Summit, which was
completed in 1961.

This is the first major im-
provement of the route since
1940.

Meanwhile, northern Nevada is
realizing itself to put on its an-
ual cloak of snow, and curtail
construction operations for sev-
eral months.

The larger jobs have curtailed
their twofold operations in fa-
vor of one shift because of heavy
frosting in the area. Smaller
jobs, however, are still running
two to normal for this time of
the year.

We had hoped to announce
before this time the close on the
Lawton's to Eureka job, west of
Reno; however, now we un-
derstand the job won't be let
until Spring. Too bad, because
this is a rock job which could
have been worked all Winter.

Now that Duval Mining Co. is
working steadily at Copper Can-
yon, it is time we started our
organization efforts. Anyone who
is interested in mining and can
gain employment is urged to
make the move. This is a long
range job and has a potential
of providing good work.

Your Representatives will need
help in organizing and you help
for the good of the Union.

By Dave Rea

Survey Notes

With the coming of Thanks
giving, Nov. 25, we will pause
in our work routine to give
thanks for the many benefits
received. As we look back we
realize that these benefits have
increased with each new con-
tact, and look forward to con-
tinued strong leadership.

Work Load

Oakland District 2, over the
summer is running at a high
peak in all phases of sur-
veying with the Rapid Transit
survey work holding steady.

Land survey and Subdivision
work from Santa Cruz to Santa
Rosa has slowed down from this
time last year while Commercial
and heavy construction has in-
creased job opportunities.

With many hydro-electric and
water projects new under
construction, and new projects
on the drafting boards, heavy
construction looks forward to
another fine year.

Stewards

To strengthen your union, to
minimize violations and main-
tain a strong jurisdiction, the
Union has appointed stewards.

If there is not a steward with-
in your Company, contact the
Business Representative in your
local office, for only through
your continued support can we
effectively serve the member-
ship.

Organizing

Your Business Representative
spends a major part of his time
in Organizing the under-organized,
and is happy to report the ef-
flect of his efforts. Survey firms
from Fresno to Redding are signing agreements with Lo-
dal 3 increasing job opportuni-
ties for all Local 3 surveyors.

Agreement books are now
available in all of the District
Offices.

Phone correction, Dave Rea
(code 408) 263-3163.

Construction Equipment

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Everything For Construction

Layaways
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Cranes
Drills
Concrete Mixers
Telephones
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Truck Parts
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Grass Hoppers
Elevators
Wire Saws

Get it from

Edward R. Bacon Company

Construction Equipment

1510 Fourth Street
San Francisco, Calif.

Phone: 431-9700

or See your District Loan Officer Now
COMMUTER COMFORT—Is assured when the S.F. Bay Area Transit trains start rolling within a few years. All coaches are specially designed and air-conditioned. Tunnel work is carving out Berkeley Hills now while test track is down in Concord.

TOURIST VIEW—Visitors to Oroville Dam rarely are permitted to get this close to car dumping station. Cars are tipped over, emptying material into hopper and is taken by belt to stockpile.

DIGGER—The San Luis Dam "wheel" is still churning away after nearly two years of continuous operation. Here it is shown biting into bank at one end while loading trucks at the other.

PIPELINE—Job for Shell Refinery for its new Contra Costa addition is providing work for Lacol 3 men. Shown here is a 130-foot section being placed in trench along street near Lafayette. Pipeline will end at Oakland Municipal Airport.

SKY HIGH—This truck-mounted crane is operated by Ken White on new freeway construction going on in San Francisco.

NEAR ACCIDENT—Superb handling and keen awareness prevented a serious accident here on the Gordon Ball Franklin Canyon Freeway project near Martinez. The right rear tire "blew" at instant this picture was taken. The operator handled his rig perfectly and avoided going over bank on downhill grade.
Scenes from San Luis Dam

MORNING SUN—catches this P-H truck crane working on flood control and drainage ditch along old Franklin Canyon road in background. Note dirt spilling from drag bucket.

PROFILE—here is a Cat 657 scraper coming down the hill in the background at the Gordon Ball Franklin Freeway job near Martinez. Photos below are from same job.

ENGINEERS AT WORK—in top picture, Operator sits high and side-ways on Le Tourneau Power-Packer on San Luis dam. Next down, an 11-yard Marion dragline churns away on canal project while, next down, is a 15-yard shovel loading truck. Shovel is an electric Bucyrus-Erie. At bottom is rubber-tired Hough dozer doing 6 days work. Note dust over bank.

