New Hospital-Med Benefits for Retirees

Operating Engineers Local Union 3, already in the forefront for wages and conditions of its working membership, is taking another giant step for a better life for its retired members and their wives.

Effective January 1, 1963, a $100 monthly pension maximum will become a reality for all retired members drawing benefits from the Operating Engineers Pension Trust Fund.

Also on January 1, retired members and their spouses will begin to enjoy hospital and medical protection won through their union.

Announcement of the new benefits was made early this month by Local 3 Business Manager Al Clien, co-chairman of the Pension Board of Trustees and of the Retired Operating Engineers Trust Fund.

Co-chairman of the Trustees for both funds are Brother Clien for the union and contractor Felix Sbrf for the employers.

TRUSTEES


Our pension members know better than anyone else can tell them how valuable the $100 monthly "normal" pension will be to them in their years of well-deserved retirement, and how much security their families can derive from the 3-month pension guarantee, which means that the checks will continue going to the wife up to three years after the member qualifies for pension, even if he should pass away during that time.

WORTH $12,593
But it is useful to note that if our member had to pay for this protection himself by buying a standard $100 per month annuity policy, starting at 45 years of age, which is the average age of the Local 3 membership, he would have to pay $49.20 per month from age 45 to age 65, a total of $13,593.

Also, the new hospital and medical benefits to the retiree and his wife actually make his pension worth at least $115 a month, as our union's welfare consultants say it would cost at least $15 a month for a medical insurance policy that would not be quite as good.

The commercial health insurance policies which are available to senior citizens, for example, contain a lifetime maximum limit on benefits which goes as low as $600. Our Local 3 hospital-medical policy for pensioners pays on each disability, without a lifetime maximum annual.

PAYABLE FOR JANUARY
Under the new scale of Pension benefits, all those retired members now receiving $60 a month will get $100 a month starting January 1. Those now receiving $30 a month will get $50 a month for each year they are in this group, and will receive proportionate increases in their monthly pensions.

The new pension amounts have been computed for each retiree and will be included in the checks received in the last week of December.

The new health protection for retired members will pay $12 a day toward hospital board and room for a maximum of 31 days on each disability of the covered member or his wife.

There is an allowance of up to $150 for hospital extras for each illness.

SURGICAL SCHEDULE
A surgical schedule sets various amounts to be paid for operations, up to a maximum of $500 for each operation.

An allowance up to $60 is provided for diagnostic, X-ray and other laboratory services in the hospital.

The retired member and his wife are eligible to claim these benefits in any month in which a pension check goes to the home. This means that even if the member has passed on, the wife continues to be eligible if pension checks are still coming under the 36-month pension guarantee.

A printed booklet listing the benefits and explaining the
Don't Have to Eat Dust

Dust is an inescapable condition of most earth-moving operations and materials handling, but now the operator doesn’t have to "eat" the dust.

That’s the happy word from Local 3 members on a particularly dusty San Francisco job who have been using a new protective device, the "Whitecap" filtered-air helmet.

Unlike the conventional respiration or dust mask, the Whitecap is a rig looking like a "space helmet" that combines in one piece, a shock-proof rator or dust mask, gear; goggles have been air flown downward over the operator’s face and out below the neck shroud that completely encases the operator’s head and combines the functions of a face shield, googles and air-purifier.

FILTERED AIR

A filter/blower operating off battery power is mounted on the rig and a flexible hose running from it to the helmet blows a constant stream of fresh, filtered air down over the operator’s face and out below the neck shroud with enough pressure to prevent black dust or contaminated air.

Special filters can be added to screen out gases or chemical vapors and to warm or cool the air going to the operator if climate extremes are a problem.

The Whitecap respirator has been tried and passed with flying colors by the Arthur ("Buzz") Hawkins Equipment Co. on a site preparation job for Standard Building on 19th Ave. in San Francisco.

Haskins installed a crusher on the site to break up the excavated rock and stockpile it for later use as select material for roads.

Brothers George Hillman and George Crane, operating dozers right under the crusher belt to stockpile the material, had to work in constant clouds of thick dust, and Haskins installed Whitecaps on both rigs for protection.

THE VERDICT

This is the verdict of one of the operators, Brother George Hillman:

"I use mine all the time. It’s very successful. I’ve been on equipment for 30 years, and I never found anything before that would work. When I used the masks that fit over your nose and mouth they would steam up and get too uncomfortable to wear, and I had to wear goggles.

"With this mask I don’t need goggles, I get fresh air all day and my face is clean at night. I think everybody doing dusty work should wear them."

Whitecap is manufactured by the Jamestown Laboratories, Van Noy, Calif.

CL OUD S O F D U ST swirled around this pile of rock as it cascades down from the crusher belt on the Standard Building site-preparation job in San Francisco (top photo), creating intolerable dust conditions for the operator. Stockpiling the material until Whitecap filtered-air helmets were provided for the operators. (Below) George Hillman, on a dozer, wearing the Whitecap helmet; says it’s the first truly successful air filter he has used in 30 years on equipment.

San Francisco: Trouble On Golden Gateway Job


Work is spasmodic in San Francisco, but not bad. The biggest portion of placements continues to be on short-term jobs, but there is a lot going on.

Case Foundation, a building ground work on Perini’s Golden Gateway renewal project, is running into nothing but trouble. They were going to pull up the old piling that honeycombs that area and put in the new piling, but found that the old sticks won’t come out and they have to drill right through them.

A big, special drill rig was brought out from the East capable of drilling bores up to 120 inches in diameter and 120 feet deep, but having to chow through the old wood, it slowed it down painfully. Case has 300 piling to go in and had hoped to be through by early January. At this writing only about 30 piling are in. Looks like it’s going to be a long haul.

HOSPITAL START

Flomo Bros. has started on the new Mary’s Hospit al Hospital at San Francisco & Alvarado, excavating and loading, for foundations; but because the area is small, not too many rigs can operate at one time. It looks like about four months’ work for a small crew.

Work is starting to roll on the extensions of Alemany Freeway, westward by Harvey, who’s now running under 15-stories of men, and eastward by Peter Sievertson, who are a bit slower getting started.

KTRW Wrecking Co. is going great guns stripping down the inside of the old Pacific Gas & Electric Co. building and stockpiling the materials for later use.

WESTERN DIV.

Eichler Homes is getting foundations on its two-apartment developments in the Westsiders Addition, and in Visitacion Valley, and should soon be getting up the ground floors.

Ben Gerwick is driving piers for the new retiree hospital and medical plan is in preparation. Copies will be mailed to each retired member, and there will be copies of the booklet at all Local 3 offices.

SECURE FOR LIFE

"It has been guided in all decisions by competent legal counsel and pension actuaries and has managed affairs so that now the benefits to you, the retired member, and to future retirees can be increased substantially, yet with full regard for the financial soundness of the Trust. For this is an insured plan—once the pension credits have been purchased, you can feel secure that they will be forthcoming for the rest of your life.

"It is the earnest hope of the Officers and Executives Board members of Local 3 that this Pension Plan can be improved further at some time in the future."

$100 TOP PENSION

Continued from Page 2—

By T. J. STAPLETON and STAN GABER

This month’s report shows the health of the brethren still working and contractors taking advantage of the good weather since the October storm which drenched Marin county with over nine inches of rain.

From all indications, the outlook for the North Bay area looks good for the North Bay area in the construction field. Now is the time to call to your attention that the year buttons for 1963 are now available. First brothers to come up with a full year’s dues for your cards: Lyle Gilson, Wm. T. Gilson, A. E. (Joe) Singleton and R. H. Leskey.

Leiho-West job at Bel-Marin Keys is in full swing again after being shut down due to the storms. Brother Jose Glenn is the foreman on this job. In our last issue, we had referred to the foreman as Carroll Smith, and we stand corrected. Brother Smith is the superior guy for the sewer, Brother Smith. At this writing, we hear that Brother Smith was hospitalizied at Novato General. Our best wishes go to him for a speedy recovery.

3RD STREET

Plombo Bros. was recently awarded the first place of the 3rd St. job for street, curbs, gutters and sidewalks at a cost of $110,615.

Linscott has recently acquired an asphalter fully of D.E., Cat Blades and D.W.21s, at present is busy at Terra Linda, finished the Fairchild plant and are back filling the Westside, Tiburon.

Brother Kirby Mitchell is now associated with Linscott in general super.

Conness Construction just winning up their P.G.E. subdivision job at Saulville, now digging electric lines at Tiburon.

North Coast Construction hard at it behind the old Sabella’s at Aliso.

Starr & Harms going full speed on their jobs at Terra Linda, Novato and Mill Valley.

We in the San Rafael office—Tom Stapleton, Stan Gaber and Terry Haag—wish you and yours the best in the coming holidays.
Survey Notes: Start First Apprentice Class

BY ART PENNBAKER and HOWARD WYNN

The first class of Apprentice Chiefs of Party was started at the Land Surveying Campus of the Oakland City College on November 19. This well-attended course of instruction is being taught by Landon D. Barnes, a certified Chief of Party, and his assistants, Kenneth Q. Volk & Associates at Oakland, Calif. The text being used is "Handbook of Survey Notekeeping" by H. A. Booth and C. F. Tafford.