FREEWAY DIET SPREAD—men and machines churn on Franklin Canyon job. Shown here is a "nest" of 657 Cat scrapers and D-9 dozers. In left background is seen old Franklin Canyon road which has become out-dated due to increased traffic to Martinez.
East Bay Wrap-up

Sports Arena Poses Problems

By ED MEAKIN, STAN GABERS, JERRY BLAIR, TOM CARVER, and others.

OAKLAND—We are happy to report that this time work is still good and the outside of Oakland is beautiful. Jobs throughout the area are plentiful and more are being added each month.

Guy V. Atkinson Co. is making good progress on the Oakland Sports Arena and Coliseum and anyone desiring to go on the Nineteenth Freeway can see for himself. The area, which is the structure nearest to the freeway, is going up fast, and before long the roof members will be put in place.

Each member will have several welds in its length, and the welds will be made by a welder suspended in mid-air in a basket at the end of a boom which telescopes and Jack knives. It will look like the trucks you see the telephone service men using except smaller and capable of reaching a great deal higher.

On the Broadway-Caldecott job, Atkinson has opened all lanes to traffic and has moved out everything but the office trailer. Traffic was turned loose on November 1 and put an end to a major bottleneck heading toward construction of the $25 million first stage of the Hesper- berg Expreeway Overpass.

At the same time the completion allocated $100,865 toward the $25,109 widening of the Southern Pacific underpass at Pleasanton Road in Southern Alameda County.

The State Department of Public Works awarded a $61 million contract for the construction of a stretch of Interstate 80 freeway over the eastern edge of Alameda County. The award was given to Gallagher & Burke, Inc. and Pacific Interstate Construction and the work will start this month.

The project covers 8.3 miles of freeway, with a small portion extending into San Joaquin County.

GIVETHRU

GRAY FREEDLEY, GUY JONES, "GUTS" JERRY BLAIR, TOM CARVER, and others.

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REDINGTON—Strange things are happening here. It is the later part of November and we are talking of ice and snow in the Redding area, which seems to be very unusual.

The ice starts to form and we begin to take advantage of the sunshine and go out in the fresh air. We all get our fishing equipment out and get as much of our projects completed as possible before the one snowfall that is expected this month.

At present we have no major jobs breaking, but the weather is looking better and we hope to see a lot of people coming out of the Jackson Creek Dam project. This area will receive more than $11 million in funds for highway construction next year. The money will be used to build bridges and support the existing Interstate 5 freeway construction north of Redding.

The project will include the construction of a new bridge on the north side of Redding and three miles north of Orland. The project is estimated to cost $260 million, and a total of $100 million is budgeted for next year.

Not included in the construction plans for the project is a $2,000,000 project to widen the existing bridge at Sacramento River in Redding.

Other Shasta County allocations are $1,200,000 to complete financing of Interstate 5 freeway construction for four miles north of Orland, including an interchange at Salt Creek; $300,000 to construct a new bridge at Sacramento River in Redding; and $250,000 to construct a new bridge at Antler on Interstate 5 for a traffic center harbor.

The state and federal highway construction program for fiscal 1970, which includes the Redding project, is estimated to cost $1.65 billion.

The Senate approved and sent to the assembly a bill that would create the Whiskeytown-Shasta-Trinity National Recreation Area. This bill was introduced by Senator J. Fellowell, R-Redding.

The bill authorizes $22 million for the purchase of 1,650 acres for the recreation area. The funds will be used to buy property for the future Highway 3 along the Siskiyou County line.

The commission's budget calls for $10 million in funds for highway construction. Of this amount, Shasta County will get $575,000 and Trinity County, the same amount of federal aid that we are expected to get.

The Assembly will consider the bridge project and the Whiskeytown-Shasta-Trinity National Recreation Area in the near future.

The bridge project is estimated to cost $2.5 million, and the recreation area is expected to cost $22 million.

We have made some progress in the future Highway 3 along the Siskiyou County line.

The bridge project is expected to be completed in the near future. The recreation area is expected to be completed in the near future. The bridge project is expected to be completed in the near future.
**SANTA ROSA REPORT —**

**State Construction Budget Favors Redwood Empire**

By RUSSELL SWANSON and WHITE WHITAKER

**SANTA ROSA**—The State of California has budgeted several millions of dollars for highway in the Redwood Empire for fiscal year 1966-67 to construct interchanges at Third, Fourth and Fifth Streets and College Avenue, in Santa Rosa.