The following, from the preface of the text, sums up the direction of the course:

"It is an impossible task to attempt to develop a set of standard forms covering all survey operations that would be acceptable to all surveyors because, even though operations in surveying may lend themselves to standardization, surveying in general does not. Furthermore, the survey conditions under which the individual party chief is required to exercise personal judgment are so varied that to attempt to develop a presentation, that is, the field notes, would impair the development of the surveyor's most important attribute, judgment.

The information contained herein is presented because it is pertinent to the party chief. Even though the recorder, or notekeeper, of traditional surveying still exists on certain types of survey projects, modern practice, especially in private work, places the responsibility for field notekeeping on the party chief.

"When the information in this manual is understood, the reader will be able to develop notes to suit any survey problem and will also be able to adapt himself easily to any forms or systems he may be required to use."

We have completed our first test and are now in the process of evaluating both potential apprentices and certified Chiefs of Party.

SECOND TEST

In conjunction with the State of California, we are now developing an apprentice test battery designed for the young man with no experience to determine if he has the potentiality for developing into a qualified surveyor. It cannot give an absolute answer, but it can give a person an excellent idea of the direction he should go to develop a successful life work. This will be one more tool to help upgrade the pool of men doing survey work and to upgrade the survey industry.

TEST FOR CHIEFS

In order to know the aptitude of a successful Chief of Party it will be necessary to run some of the presently-employed successful Chiefs of Party through the test battery. The results of the tests are confidential with the State of California, and neither your employer, your union nor anyone else has access to them.

If you should be one of those asked to participate in helping to upgrade your survey industry, please offer to spend the two hours necessary to get this information. It will be to the benefit of every man on the same crew, if we can ensure adequate personnel to carry on this business of surveying.

More About Wm. Woodyard

Continued from Page 7

California since he was four years old. He got his schooling in Southern California, and his first job was as a refinery worker in a Standard Oil refinery, where he joined the Boilermakers Union.

He was initiated into Local 3 in March 1932 and has worked mostly in road construction, operating a Gravelichi, and in gravel plants landing materials with crane and bucket loaders. His longest spell with one firm was 15 years with A. Telleth & Son.

His first union responsibility was as an elected member of the By-Laws Committee. He subsequently was elected District Executive Board member from his area.

Brother Woodyard served in the Army in Europe during the World War II, in a Tank Destroyer (armed artillery) outfit.
Subdivisions Help San Jose

By A. J. HOPE
G. L. MOORE and
J. N. HALL

Work in the San Jose area is holding up well. Many of the jobs are being completed, but subdivisions and other types of work are keeping most of the brothers busy.

Dan Caputo Co. and Gibbons & Reed submitted the low bid of $1,605,189 for the contract to widen Route 17 Freeway between Forest Ave. and Raymore Freeway. The bid includes the addition of two lanes to the present four-lane roadway and improvements to the Coleman Ave. interchange.

The project is expected to be completed by late in the year. Dan Caputo is doing good progress on the structures and Gibbons & Reed have three finishing crews laying the base on the off-ramps and frontage road.

Ebert and Spartan were the low bidders on a $101,235 contract for storm sewer work on Piedmont Road in Berryessa Creek. Picano Bros. were the low bidders on the sanitary sewer contract at the Brokaw Airport. This went for $50,725. This firm was also awarded a storm sewer contract on Briarwood Ave.

BIG JOB START

The contract for a multimillion dollar construction of an International Business Machine Corp. plant to be located in the Alman- den foothills was awarded to Swinerton & Walberg. Work is scheduled to start on this project in December, with completion in 1964.

Early Stolls and M. K. are showing good progress on the San Jose Dependal Plant. At the present time they are using seven Track Cranes and four Western Austin Boom Cranes, one N.W. 60 Backhoe and three 3B Cat. Santa Clara Sand & Gravel are handling materials for this job from the Milpitas Quar- ry. Pinelike Construction is spreading the material.

MUCH PAYING

Sousgroth Bros. are busy in several subdivisions in the area where they are paving eight service stations in Mt. View. They are doing the grading and Helen Lande and Ernie Pestano are doing the sewer work.

Frederickson & Watson are do- ing the paving on the San Jose Airport and expect completion within a couple of weeks.

Rush for Union Housing

NEW YORK—More than 52,000 applications have been received for the 801 apartment units that Typographical Local 6 and the city of New York are building in Queens.

The $16 million housing development, covering six city blocks in the heart of the boroughs, will consist of seven buildings, each 15 to 18 stories high. Called Big Six Towers, it will be a "limited- income" development permitted by state law and operated by I. D. Robbins for the union under au- thorization of the city Housing & Redevelopment Board.

All the suites will be cooperatively owned, with each one having its own garage. The buildings will consist of 1 to 3 per cent of the 11-acre site. Unusable ground area is greater than the figure would indicate because upper stories are cast- le walling to enhance the ground space.

Plans call for an X-shaped building with eight cross-venti- lated apartment floors; circu- lar sitting and play areas; and a landscaped promenade mall with adequate space for traffic within the community. The road floor of each building will be reserved for lodges, offices and community rooms. Outdoor parking will be provided.

HOME PEACE CORPS

NEW YORK—The United States needs a home front peace corps and "one people need the challenge of volunteer service," said Dr. Leo Peskill of the APL-CIO Community Service Activities ad- vised Army-G. Robert Kennedy in response to a questionnaire.

During the past month I had occasion to attend a series of special meetings in Utah—at Ogden, Nov. 14; Provo, Nov. 15; Vernal, Nov. 16, and Salt Lake City, Nov. 17—at which the membership voted on whether to take all of the wage in- increase due January 1 on the pay check or use 5 cents an hour to start a Pension plan.

The Utah members voted overwhelmingly, by a margin of 20 to 1, in favor of the recommendation of the officers that 5 cents an hour be allocated to the Operating Engineers Pension Trust.

It was good to have this opportunity to visit with the brothers in Utah and get their reports on the state of the union in that area. They are looking forward to a good employment situation in the coming season.

In addition, we attended the quarterly District Meetings in Stockton, Oakland and Sacramento. I was extremely sorry that I was unable to attend the meeting at Watsonville due to being in Utah for the series of special meetings there.

The meetings in Stockton, Sacramento and Oakland were extremely interesting. It goes without saying that it is always a pleasant and rewarding experience to visit with the brothers in the districts.

We are in negotiations with Permanent Cement Co. for their Hawaiian operation, and while we haven’t settled the money issue as yet, the negotiations are proceeding in an orderly fashion, and we hope to have this agreement behind us before the next issue of our paper.

I would like to take this opportunity to commend the members of Local 3 as well as all the rest who voted in the recent General Elections. The results were, on the whole, extremely satisfactory from the viewpoint of organized labor.

The November elections showed that the people are giving great thought to returning to office those people who have done a good job for them. This was true not only in California, but also in Nevada and Hawaii—and in some instances in Utah.

In a democracy, everything depends on the citizens exercising his right to vote and doing it seriously and intelligently. The elections we have just come through attest to a basis for some controlled optimism in a time when the very principle of freedom is being tested by history.

You will note in the report from Hawaii that the Local 3 office in Honolulu has been moved. This will be a considerable improvement, giving us—among other advantages—much better parking facilities for our members and more office space for our expanding activities in the growing new State of Hawaii.

For some time now, we have been thinking about the many advantages our members might derive from having a Credit Union in Local 3. A Credit Union is an inducement to thrift, as well as a place to turn to when a person is in need of cash, as most of us are at some time or another. It can make a lot of difference to be dealing at such a time with your friends and fellow-members rather than with strangers.

You will find it a source of using borrowed money—which is what interest is—in lower.

It gives me satisfaction, therefore, to be able to report that your Executive Board has approved of the principle of starting a Credit Union in Local 3. We have a draftsman working out the details. If any of you members have any ideas about a Credit Union, please address them to me at the Local 3 office, 474 Valencia St., San Francisco.

At this Holiday Season, I would like to express my personal greetings and appreciation to all of the officers and members of Local 3 for their help and cooperation during the year that is ending.
Marysville: Dry and Busy

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

A look at some of the jobs:

Our last issue showed we picked up a picture of the tunnel being driven by the Fraizer-Davis Co. with the water almost filling the tunnel. No time was lost after the water went down in pumping out the tunnel and going back to work.

The company held through Thursday, November 6, on its first tunnel. This tunnel is 690 feet in length and there is a 12-foot cut to be taken out of the bottom, which will start immediately. They hope to start work on the second tunnel in the near future.