Included in the $4 million is an undercrossing at Ninth Street. These changes will convert Highway 101 in Santa Rosa from a "road" to a full "freeway," and will alleviate the bottleneck existing and will connect another link in the ever-improving freeway system.

Ninety-five thousand dollars is budgeted to landscape Highway 101 between Edwards Avenue and the Mendocino Crossover, which also includes the Steel Lane overpass in Santa Rosa. One hundred thousand dollars is proposed to install underdrains at various locations near Fort Ross.

Going north we find about $6 million earmarked for construction of Highway 101 into a 4-lane freeway for five miles near Cummings.

The project involves constructing the highest highway embankment in California at Squaw Creek, about 600 feet long and 370 feet high. The Grizzly Creek embankment will be about 500 feet high and 800 feet long.

The project also includes constructing four sidehill viaducts, totaling one-half mile in length to carry traffic lanes because of the rugged nature of the terrain at an estimated cost of $13 million: about $10 million is in the budget.

Two million dollars was budgeted to extend the two-lane Route 20 expressway east of Highway 101 near Calpella, $100,000 allotted to straighten portions of Highway 20, and we should have our fair share of work.

It may not be the proper time to write about unemployment insurance, but in as much as the laws have been changed we should like to give you information on the most important changes.

As those of you who have obtained benefits in this area know, we have been extended every courtesy, and complaints are non-existent concerning Operating Engineers. (Incidentally, should you have a complaint, bring it to us and we will do our best in settling the problem.)

Now, to talk about the changes: First, any new claim where the benefit year starts after October 1, 1965, the maximum benefit has been raised from $55.00 to $75.00 per week, which will in time increase the benefit of most engineers.

The other change, which we feel is most important, concerns anyone quitting a job without "good cause." Formerly, there was a five-week penalty for quitting.

Under the new regulations, you should quit without good cause, then when you file with the department of employment for benefits, you will not be eligible until you have earned an amount equal to five times your normal benefit. (EXAMPLE: If you are eligible to receive $50 per week, then you must earn $275.00 from a covered employer before you can receive unemployment benefits.)

A word of caution, now that people have been informed, but careful of quitting a job without good cause late in the year when the weather is such that work is scarce. It may be a long period before you earn enough to satisfy the requirements of the new regulations.

**BLOOD BANE**

We are going to need additional donors for our blood bank. A few Brothers are slated for serious operations. At this time we wish to thank both Brother Carl Nelson and Joanne Ringer for their recent donations to the bank.

**NEW FREeways** — Gordon Ball Co. is putting final touches to Ukiah freeway by-pass. Here is a Gunnert Zimmerman slipform power over work.

**Sierra Projects**

To 'Top Out' At Turn of Year

Continued from Page 6

Erated to 1,200 feet at which time further studies will be made to finalize design and find cost and type of power house equipment.

A contract for $139,981 was awarded to Wright and Hark Gravel Company of Sacramento to construct the concrete dam on Lark Road.

Three bids for the project were opened Thursday ranging as high as $227,323. The contract was awarded and the construction will extend from the old U. S. 50 freeway interchange near Ororoado Hills for a distance of 3.1 miles south toward Lake Tahoe.

The White Rock Powerhouse and Penstock should come up for bid about January, while White Rock Powerhouse which will be a two unit 200,000 k.w. plant, will be the largest Powerhouse on the project, which is located near Placerville on the south fork of the American River.

The Powerhouse is scheduled to go on the line in early 1967. It is the feasibility of the underground of the river are under construction, plus foundation excavation for the 20-foot diameter 1,500 feet long penstock condition of the Powerhouse and Equipment installation are scheduled to begin in January, J. A. Jones Construction Company has the Powerhouse excavation and Penstock foundation contract.

Schenker Bros., told us the other day that they had been awarded a second 72,500 K.W. unit at Camino Powerhouse, 150 feet high Brush Creek Dam, Brush Creek Tunnel and Jones Fork Underground Power Plant.

Bennett Murray Co. is still working on the Road job at Gretty Creek and making good progress along with all the men in the county.

Joe Vietti Construction is trying to get the hot stuff down on all the little jobs before the winter sets in.