Also, last month we honestly thought this company's final bureau job, just north of Oroville, was down for the winter. But although suffering flood damages estimated at a quarter million dollars, no time was lost in getting back into gear and rapid strides are being made in rebuilding the Cutter dam. Rogers Material Co. is supplying the concrete for the dam and a ladder (fish) and hopes the weather will permit them to keep going well into the winter.

POWERHOUSES

Oroville projects contractor Wyanbode's project: This company still has crews working on the Kelly Ridge, Woodford and Perico powerhouse. They hope to complete this project by January, 1965. As they finish with the equipment it is being sent into their shop in Oroville, where 49 of their brothers are keeping busy on the repair of this equipment.

Fadil and Grandy: About half finished is the Fadil and Grandy powerhouse. More than 1,200 workers are on this project. The dam, besides a number of other jobs, has two shovels and a blade working. Although there are not too many places to live close by, this one is proving a good job.

Cattrombler-Trethewey: This is a Canadian company that is doing the contracting for the Almanor powerhouse. When the company came into the area they went ahead and put in a union doesn't exist, which may be the Canadian way, and an organizing job was done and the company signing an agreement with your union. They now are working a full union crew.

The job is being worked two shifts and consists of clearing around the banks of Lake Almanor, the lake having been lowered for this purpose, and underwater clearing of stumps in the lake, and it looks like a good long job for the brothers. One of the big problems is the heavy winds that come up every afternoon and which, because of the shallowness of the lake due to its being lowered causes high waves which sometimes makes it too hazardous for the swing shift to work.

NEW MACHINE

Morrison-Knudsen: Has the contract to sink the dam at Lake Almanor and still has two shifts working although the pilings are about finished. One unique thing about this job was the use of a Chemical Giant Machine (see photo) which was used in California, which necessitated the establishment of a new classification. It was placed in Group 10, at $74.76 per hour, and an "assistant engineer" is required.

Twin Butte Construction, Inc.: This company, with whom the Darrough Bros., the old firm of Darrough Bros. and associated, is rapidly nearing completion of its road job near Susanville. The heavy rains washed this project out of a lot of the finish sub-grade, but that does not seem to have stopped, and the hot plant has been set up. Bell Construction Co. will do the paving.

Balduf Contracting Co.: Last month we reported this company was busy in completing its paving jobs. However, we learned later that the hot plant, in Twin, was relocated and buried in the mud by the high rains. Most of it has been dug out and now lies scattered around awaiting the insurance appraiser. The company is making progress on the highway job between Chico-Oroville, north of Colusa, keeping a fine crew of the brothers working. Information has been received that this company has bought the Butte Creek Road Co. from Mr. Gilbert Allen and will operate the plant in conjunction with his other enterprises.

FUTURE WORK

The Dept. of Water Resources is considering construction of a 12,000 foot dike from the middle fork of the North Yuba to the Feather River. It will be a two-lane bridge with pedestrian side-walks, located eight miles up-river from the Gifford Bridge.

Bunn Construction Co., Inc., was bidder at $157,742 for the construction and widening of 3.4 miles of Elk Creek Road in Glenn County, west of Willows. Tellich & Son won at low bid of $169,000 for the construction of the Junction Bridge Project.

The Marysville district office would like to take this opportuniy to give the warmest Season's Greetings to all the brothers and their families.

Clerics Urge Bold Action

PITTSBURGH—Four hundred prominent Protestant churchmen—both lay and clergy—have issued a report voicing deep concern at "the frustrations, indignities and discouragements of individual workers" and calling for "boldness in meeting social and economic problems.

Delegates to a conference called by the National Council of Churches declared that Christians must concern themselves with "the problem of how to use employment opportunities" and with the need to distribute purchasing power "so that people will be able to buy the goods that the new machines produce."
Hawaii’s Greeting:

By HAROLD LEWIS, CLARENCE FRIEND and BERT NAKANO

A new procedure for settling grievances has been worked out by the employees of Permanente Cement Co. and St. Tilde. The business representatives of the union, stewards and stewards committeemen will meet once each month to discuss grievances.

There will also be four quarterly meetings during the year. The first of these will be held on the first week of January, April. July and October to coordinate thinking and work on grievances and also to answer any question a member may have.

The stewards will be to police the contract and discuss any grievances brought to them by a member and also with the committees of the various departments. The duty of the stewards will be to discuss the grievance, try to resolve the problem and working condition with the members within their department, and if any dispute arises, the grievance will be presented to the stewards.

Hawaii Office at New Location

The Hawaii office of Local 3 has moved to a new location.

It is the Electricians’ building, 2305 South Beretania St., Honolulu. There is ample parking space for members’ cars.

John H. F. Lam, the steward, and his wife are to be the new stewards, and the union office is opened for business.

Stockton Slowing But Still Okay

By WALTER TALBOT, C. O. MONAMARA and GLENN DORVYN

Work in this district is beginning to slow down, but there are still plenty of out-of-work lists to grow. However, we are happy to state that the men of this district have made good and Modesto area has been better this year than it has been for some time.

This same condition should prevail for the ensuing year, as many other radio and television companies will carry over until next winter.

As this report goes to press all jobs east of Highway 49 (suitcase line) undoubtedly will be closed down for the winter, with the exception of the Highway 99 construction on the eastern slope of the Sierra, O. K. Mittry & Son on the Twin Harte grade and the Clancy M. O’Dell tunnel job in Cherry Valley. These conditions are expected to work through the winter.

NEW JOBS

The only change in new jobs going on in this district from last month’s report is the possible addition of the operation of the Modesto, San Joaquin & Eastern Railroad.

They are working in the path of this future new road. There is a contract for the construction of this road and the right-of-way is secured.

The project is being handled by E. E. Black’s Engineers, Inc., at 1355 7th Street, Berkeley. The contract is to be awarded at a special rate and is expected to be completed by next year.

The project is for the construction of a road from Stansberry to Tracy, to the new natural gas plant of the Pacific Gas & Electric Co., with approximate 27 miles long.

Bids on this project will be issued for bituminous paving, with the following subcontractor: M. J. Rudney & Son, Parrish, Dutra Dredging, Siller & Whelan, Williams & Boring Service, Nick Chambers Trenching Service, and Bigge Draying, employing additional engineers. This project is expected to be completed in the near future.

The project for keeping a few Engineers busy on the roads west of Stockton driving piling, placing footings and doing some job for the new natural gas plant, estimated about $1,250,000. This will be a rather slow at this time and expected to be completed during the winter months. Some projects expected to be let in the future are:

Stockton City Council call for bids December 10 for construction of new tennis court on the park plaza, estimated cost approximately $1,200,000. Bids on this project will be to be awarded at a special rate and is expected to be completed by the Council—once because they were too high and would not be approved of getting Federal assistance.

The city council will consider the report of the Flood Control Board. To be called by the U.S. Army Corps of Engineers about January 10 for that portion from Highway 89 to Forty-four Mile Slough in the construction of the new construction and enlargement for $515,616.

PROPOSED

It is expected that the project for the construction of the new natural gas plant, estimated cost approximately $1,200,000. Bids on this project will be to be awarded at a special rate and is expected to be completed by the Council—once because they were too high and would not be approved of getting Federal assistance.

The city council will consider the report of the Flood Control Board. To be called by the U.S. Army Corps of Engineers about January 10 for that portion from Highway 89 to Forty-four Mile Slough in the construction of the new construction and enlargement for $515,616.

The project for the construction of the new natural gas plant, estimated cost approximately $1,200,000. Bids on this project will be to be awarded at a special rate and is expected to be completed by the Council—once because they were too high and would not be approved.
Fresno: Lots of Jobs, More Men

BY JOE MILLER, B. F. (TINE) BELLING and GLENN MULLOWNEY

The Fresno area is very active with numerous jobs of all kinds going on and with more work coming out, but our number of men unemployed is also growing every day.

The reason for the out-of-work list increase is two-fold. First, it is brought about by the seasonal influx of men from the mountain jobs and northern areas where work is slowing down, and starting to slow even further. The second reason, of course, is the influx of men into the area because of the dam project due to the wide publicity given to the project.

Bids will be opened on the San

Fresno Checks

Checks are being held in the Fresno office for the following members: Fred Burnett, Edward Marshall, Ben Amos, Carl Har- man, Joe Marion, Tony Tanks, George Joles, Kenneth Tremmel, Floyd Smith, Leland Davis, John Forrest, C. L. Hay- ry, John L. Vieras, Hershel Goodman, Don Carpenter, Frank Williams, Pleo Nego and R. B. Scroggs.

These checks must be called for in person, as the company wants the signature of each man.

Luis Project December 18, but this doesn't mean that they will get rolling full blast right away. There is much preparation to be done before the dirt work starts. We don't expect the dirt moving sprets to be on the job within the next six months, as there will be a lot of leveling and grouting that will have to be done and a concrete core must be in place before the dam can be started.

TRANSFERRING

Stokley Construction Co. is nearing completion on their North Ave. sewer project and are now working on the Marks project. They have some new work in the Sacramento area, and several of their men are being transferred to the other jobs. Val- ley Excavation has been paving the North Ave. job and well along with it.

Valley Engineers has two pipeline jobs (sewer and storm drain) going on at present. They have been on these projects only a short time and have a lot of work to do in both the Chestnut Ave. and Clevis Ave. jobs. M. A. and Moorman are still busy on the structures on the freeway project in Fresno and will have the job finished along to starting moving dirt again in the spring.

WEBB CENTER

The Del Webb Center finally is starting to grow. They have been pouring concrete and placing steel in the basement section, and the first floor should get under way very soon. This project should last about two years.

We expect to have a very good season this year, and beginning next year this area should be in "high gear" with a lot of work and a large increase in the amount of men working.

In the Merced area, Peter Kie- wits has started on their freeway job. Shaffer Material Co., will furnish all of the base rock and concrete aggregate. They are putting in a crushing plant on Bear Creek to make the material for this job.

Hohber Pipe Co. has a $1,000,000 water supply job at El Portal for the Park Service. They are laying and spreading and short about half of their trench but are making good progress with their concrete work.

COMPLIANTS

A. Turin & Sons have a small contract for the U. S. R. B. at the San Luis Dam site to open up a quarry face on top of Donlin Hill. This is a very interesting job due to the fact that there will be 14 million yards of rock taken out for the rock zones of the dam.

The last month representatives of all of the major contracting firms in the U. S. have been on the job to estimate their cost to move this mountain.

Turin & Sons operators have been giving Leoval 3 and themselves a lot of good publicity because they are moving this rock in a very remarkable manner and are being observed by these visiting contractors. We have heard many compliments from those people on our members' abilities.

McGuire & Honer on their Mo- dera Canal job have sub-contract- ed the poured in-place pipe to Cecil Sand & Gravel Co. They are going to start moving dirt in five miles of open ditch this week, using A. L. Croft's equipment.

In Page Co. will finish the levee job in Merced county in December, but have another con- tract coming up at Mendota that should keep this equipment busy till next summer.

Hohber Pipe Co. at Lemoore have started the blacktop at the gate of the Lemoore Airbase and also have the concrete test crew ahead of the blacktop crew. This company has 35 Operating Engineers working in the Lemoore area and will be good until about March of next year.

Richard Moorman & Co. have rubbered the dirt to Fresno Paving. They were low for approximately $2 million and have started moving dirt. This job will be on highway 199 through Visalia. Move- ment will start in 10 days and will start about January 1.

ONE YEAR JOB

Gordon Ball was low bidder at $1,700,000 for the Highway 190 job in Porterville. This will be a good dirt job for about one year.

Griffith Co. has finished their job at Tulip. Fresno Paving has started paving concrete rock on their job at Five Points, and blacktop will start January 1.

Brothers, the Holiday Season is here once again, and all of us at the Fresno office—Joe, Tiny, Glenn, Jerry and Shirley—with you and your families the Merri- est Christmas and most prosper- ous New Year and thank you all for your cooperation and assistance during the past year.

The Income Gap—

RICH RICHER, POOR POORER

WASHINGTON—While most Americans are better off financially than they were five years ago or 15 years ago, the gap between those at the top and bottom of the economic ladder shows no signs of narrowing, according to a new study by the American Federation of Labor-Congress of Industrial Organizations.

The report, "Income Distribution in the United States," gives the first detailed analysis of the distribution of income in this country since the 1930s. It is based on the latest available data, including new government surveys.

Despite statistics showing steady growth in "average" family income, the data shows that this income has been unevenly distributed, the study shows. Neither high tax rates on high incomes nor a progressive income tax has significantly reduced the income gap between the rich and poor.

The AFL-CIO study also cites the need for policies that will help reduce this inequality, such as a graduated income tax with a higher rate on high incomes.

While the personal wealth of the top 1 per cent has increased by a factor of 3.4 since 1939, the percentage of the nation's total personal wealth held by the richest 1 per cent of U. S.

Still, there is a large gap between the rich and poor. The average income of the top 1 per cent is more than 30 times that of the bottom 10 per cent. The gap between the rich and poor is still very large.

A. U. S. Dept. of Commerce study on family income distribu- tion in the United States, the AFL-CIO report measured,

- While postwar family income averages have been rising signifi- cantly and all income brackets have been raised, the gap of the neediest has been shockingly small and the income share of the families at the bottom of the income scale has remained about the same.

- About two-fifths of all Amer- ican families live in poverty, with incomes still too low to provide the minimum essentials of comfort- able and decent living.

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Oakland: Livermore Canal in Full Swing

BY DON KINGCHLOE, L. L. (TINY) LAUX, NOBES CASEY, FRAN WALKER and "RED" IVY

The downtown Oakland area is picking up with Guy F. Atkinson getting approximately two miles of the MacArthur boulevard to the tune of some $25 million. This company is now in the process of setting up offices and shops in the area. The work is now being bid, with the shoes to supply work for some 15 brothers at the start with more being added as the work gets under way.

The Naval Air Station in Alameda should be going on the $32 million Cigarette Heating Project.

The equipment dealer shops in the area are working very well. The volume of business is huge, and the employees have paid the overtime pay and are working hard to have a good year in 1963.

MANY SMALL JOBS

There is no end to the number of small jobs around the area with McGuire & Hester, Independent Construction, Gallagher & Burk, Bashnikoff Co., Ramone Co. and many others doing underground work. With the permit being issued, we should have a number of the brothers working work on a Southern Alameda County is still holding up excepting the well. In the downtown area there is a new apartment building being built. In the open area new housing tracks are going up. In the Livermore area two major ones have started in recent months.

McGuire & Hester are in full swing on their canal job in Livermore. This consists of approximately seven miles of canal. It starts at the Palletts Pass Reservoir and ends in the Livermore Veterans Hospital. This job is being done for the State of California Dept. of Water Resources and is known as the Alameda Division Canal, South Bay Aqueduct. Completion date is approximately August 1, 1963.

BIG DITCH

There are some 500,000 yards of dirt to be moved in the excavation for the canal. This will be roughed-out with the earth-moving equipment, then finished with a dragline. The final touches will be done with a trimmer, then the whole thing will be lined with concrete.

There will be some 1300 feet of 48-inch pipe used as siphons under the roads crossings and creek crossings. There will be numerous structures and bridges to put in.

Either Ben Sandick is the project manager. He has the job going real smooth at this time. If it doesn't go too well, they should be able to work through the winter.

Under the direct supervision of Brother Ben are Brothers Clint Reed, Virgil Guplil and Cliff Winzinger.

Brother Bill Crovell will be superintendent in charge of the bridge work. At his side is his nephew Treeson who has Brother Jack Armstrong assembling the trimmer.

A SPECTACULAR VIEW of the construction of the Block Butte Dam, located about nine miles northwest of Orland, is being built as a cooperative venture between the State of California and the United States government as a flood control and irrigation project. It is being constructed under the direction of the U. S. Army Corps of Engineers and is located on Stony Creek. It is scheduled to be completed next year. Structure in the foreground will be the control tower.

Redding Report

PG&E Lets Pitt-McCloud Tunnels

By J. B. JENNINGS

and S. N. McDOOUE

Pacific Gas & Electric Co., receivers for the St. Royce Co., has awarded contracts for access and two tunnels on its 819.6 million McCloud-Pit hydroelectric project in Shasta County.

J. F. Shea Co., Inc., Henry J. Escher Co., Merchants & Farmers Co. and Maccio Corp. were given a joint contract for seven-mile tunnel 37 feet in diameter, and a three-mile tunnel 15 feet in diameter.

Barnes Brothers of Sacramento and Plombo Construction Co. of San Carlos will build access roads to the two tunnels. Work on these roads should begin very soon.