We are holding mail for the following men:


**A TIPSY CRANE** — This 70 Northwest leveled over the side of a low-bed trailer while being transported to Vermont, and the crane was raised into a large invent of the bridge in background, which had nothing to do with the accident.

**HIGHER LEARNING** — new buildings are shown at Sonoma State College at Rohnert Park, north of Petaluma. Here former hand, Pacheco talks with Loyal Mungo and Bill McGeehan, working for Arthur B. Stini. Crane in background is by Maino Construction.
Continued from Page 6—

five weeks work on under-
ground work for the Alliston Powerhouse job. B. C. Richter and Harmis Brothers have a few more weeks on the same project operation south of Graveline. Frank Pulper Logging Co. is burning debris on 40 miles of clearing on the Feather and Sardine Rivers.

WEST SIDE FREEWAY

Kievit has finished all sub-
grade on the northbound of the freeway at Willows has completed all subgrade and paving of the northbound of the freeway at Willows, and is preparing for the next segment of the freeway at Willows. The George Whiting Co. from Arizona, was awarded a job from the Bureau of Reclamation for five reservoirs, pumping stations and 50 miles of canal.

LEGION R.I.D.B.A.P.

A Tiberios finished all the dirt moving on the Corps of Engineers site on the Sacramento River. All that remains now is grading up to the high line for 25 feet. This work is being performed by the Corps of Engineers, and is being performed at a rate of one mile per week. The George Whiting Co. from Arizona, was awarded a job from the Bureau of Reclamation for five reservoirs, pumping stations and 50 miles of canal.

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Obituaries

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*Accidental Deaths (8)

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**Still a few Kinks'**

Fresno Journeyman's Improve Skills

BY JOE MILLER, STAN BERGMAN, CECIL ODGE, RAY PHENNEGER

FRESNO — Activity in this area has decreased about the 3-10 level from the previous month. The area continues to be very active and the work or job picture is very good for the members. Projects of every description are underway and in high gear in all parts of the district. Up to this time we have been unaffected by any adverse weather conditions.

The general heavy construction work in the earth moving field is still holding very strong and is keeping the large majority of the men working. Building and related construction is also doing very well. A considerable amount of industrial and commercial type construction is being done in the Fresno area.

Housing construction is holding about the same and tracts are under construction in the north east and west sector of Fresno.

The Rock, Sand and Gravel, Concrete and Asphalt Companies are all busy. They seem to be gathering momentum at the present time and are more active this month. We hope that this trend continues.

JOURNEYMAN TRAINEE

The Journeyman Training program is off to a fair start in the local area. We now have a few trainees enrolled in various sections of the area. They are under instruction on the job as well as in the classroom.

We had some minor difficulties during the first week of instruction but the problem has been overcome.

By cooperation with all parties concerned, there is no reason why this cannot be the greatest thing for the industry and our membership that we have done in keeping pace with the problems of automation and union progress.

The Journeyman Training Program in conjunction with the Apprenticeship Program will be of untold values to our people and the industry in the near future and for years to come.

By upgrading the skills and proficiency of our membership we will have helped them do a better job and reduce the amount of time they are unprofitable.

This will, of course, create higher productivity for the employers and the quality of work performed, will be even better than at present.

The Operating Engineers will make this program work.

We would like to thank the Journeyman Brothers helping the Journeyman Training Program get started. In talking with brothers on the San Luis Don, they are understanding the Journeyman Trainees and are giving them a lot of help.

APPRENTICES fog

As many continuing young men interested in the Apprenticeship program, should send them into the mill. We will be happy to give them an explanation of the program.

A WORD ON SAFETY

We will not expend on the activities which took place last week, causing the loss of one of the good brothers. Instead, let us use it as a guide by which to work more safely. Just remember, the more we talk about safety the less we read or hear about accidents.

SAN LUIS AREA

Work in this area is still progressing at a fast rate. The San Luis Dam project is still in progress.

On Reno No. 1 Guy F. Atkinson, Associated, was badly injured on the job, both his legs were broken. The Accident was caused by a horse running across the road.

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DISTRICT MEETINGS

All three district meetings were held as follows:

**DECEMBER**

District 16
San Ramon, Dec. 2
Veterans Bldg.
351 Bennett Ave.

District 5
Fresno Lumberman's Bldg.
316 Olive St.

Salt Lake City, Dec. 10
Transistor Bldg.
455 E. 800 S.

District 11
Sacramento, Dec. 12
134 W. Taylor St.