HOLDING CHECKS IN SACRAMENTO

Checks are being held in the Sacramento office for the following brothers:


Disability Income


RECEIVED


EARLY RETIREMENT

Rickel, L. E. 10/62

Disability

EISENHOWER

Beckwith, A. D. 7/62

Kieper, Eugene 2/62

Cahill, B. J. 9/62

Nedrow, L. A. 2/62

Croft, 0. A. 9/62

Nichols, J. H. 6/62

Issacs, E. L. 10/62

Pensions

Effective Date Effective Date

NORMAL

Cross, Charles N. 1/12/62

RECEIVED


EARLY RETIREMENT

Rickel, L. E. 10/62

Disability Income

EISENHOWER

Beckwith, A. D. 7/62

Kieper, Eugene 2/62

Cahill, B. J. 9/62

Nedrow, L. A. 2/62

Croft, 0. A. 9/62

Nichols, J. H. 6/62

Issacs, E. L. 10/62

Deaths

Name Initiation Date Died

Jack Reaser, Pittsburg 6/16/41 9/21/62

Charles W. Sears, Eureka 11/16/61 9/4/62

C. R. Carter, San Francisco, Ore. 6/16/61 9/22/61

Jesse R. Nangle, Cedar City, Utah 11/2/62 3/22/62

James F. Shea, San Francisco 8/19/42 9/23/62

Jesse Reidnour, Madera 6/16/61 9/24/62

Theodore G. Garrison, Vacaville 5/4/62 10/7/62

Joseph Cambell, El Corrido 1/16/62 10/7/62

Darrell J. White, Murray, Utah 1/16/62 10/11/61

Floyd L. King, Fresno 9/2/62 10/8/62

John E. Silva, Livermore 5/2/62 10/16/62

John J. Mitchell, Livermore 10/25/62 10/16/62

William R. Lloyd, Smith River 10/3/62 10/16/62

C. L. Cabelell, Latheville 11/21/62 10/16/62

Arthur A. Thorne, Dunsmuir 10/3/62 10/16/62

Alan M. Harry, Vacaville 10/5/62 10/16/62

Robert L. Morris 3/4/62 10/16/62

Don E. McCloy, San Jose 4/4/62 10/16/62

G. R. Limbach, Orvillo 5/2/63 10/16/62

H. Stevens, Salt Lake City, Utah 6/24/63 10/16/62

Alexander Sukalo, San Leandro 11/20/62 10/16/62

Thomas T. Fujimoto, Hilo, Hawaii 9/11/60 8/25/62

Robert R. Corrie, Buttegamma 8/62 9/16/62

Leroy R. Morse, Manette 4/4/67 10/16/62

W. W. Gurner, Lea Gap 4/3/62 10/16/62

Jack Cook, Antioch 10/15/62 10/16/62

A. O. Anderson, Carmichael 7/4/62 10/16/62

Robert S. H.every, Benicia 11/20/62 10/16/62

R. E. Bradley, Stockton 5/24/48 10/16/62

Clark R. Evans, Swingville, Utah 6/8/55 10/16/62

James L. Rood, Downey 8/16/55 10/16/62

James L. Rood, Orangevalle 12/31/42 10/16/62

E. A. Devereux, Belmont 8/7/43 10/16/62

C. K. Davenport, San Francisco 10/16/59 10/16/62
Sacramento Starting To Slow Down

BY E. M. NELSON

The Sacramento area has started to slow down. Some of the mountains will have to be dug up, and others are cutting back. The subdivision work is still holding up.

We still have some bad accidents. Brother Bud Anderson with the Division, November 27, brother John was starting a blade. The main motor was in gear and still had a man on it. He was pulled in the starting motor clutch, the main motor started and ran over him. Brothers, you cannot work too safely, so be careful.

Anyone who can give blood, please do so, as we are in need of it.

Gravel Construction Co. is going strong, with 20 Engineers at Watson and Fruitland, working on the new under-ground and street work. They plan to have it largely finished before the first of the year.

Beasley Engineers have completed the two sidewalks for the Malhaut Landscaping. Grading and seeding the golf course is being done by Eli Brown, an old-timer at this type of work.

Rock Plants Busy

The rock plants around Auburn are still going good. Joe Cleary at Meadow Vista keeps nine Engineers busy. California Rock at Pilot Hill has seven operators. Miles at Colfax has five Engineers at the plant on the Bear River. Hancs Bros. screening plant on the Bear River keeps two and sometimes three brothers busy.

Clements Rock at Truckee is in the process of closing down their operation for the winter. This plant worked two shifts most of the season and looks like a good place to go for the next couple of years.

H. Earl Parker may get caught short trying to fill the orders on the Breezeway job. We hope the weather holds for them, as this is the last section to be filled and they must get the cement to the north shore area.

Bridge-Conley-Dennis have hauled through to Donner Summit. They still have a full crew at Jackson, but the snow is going to be a tough job for the next year or so on the sub-grading.

Guy F. Atkinson at Emigrant Gap has paved the countryside lane and are using it for two-way traffic while constructing the uphill lane at Rancho Sierra.

Bridge-Conley-Dennis are working two shifts at Cisco with all top producers at the controls.

Fredrickson & Watson have closed down their structure operation for the winter but will be back in action next month.

Fredrickson & Watson and Lew Jones have shut most of their jobs down to Yolo-Claywayway.

U. C. DAVID

Over in Davis, at the University, road construction has been let by Lathrop Co.; Baldwin Construction Co., and Rothchild, Staffin & Bader have all let contracts on the more extensive subdivisions. Baldwin has started their underground job for the new married student housing.

In Woodland several small jobs are going, mostly jobs that the contractors are trying to finish up before the winter rains.

B. C. Mahon Co. have completed the steel on the Retirement Building at 9th and O. Con- tinental & Welker will finish out the last part of the building and complete it some time in 1964.

Levi Construction Co. are really tearing up 2nd Street with their pipeline job and will keep some of the brothers busy for part of the winter.

The Peter Kieff's Store job in Union Valley is near completion. They have been moving their equipment out before the snows come.

OTTO WIE, a leverman on the dredge Papoose, has been manipulating these controls for just over three years on the Sacramento-Yolo deep water channel job. "I think I've had only two weeks off in all that time," says Otto, a 25-year member of Local 3.

SOMEONE LATE last year or early in 1964 an observer standing in a rice field in the flat, fertile Sacramento delta area may think he is seeing a big ocean vessel steaming across dry land in the direction of Sacra- mento.

He will not have to hearken to the echo of the mighty lock gates. For beside this lock, 40 miles from deep water in Sullivan Bay and 80 miles from the Golden Gate, is in process of becoming one of the world's great seaports.

And dredgermen members of operating Engineers Local 3 will have had a major role in making this engineering and construction miracle possible.

HYDRAULIC DREDGING CO.

Of Oakland is now winding up the job of digging the ship channel. In the final phase of the job, which has been going on for three years, Hydraulic Dredging has removed over 150 million yards of material from one 8.1 mile stretch of the channel and over 18 million yards from another 8.9 mile section, which were awarded as separate contracts totaling over $10 million.

The dredges recently broke through one "plug" in the channel and have only to dig out the other "plug" and do some clean-up work before the entire channel job is finished, probably early next year.

Full use of the waterway project will have to wait, however, upon completion of and materials-handling facilities at its Sacramento terminus, which will take some time longer.

WHEN COMPLETED, the entire project will have a $25 million price tag and will have been some 15 years in the making. The Sacramento-Yolo Port District was formed and the initial bond issue passed by the voters in 1947.

Ground was broken in August, 1949, and 12 miles of harbor and channel levees were constructed and four miles of channel completed before the Korean War halted construction in 1951. Work was resumed in 1956.

The ship channel will be 43 miles long and dug to a depth of 30 feet. Already completed is California's first and only navigation lock, 90 feet wide and 600 feet long, connecting the Sacramento River and the Port Terminal, to permit small-draft barges to bring cargo from inland areas to the terminal.

The terminal will include 5,000 linear feet of wharves, with berths for deep sea vessels and 180,000 square feet of covered sheds adjoining a large ship and great grain elevator, all with conveyor loading systems.

THE PRINCIPAL FREIGHT going out of the port is expected to be rice and other grains. The Sacramento River produces 80 per cent of the rice grown in the 11 Western states.

Other crops grown in the more than 21,000 acres of cultivated lands surrounding Sacra- mento make it the nation's largest fresh fruit and vegetable shipping port and home of some of the world's largest citrus and lumber and forest products and petroleum and cement will also be brought in through this terminal.

Consultants estimate that the port will handle more than half of the state's cargo by 1968, and that much additional shipping, including 4 million tons of petroleum and cement will be transited the deep water channel.

IT GOES IN HERE:

The hydraulic dredge Papoose is shown here at work in a stretch of the deepwater ship channel where a plug has just been cut through in the Cache Slough area. The A-frame boom controlling the suction intake is at the front (right). Several hundred feet of flexible jointed pipe on pontoons carries the muck away at the rear. (Left). Three shifts man the dredge on a 24-hour basis.

Donald M. Drake Co. are still working on their power plant job at Union Valley Power House. Ellebok & Galvan will be setting the pontoon on this job.

Levi Construction Co. are still making progress on their power house job. The Diserbo Co. are setting the pontoon.

At this writing, Hardiman Co. have over 1200 feet of tunnel and are drilling fast. They have also made good progress on their road job into Bucks Island.

J. A. Jones Const. Co. at Loon Lake dam are still employing a lot of the brothers. This job will go until winter when they stop them. Schott Const. Co. are still clearing for the Loon Lake Dam.

Fredrickson & Watson are still working on their freeway job west of Grass Valley on Highway 60, with cranes at Loon Hollow and hot plant at Coloma.

Lloyd Maxam was very badly burned while he was working on the gravel truck at Peter Kieff's Union Valley dam. Let's thank Bob Baxter for his quick action and let's hope he makes a fast recovery.

THE END.
Good Weather Hastens End of Jobs in Utah

By JAY NEELY, MERLIN BOWMAN, JOHN THORNTON, VANCE ABBOET and LAKE AUGUST

The longest highway contract ever let in the Salt Lake area is the $1,250,000 improvement of 8 1/2 miles of Interstate Highway 15 west of downtown Salt Lake City is finished. This project represents the largest private, commercial development yards of borrow, and the road contract calls for completion of the project in 400 working days.

This job has been supervised by one of our brothers, Dave Warden. A project superintendent for one Ron Jones, area manager for Gibson & Reed. It started around July 15, 1961, and the expected to be finished by autumn, 1962.

INDIAN SUMMER

Due to the wonderful Indian Summer here in Utah, many of the brothers have been able to get in some extra hours; usually, at this time of year, we have to worry about what the weather will be like. We've been doing a very good job of work this winter, the weather has been nearly as good as in previous years.

At the Salt Lake we have the Federal Building, Prudential Savings Building, Mountain Fuel, Supply Co. job, hospital jobs as well as the new gym going on at the present time. This work and the alterations going on in the other buildings, we still only have a few of our brothers working on these jobs.

The road jobs are making high marks too, as the scrapers and dozers working full blast from early morning to midnight.

On the freeway job most of our men are working on and some have good hours to beat the winter. On the 22 North Freeway there is some equipment on the clear-

ING THE DRUM

Kenny Layton is good in full swing and the brothers are making the dirt fly. If the weather holds there is enough work left to keep us busy into the end of the year.

Working in the North area is holding up very well in spite of the heavy rain we had. W. W. Layton and the brothers have about 100 brothers on the Willard Bay project. Most of this work will be finished by mid-December.

Bob Worrey has the job on Highway 8 on the 24 South Freeway there is a lot of work going on for the various building orders. We have received some suggestions for changes in the State's construction safety orders. We have received some suggestions for changes in the State's construction safety orders.

We hope to be able to step up our safety measure to further this goal of the National Safety Council.

As more and more of our men start taking an active interest in our safety problems, we are begin-

ning to see results. We are getting more calls from the men in the field as time goes by, and we have been able to straighten out most of the problems that have been brought to our attention. We appreciate the help of the men in this field to counter safety problems, and we hope that there will be even more of them.

Last month this report in our paper, the fellows to send in suggestions for changes in the State's construction safety orders. We have received some suggestions already, and we hope to hear from lots more of you in the future.

As we approach the holiday season, we would like to remind you that the best present you can give your family is a healthy wage earner, so, enjoy.

FREE HEALTHY AID

We are going to post the slogan that has been adopted by the National Safety Council for this coming year.

As a hobby,” Patterson says, “I own a one-half interest in a Lincolnb plane which I have been flying for several years from the Seneca county airport. I enjoy flying to Mexico on recon-

The brothers, however, have been doing a very good job on the safety program with full cooperation of the company.

Work in the Prov. area generally is coming to an end, but due to the beautiful weather our out-of-work list has been reason-

ably low. At the present time there are 70 "A" operators and clerks on the list in the Privo office.

Archie Concietti placed the last bucket of concrete on the main part of the dam this week, but still there are more En-

All of our work is in progress. There is a race against the weather with Construction Co. and Ralph Child Co. to complete the other project. We have asked the crew to make dirt fly, and the other men in other dirt jobs, it should be finished by the year's end.

Best Gift for Family-Healthy Wage Earner

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Santa Rosa
Rain, But Still Working

BY RUSSELL SWANSON and LOU RANIER

Work in the Santa Rosa-Tikish area is still going along even though we have had a few rains. Peter St.泗lma Sons are still busy on their freeway job. Arthur B. Stril, Bob Rapp, Argonaut Construction Co., and various other contractors in the area are still working. Bill & Simpson and Guy F. Allison Co. are finishing up on their freeway job at Windsor and Healdsburg.

Up to this writing we have been going very well, with most of the brothers still working on a multitude of jobs. Our outward work list has been small for this time of year, and we certainly hope this continues, at least to the holidays.

NEW YORK

In Lake county two projects have been approved by the State Highway Commission for the coming year—one in the Highlands, approximately 2 miles of Lakeshore drive; the second, about 9.3 miles designated to become freeway, running between a Point Reyes Creek, 10.0 miles north of Palace Creek—ranging and resurfacing two lanes—will run approximately $36,000. These are in the 1967-68 budget.

McNamara Construction Co., of Burlington, were low bidders at $2,108,052 for the 2.8 miles of freeway at Cleverdale. With the

FACE-LIFTING FOR SANTA ROSA:

The following are excerpts from the recent editions of the daily Santa Rosa Press.

"...and the city is on the move. Just a few short weeks ago, the City Council authorized the purchase of the former Santa Rosa Public Library building for the Atomic Power Plant to be constructed at Santa Rosa, the first phase of which included the wrecking of the building. As this program proceeds with realignment, parks, etc., it will mean more work for the Engineers."

William Grader, the late Congressman Clem Miller’s field representative, has won the nod from the Democratic party and the majority of the Labor movement. In Sonoma county to run for congress in the special election to be held in January. Mr. Grader has promised to work on the platform of the late Clem Miller and push through Congress the various projects which are now being processed through the House. The bills will total approximately $37,000,000 for the Redwood Empire and most certainly mean work for the Operating Engineers.

Mr. Grader is well known in political circles, but I am not in this special election for the Labor vote; and those who aren’t registered, please do so and help us do a selling job to the public.

MILLER, District Representative

5357 South "B" Street
Bill Raney, Business Representative

SAN RAFAEL, California

701 Mission Avenue
T. J. Stapleton, Business Representative

VALLEJO, California

2173 Springs Road
Aaron S. Smith, Business Representative

OAKLAND, California

1440 Webster Street
Kim Kintzloe, District Representative

STOCKTON, California

2560 No. California St.
T. Walter Talbot, District Representative

MILLER, Business Representative

MODesto, California

1521 K Street
Glenn Dobyns, Business Representative

FRESNO, California

2086 Broadway
Warren Lemoine, District Representative

SACRAMENTO, California

3121 East Olive
Joseph Miller, District Representative

BERKELEY, California

1010 Eucalyptus
Ray Cooper, District Representative

MERRILL, Business Representative

REDDING, California

1034 Tehama Street
Jim Jennings, District Representative

SALT LAKE CITY, Utah

2555 Stockton Blvd.
Douglas Noyes, District Representative

EMPIRE-CITY, Utah

740 Esmay Street
A. J. Hope, Financial Secretary and

SANTA ROSA, California

3913 Mayette
Russel Swanston, District Representative

BURLINGTON, Vermont

185 Maple Avenue
L. L. Spry, District Representative

SUNSET CITY, Utah

1949 S. Main Street
J. M. Whorton, District Representative

PROVO, Utah

2538 Washington Blvd.
Robert W. Whorton, District Representative

HOLYOKE, Colorado

2305 N. Monterey St.
Harold Lewis, District Representative

OREGON, Oregon

1075-775 S. Stark Street
Bill Raney, Business Representative

ARIZONA, Arizona

601 E. Washington Ave.
Tom K. Davis, Business Representative

SANTA CRUZ, California

706 E. 12th Street
K. E. Keene, Business Representative

DENVER, Colorado

2654 E. 12th Street
K. E. Keene, Business Representative

502-6223

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DON'T TAKE CHANCES WITH SMOOTH TIRES!
A Time to Be Merry

THE HOLIDAY SEASON is fast approaching. Soon the familiar songs will be heard again ... "Tis the season to be jolly......"

We hope that everyone will be merry indeed. But at some time or another, this holiday season, we think most people will be thoughtful, too.

For this year, as in too many of the recent years, when we utter the familiar phrase, "Peace on earth and good will toward men," we will be uncomfortably aware of the international problems and tensions and know that it is a wish for the future and not a fact of the present.

In our country there are problems, too. The economy has rallied from its alarming drop in midsummer. But while there are more people at work than ever before in our history, the "hard core," long term unemployment lists have not been reduced materially, and there has been no real solution found to the problems of automation and technological unemployment.

YET THERE IS GROUND, too, for thankfulness and hope. We can be grateful that our national leadership met the recent international crisis with all necessary firmness, yet with moderation when the firmness had won its point. And we can be hopeful that as long as the lines of communications remain open between nations, peace may be achieved.

THE YEAR-END is also a time for stock-taking and resolution for the coming year. And when we turn our thoughts in this direction, we in Local 3 can indeed be happy. Only active bargaining this year produced solid wage gains and many improvements in fringe benefits and conditions in our major agreements. We are already enjoying these gains and look forward to an even more prosperous new year as the future negotiated improvements come due.

All of us in Local 3, as a union, have the respect of our employers, of the business world as a whole, of government agencies and in sum, of the entire community—because there is general recognition that the responsible leadership of the union seeks to follow, in serving the interest of the membership, the same balance of firmness and moderation that is serving the nation so well in this difficult time.

SO LET THE YULETIDE joy enliven us all this season, and let the bells ring out a year that was good on the whole and ring in one that we hope will be even better. And to all, a Very Merry Christmas and a Happy and Prosperous New Year.