**CREDIT UNION**

**DECEMBER**

(All 8 p.m.)
San Francisco, Dec. 8
Fairmont Hotel, 474 Valencia St.

Eureka, Dec. 14
12th St. and R St.

Stockton, Dec. 15
503 Palace Hotel, Main St.

Marysville, Dec. 16
1016 T St.

**IT TAKES Grit**

Marin County Work Peaks to All-Time High

By AL BANSING and JIM JENNINGS

SAN RAFAEL—Work picture is all-time high. The largest job is 35-97, "Redwood Hill," opened south of Nevada, employing 38 members of Local 3. The peak operation is doing all the underground work with approximately 20 members unempl. 

The peak operation is doing all the underground work with approximately 20 members unemployed. A short time ago we were awarded a contract by a Fire Chief of Bolinas Bay, Jim Silver. Jim is always recognized at a distance by the big riggers he smokes.

The latest addition in superstructure is Joe Bapst, Joe Stewart is Brother Bob Anstrom, Bob Tiller is Brother Joe Kandis,

The company holds its safety meetings each Monday morning, which are designed especially to report unsafe conditions, and how to correct them. The firm performing the survey work is Finch and Company.

H & H Construction (the Deboth's掖 job) is known as a Ministry of Love. It is run by the Federal Pacific and is near completion. Some of the brothers who are presently working on the H & H job are: Fred Cole, D. C.; J. F. Markley; Shorty Mills, Richard Scott, Clifton Morris on Wm. B. St.; Ray Schenk and Ted Hicks on 14; Harry Miller, mechanic. Analysis from: Brothers Russ Burns and Matt Cerrone.

If H & H is also Brother Roy O. Druescher working on the job.

NEW WORK

Four dam construction projects are to be constructed at Angeles Island Point at Yacht Cove, West of San Diego; the first of which is a portion of the Los Angeles aqueduct and at the mouth of the Los Angeles River. The work is being done for the Public Works Building in Sacramento on October 20, however, the dam has been awarded a November 3—due to an addition to this contract.

Ghilotti Brothers has been awarded a sewer construction job in Tomsahimah Valley, northwest of Richards Bay Bridge.

C. H. C. Cunningham, of Oakland, has been awarded street and road work on the Fairfield Road. A recent addition has been a water transmission pipe line. The town of Stockton, California, were awarded a sewer construction and water supply system job by Ghilotti Brothers and the construction of bank protection at San Jose Creek was awarded to Ghilotti Brothers, in addition to a sewer construction job at Barkley Park.

A $47,500 contract was awarded to the Government to American Pacific Construction Company of Los Angeles, for construction of water transmission lines.

Chas. H. Cunningham, of Ogdal, has been awarded street and road work on the Fairfield Road. A recent addition has been a water transmission pipe line. The town of Stockton, California, were awarded a sewer construction and water supply system job by Ghilotti Brothers and the construction of bank protection at San Jose Creek was awarded to Ghilotti Brothers, in addition to a sewer construction job at Barkley Park.
Prospects Bright for Eel River Flood Control Project Shortly

RAY COOPER and BUD MALLETT

EUREKA — The time was at this time of the year our report roads "failed" and the work load starts to slow down; but here we are with the month of October nearly behind us and all jobs are going full blast.

There are several riprap and bridge jobs that need a break in the weather in order to get out of the river bed before the rivers rise.

Due to the Boleinaker's strike we have had quite a few brothers off work at the Crown Simpson pulp mill, but presently their contract is before the membership for ratification and we hope everybody is back to work within the week. At least these Brothers can look forward to a winter's work. Arthur B. Sirt Co. had a good start with its jobs in the area, moving dirt while it's dry. Silverberger Construction Co. has a quarry going at Willow Creek, furnishing rock for their Fortuna-Eel River Levee job. Speaking of the Eel River, we understand, from official sources, that the levee has been allocated for flood control on the Eel River for next year. We certainly hope this project gets started right away as it is badly needed.

Osborn Construction Co. moved to the Rio Dell disposal plant, and is finishing up the Rio Dell bridge repair job.

Green Construction's Scotia freeway job is progressing with Brown Bros. doing a lot of dirt and getting in good hours. This job will be "motherload" as soon as heavy rains hit.

Muirson-Kendall Co. completed their freeway job at Dean Creek and is completing the story of Jackson along Highway 101. Most of the equipment was parked at this time, but we hope to see the company around next spring.