Well-Merited Victory

EVER SINCE November 6 the experts with sharp pencils have been going over the election results. Actually, there is no room for argument about the main, visible results of the election—nationally, and most particularly in California.

The labor-supported candidates in California for top offices scored almost a clean sweep. It was a vote for moderate, progressive candidates.

YOU CAN SAY that the election was in a measure a vote of confidence in the labor movement, because many of the defeated candidates ran on platforms of more or less open hostility to organized labor—and found that it didn't pay.

The high point of the election, of course, was the solid victory of Governor Edmund G. Brown and his slate.

WHAT IT ADDS UP TO is this: the Engineers and the rest of the people went to the polls and returned to office the Governor and the rest of the state officials on Brown's team who had done such a good job for them in the preceding four years.

As a wise choice, and California should benefit from it in the next four years.

Consumer Advice

Stereo? Hi-Fi? How Much?

By Sidney Margolis

It's no longer a simple matter to buy a phonograph. Whether you are seeking one for yourself or Christmas giving, you walk into a store or look at the ads and you're swamped in a sea of strange new words and claims.

"Stereo" has become the big word in sound equipment. Stereo record players and radio receivers are being heavily promoted with no actual standards of quality they must meet. Stereo phonographs are advertised for as little as $60. Yet, some hi-fi's may spend $200 just for an amplifier—one component of a stereo sound system.

Stereo is a system surrounding you with sound from two or more speakers, as contrasted to "monaural" sound—from one speaker. The separate speakers, usually placed some distance apart, depending on the size of the room, are supposed to provide a "live" effect.

As a result of the pell-mell advertising with no standards of quality, many families new confuse stereo high-fidelity with good-quality reproduction electrically amplified. You can, of course, have high-fidelity reproduction with either monaural or stereo playing equipment, although stereo is considered to be a further development of hi-fi.

The problem of the low-priced "stereo" record players is that they are not built to start with, and adding a speaker or even several as some sets do, produces some stereo effect but not actual high-fidelity listening quality.

The moderate-price portable record players currently being sold as stereo do have extendable speakers for separation (to "surround" you with sound). But the speakers usually are too small and the other components often inadequate to satisfy at least the more-expectant listeners.

Some of the medium-price stereo console record players have larger speakers and other fair-quality components, although they may not have sufficient separation of the speakers for true stereo effect. These console stereo record players are available this year around $400 level.

Several manufacturers also have developed large portable record-players (without radio reception) at least approaching the goals of both high fidelity and stereo. In several of these sets the record player and extended speakers are packaged in separate cabinets. These new portable cabinets cost about $125.

The record changers found on moderate-price players are reasonably satisfactory, like the late models of the V-M changers, found on many of the well-known brands of record players.

Quality of speakers, however, is likely to be low dependable, although improving. Large speakers cannot operate on higher tones; small speakers do not operate well on lower tones. Manufacturers try to solve this by providing several speakers of varying size. However, numbers of speakers provide volume but not necessarily better quality. Nor is size necessarily dependable, since a manufacturer can extend the cone of a 4-inch speaker (to 15 inches if he wants to). The size of the cone and magnetic voice coil and motor efficiency are all important.

A high-quality speaker looks heavy because it usually has a heavy magnet and is housed in a thick wood cabinet to minimize vibration. The only alternative for families who want both stereo and real high fidelity is to buy good-quality components and have them assembled in a sound system. However, complete stereo systems, including radio receiver, are expensive because you need two of almost everything. It is difficult to assemble a good-quality complete stereo system for even as much as $400. A complete system requires a stereo FM AM radio receiver, stereo amplifier, two speakers, a turntable and a cartridge for the pickup arm.

Some discount houses and mail-order suppliers do offer pre-wired systems of components for under $400. But these often have one or two high-quality components like a Harmon Kardon receiver or the famous Garrard turntable, but lower-quality speakers or other equipment. This does not produce a balanced system—by which experts mean the same level of quality in all components so that lower-quality units do not satisfy the high-quality components.

If you just want record-playing equipment, eliminating the radio receiver reduces the cost of a stereo sound system by $100 or more. Thus, depending on the power output of the sound system, you can get a good-quality stereo record-player for $200-300.

Investing in components rather than a commercial console, especially one with an expensive cabinet, also protects against new developments which could make a commercial set obsolete but may require changing only one or two items in a system of separate components.

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MEETING NOTICES

January
San Francisco—Jan. 2, Wednesday, S. F. Labor Temple, 16th & Capp Sts., 8:00 p.m.
Eureka—Jan. 15, Tuesday, 2000 Broadway, 8:00 p.m.
Reno—Jan. 21, Thursday, Retail Clerks Bldg., 3225 Stockton Blvd., 8:00 p.m.
Oakland—Feb. 14, Thursday, Labor Temple, 2315 Valdez, 8:00 p.m.

February
Steckon—Feb. 1, Friday, Engineers Bldg., 8:00 p.m.
San Jose—Feb. 4, Monday, Labor Temple, 45 Santa Teresa, 8:00 p.m.
Sacramento—Feb. 12, Tuesday, MUS, 3rd & 4th Sts., 8:00 p.m.

March
Fresno—March 5, Tuesday, 2315 East Olive St., 8:00 p.m.
 Ukiah—March 7, Thursday, Labor Temple, State St., 8:00 p.m.
Salt Lake City—March 8, Friday, Teachers Union, 443 6th St., 8:00 p.m.
Reno—March 9, Saturday, Reno Musicians Bldg., 120 W. Taylor, 8:00 p.m.

April
San Francisco—April 2, Wednesday, S. F. Labor Temple, 16th & Capp Sts., 8:00 p.m.
Eureka—April 5, Tuesday, 2000 Broadway, 8:00 p.m.
Redding—April 10, Wednesday, Engineers Bldg., Lake Blvd., 8:00 p.m.

SWAP SHOP: free ads for Operating Engineers

FOR SALE
• BOOYER, No. 75, with 450 ton capacity, $1500.
• ALUMINUM VALVE GUY, 70 ft. in excellent condition, $175.
• STORAGE TANK, 500 gal. size, $350.
• 3 HP ELECTRIC KNEADER, 54 in. wide x 8 ft. long, $150.
• HITCH, with mounted Example Model A.
• DRYING TOWER, 8 ft. diameter, 50 ft. high, $250.
• 10 ACRES 4 LOTS, Golden Rivers—$4500.
• 12 TON COE RIPPER, 1400 hrs., $3000, terms.

MOVING?
So you will not miss one issue of Engineers News, BE SURE TO ADVISE US OF YOUR CHANGE OF ADDRESS.
REG. NO.

NOTICE OF SEMI-ANNUAL MEETING
January 12, Saturday, San Francisco Labor Temple, 16th & Capp Sts., 8:00 p.m.

Marysville—April 11, Thursday, Elks Club, 522 D St., 8:00 p.m.

May
Sacramento—May 2, Thursday, CULT Bldg., 2525 Stockton Blvd., 8:00 p.m.
Stockton—May 6, Monday, Engineers Bldg., 8:00 p.m.
Oakland—May 6, Sunday, Labor Temple, 2315 Valdez, 8:00 p.m.

June
Fresno—June 4, Tuesday, 3211 East Olive St., 8:00 p.m.
Santa Rosa—June 6, Thursday, Veterans Memorial Bldg., 215 Third St., 8:00 p.m.
Salt Lake City—June 14, Friday, Teachers Union, 443 6th St., 8:00 p.m.
Reno—June 15, Saturday, Reno Musicians Bldg., 120 W. Taylor, 8:00 p.m.

July
San Francisco—July 10, Wednesday, S. F. Labor Temple, 16th & Capp Sts., 8:00 p.m.
Marysville—July 10, Thursday, Elks Club, 522 D St., 8:00 p.m.

Eureka—July 16, Tuesday, 2006 Broadway, 8:00 p.m.
Redding—July 17, Wednesday, Engineers Bldg., Lake Blvd., 8:00 p.m.

August
Stockton—Aug. 1, Thursday, Engineers Bldg., 8:00 p.m.
San Jose—Aug. 15, Monday, Labor Temple, 45 Santa Teresa, 8:00 p.m.

Sacramento—Aug. 12, Tuesday, CULT Bldg., 2525 Stockton Blvd., 8:00 p.m.

September
Fresno—Sept. 3, Tuesday, 3211 East Olive St., 8:00 p.m.
Oakland—Sept. 7, Thursday, Labor Temple, State St., 8:00 p.m.
Salt Lake City—Sept. 13, Friday, Teachers Union, 443 6th St., 8:00 p.m.
Reno—Sept. 14, Sunday, Reno Musicians Bldg., 120 W. Taylor, 8:00 p.m.

October
San Francisco—Oct. 2, Wednesday, Labor Temple, 16th & Capp Sts., 8:00 p.m.

Novembe
Sacramento—Nov. 4, Monday, Engineers Bldg., 8:00 p.m.
Oakland—Nov. 6, Wednesday, Labor Temple, 2315 Valdez, 8:00 p.m.

Sacramento—Nov. 12, Tuesday, CULT Bldg., 2525 Stockton Blvd., 8:00 p.m.

November
Waterhouse—Nov. 14, Thursday, Veterans Memorial Bldg., 215 Third St, 8:00 p.m.

December
Fresno—Dec. 3, Tuesday, 3211 East Olive St., 8:00 p.m.
San Jose—Dec. 5, Tuesday, Veterans Bldg., 8:00 p.m.

Reno—Dec. 15, Friday, Teachers Union, 443 6th St., 8:00 p.m.

November
Steckon—Nov. 4, Monday, Engineers Bldg., 8:00 p.m.
Oakland—Nov. 6, Wednesday, Labor Temple, 2315 Valdez, 8:00 p.m.

Sacramento—Nov. 12, Tuesday, CULT Bldg., 2525 Stockton Blvd., 8:00 p.m.

Notice of Declaration of Candidacy

The By-Laws of Operating Engineers Local Union 3 provide as follows:

"Article XII (Sections 1 a) Declaration of Candidacy: All candidates for any elective office, or for the membership of the Local Executive Board, shall formally declare his candidacy in writing in triplicate on or before midnight December 31st and mail the same to the recording secretary of the Local Union at its headquarters: failed to declare candidacy in writing in triplicate on or before midnight December 31st shall be deemed ineligible to stand for any office.

Half of the members of the Local Union Executive Board shall be elected by the membership at the succeeding regular meeting of the Local Union in 1962.

Forms to meet the requirements of the above section will be available from the office of the Recording- Corresponding Secretary, 474 Valenca St., San Francisco, Calif.

Notice of Election of Grievance Committee

In accordance with the By-Laws of Local 3, election of three members of the District Grievance Committee will be held in each district at the first regular meeting of the full-time calendar quarter.

The following pertinent section of the By-Laws should be noted:

"Article X, Section 5—No Member shall be eligible for service on the District Grievance Committees, who is not a member of the Local Union in the district in which the candidate resides."

TO SWAP

GLASS PAPER BOATING BOATS, 26 ft. in length, $1500. Phone 535-7400, Box 3501, Berkeley, Calif. Phone 350-1438.

WANTED TO BUY

ELECTRIC HOIST, one-half or one ton capacity, $300. Phone 413-5843, Oakland, Calif. Phone 567-3860.

REDWOOD CRUSHER, Portable, 2 ft. in diameter, $300. Phone 658-2550, Berkeley, Calif. Phone 22-6173.

Cedar, Captain P升1, Fort Bragg, Calif. Phone 235-9589, box 7, Crescent City, Calif. Phone 7-2105.
**Eureka**

**Nuclear Power Plant Winding Up**

**BY WARREN LEIGNE and RAY COOK**

The Redwood Empire has allowed to a standpoint. It will rain a day or two and stop, with the sun glaring, and if by mid-month the brothers can get back to work, here comes more rain. But we are hoping for another month of good weather.

Grafe Callahan at Randolph College has still 18 workers and three shifts will be for five more months. The job will be completed about May 1963.

The Reinforced concrete is about halfway through. At this time we have 25 brothers working at this tunnel.

Morocco-Reno-Las freeways at Fields Landing is working every day that it doesn't rain, moving right along. Art Ehrman on this job, Frank Wright on D-7, Lew Eddin on the blade. Norman Walker is the grade checker and Al Hoehl on his backhoe.

**THE BLACK PLANET**

Bechtel Corp. will complete their nuclear power plant at Eureka by the time we go to press. This has been a good job for many brothers here in the Eureka office.

A rundown on this plant:

Work at the Eureka site began November 1959. Sec. G. Gerwick Co. having the task of building and sinking to a depth of 83 feet the massive reinforced concrete caisson that will house the reactor and pressure suppressor system is well on the way.

Building and sinking the caisson was a six-month job. After the site was excavated to a depth of 17 feet, forms defining the rim were set in place, with a cutting edge at the bottom to open the path for the sinking. The first concrete pour formed 16 vertical feet of wall. The basic weight of this assembly, combined with excavation of earth from inside and outside, water jetting, caused it to sink.

**THICK WALLS**

Five additional concrete pours raised the walls to 100 feet. Each of the walls has two feet thick. Extending through the center for the full length of the reactor vessel, the walls are four feet thick. The walls with four feet thick and an inside diameter of 18 feet. Three radial walls—two outside and inner walls, are three feet thick.

Between the water and inner walls is the superheater chamber, which will contain 20,000 cubic feet of air space. The cylindrical inner ring, containing the radial walls, is connected to this chamber by 48 vent pipes.

The reactor vessel will be 177 feet in height, and 174 feet in diameter, made of carbon steel 4% inch thick. Creating will fill the space between the vessel and the inner walls of the ring. In this container will be placed the reactor vessel, which will have carbon steel walls 4% inches thick, lined with stainless steel for protection against corrosion.

**HOW IT WORKS**

The reactor—a single cycle, boiling water unit—will hold 31,400 gallons of water, and its fuel will be slightly-enriched uranium dioxide. Its first four years or so will consist of 17.3 tons of uranium and will have an energy equivalent of 755,000 tons of coal. The core will contain 172 fuel, "bundled" of 49 fuel rods each.

Steam will be delivered to the turbine at a pressure of 1500 pounds per square inch and a temperature of 546 degrees Fahrenheit. After passing through the turbine, the steam will be condensed into water, which will be demineralized to remove any corrosion products, and then returned to the reactor, thus completing the cycle.

We wish the brothers and their families the most sincere, and happy greetings for the Welfare Sixteen.

**TRAINING AIDE**

WASHING'TON—James J. Clarke, former employee of the Iron Workers, has been named assistant for manpower training by Health, Education & Welfare Sec. Anthony J. Celebrezze.

Operating Engineers Local 3 members working on the final stretch of Bechtel's 235-mile natural gas pipeline in Northern Nevada had a really new and unusual experience—communicating to and from work every day in chartered planes.

Natural gas is due to reach Nevada Northern Gas consumers in the Reno-Sparks area about Christmas time via transmission line of 230 miles of 14-inch pipe and 25 miles of 12-inch pipe.

The final 45 miles of the line, leading to the Idaho border, traversed a wild, uninhabited desert region without roads and inaccessible overland.

As the pipeline pushed on, Bechtel transported its work crews in three DC-3 aircraft from Reno to D-4 project by trucking strips constructed at three locations in the desert each morning and back again each evening. The men were transported by truck between the landing strips and the work areas.

From 180 to 200 men, variously, were moved daily in the air.

Top photos shows pipeliners as they came off the plane in Winnemucca after a day's work. At right, our members on a D-9 ripper being pulled by a D-8 tractor rip rock for the pipeline trench out in the desert.

**Most Workers Don't Know**

**BY A. G. BOARDMAN**

Education & Research Director
California State Conference of Operating Engineers

The aim of action for the California State Safety Code—Section 6095—which is designed to protect the workman who refuses to use defective and dangerous equipment or to work in unsafe areas under unsafe conditions.

Following is the text of this section of the Code:

"No employer shall be held off or discouraged for refusing to perform work in the performance of which this code or any safety order of the Division of Industrial Safety will be violated, which such violation would create a real and apparent hazard to the employee or his fellow employee. Any employer who is held off so discouraged for refusing to perform work in the performance of which this code or any safety order of the Division of Industrial Safety will be violated, and where such violation would create a real and apparent hazard to the employee or his fellow employees, shall have a right of action for wages for the time such employee is without work as a result of such layout or discharge provided, that such employee notifies his employer of his intention to make such claim and files a claim with the Labor Commissioner within ten days after being laid off or discharged.

**HEARING**

At a recent hearing of the Legislative Interim Committee on Industrial Safety, under its chairman, Assemblyman Edward Guffey of San Francisco's 18th Assembly District, a proposed amendment to extend the filing times for claims to the Labor Commissioner from 10 to 20 days, was given a full hearing.

Dale Mars, Local No. 9's Safety Engineer, and George Bauer, Distributor No. 1 Business Representative, testified to the urgency of such legislation, pointing out the fact that in remote areas it was difficult for workers to file claims to the Labor Commissioner within the 10-day time limit. It was pointed out by the chairman that this amendment had passed the assembly with a unanimous vote, but had failed to get out of the Senate Labor Committee.

**NEED PROTECTION**

Everyone, I am sure, agrees that the worker felt that his job security was protected by law, and that he would not be discharged if he returned to work with defective equipment or under hazardous conditions—many of the fatal accidents could be prevented.

The law giving this protection, however, has been on the books for several years—but the records show it has been little used. The reasons may be many; but those who work in construction will tell you that not 10 per cent of the working force are aware that such a law exists. It is up to Labor to inform the membership they have this protection.