Muirson-Kendall encountered a number of problems on repairs to Hepet Hill Bridge at Miranda and getting their power men "in" and keeping the water out.

Alliance Construction Co. is finishing up local jobs and will be moving on to a recently awarded county storm damage repair job at Mattole.

Most local contractors, Tom Coy, J. L. Conner, Art Burman, Mel Knabe, Art Paving; Mike Matson and others are keeping the Brothers busy finishing the various jobs.

Other contractors, meanwhile, are working long hours to complete their jobs before it rains. Most jobs in the Crescent City area will be finished by the end of this month. However, Gibson & Field was the low bidder on a job let October 20th, for flood damage between its Fork Road R190 and Guerneville.

Friedrichsen & Watner moved most of the equipment out of Klamath. This was a good money job for most of the brothers.

The work picture over in Hoopa-Orleans area is about the same as well. College, Mendocino, Creek-Fraser was awarded a good job just east of Willow Creek; Grade Construction Co. was the low bidder for removing the big slide behind Willow Creek.

Around Bridgeville, Baldwin & Warren is getting the finishing touches to bridges and approaches. Seventeen million has been approved by the Division of Highways for the project, and over $900,000 has been allocated for another section of full freeway from Dean Creek through Gar-

NEW SHOP AGREEMENT

We have recently signed an agreement with Erman's Tractor Service (Moore Equipment) and welcome them into our great organization. Erman's A.C. Shop is located on Jacoba Ave., north of Forestville.

We are sorry to report another accidental death from this area. Apprentice Darrell Evick was a fine young lad, 20 years old, and was just getting started as an Operating Engineer. The trust crane he was on came in contact with high voltage lines and Darrell was electrocuted when he stepped out of the cab onto the ground.

Fortuna Levee job. The Fortuna school desk is due to the membership for ratification and Fredrickson and Murphy Pacific encountered its Peak High.

The Vallejo office extends sincere sympathies to Brother Henry Olson, whose wife recently passed away. We also extend our condolences to Mrs. Jack Mutter, widow of Brother Jack Mutter, who passed away October 18. Jack was very well known and liked among the Brothers.

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San Jose Blood donors for the Whittier Hospital. Our thanks to the following donors: Theresa Dwyer, James T. Kelly Jr., Vincent D'Amico and Bill Dooner.

Our condolences to Mrs. Jack Mutter, widow of Brother Jack Mutter, who passed away October 18. Jack was very well known and liked among the Brothers in this area, and will be missed by many of them.

We wish for a speedy recovery to J. H. Bradshaw, convalescing at home, and to Reginald Batson, recovering from an Industrial Accident. Brother Bob Lyons is still hospitalized due to an Industrial injury, and we trust that he will be well enough to go home soon.

SACRAMENTO

It is with deep regret that we extend sympathies to the surviving family and friends of the six following Brothers who passed away recently from this district: Ted Brown, August Desmittler, Ernest Gassaway, Marion M. Inell, Charles Jevs and John Walker.

OLDTIMERS

"Oldtimer" pictures from this month were provided by Brother Alexander Bone, of San Jose, who has been a member of Local 3 since amalgamation in 1908.

Brother Bone was initiated into Local 482 in December, 1912, and we will celebrate 20 years of active union participation during 1963. Brother Bone has paid his dues annually and never missed an opportunity to support the principles of Local 3. Today at 71 years of age, he is still "a Local 3 man."

An interesting side note is provided by Brother Bone relating to the bottom picture at the right. It is the procedure for "fireproofing" the Austin-Western roller with the big eyebrows.

"To start this monster, you bark the spark, release the compression, open the intake valve, fill the mixing valve, your one-half can of Prince Albert with gasoline down through intake valve and shoo both cans far away into the clutches to close down on the dog. Now climb up to flywheel and pull 'er over!"

The "Engineers News" appreciates receiving these "oldtimer" tid-bits, and we have received many remarks from people who have followed the pictures and stories. Our thanks to you Brothers who have made it possible to bring these pictures to the rest of our over 100,000 readers.

Next month, we will feature pictures and stories from two areas, Vyltayon Sivils, of Creek and is completing the freeway job at Dean We are sorry to report another Brothers of Prince Albert with gasoline down through intake valve and shoo both cans far away into the clutches to close down on the dog. Now climb up to flywheel and pull 'er over!"

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