

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

Vol. 20—No. 1

SAN FRANCISCO, CALIFORNIA

FEBRUARY, 1961



TOP COMING OFF—Aftermath of the San Francisco Building Trades Temple fire left surprisingly little damage visible outside the lower stories. In this photo a crane is shown removing the last of the debris of the burned-out third floor. With a temporary roof, the Temple is now a two-story structure.

THE BIG SWING TOWARDS SAFETY

By DALE MARR and GLEN DOBYNS, Safety Representatives

All the leaders in the construction industry along with the leaders of our Labor Organizations and all the Governmental Agencies involved agree that the next big forward step in construction has to be toward creating safer working conditions on the job.

We who work in the field can see much better than anyone else the great improvement in construction machinery in the past few years. As the equipment gets bigger and faster our safety methods have to be improved to keep pace. Some of our employees are trying to mix modern equipment with high-button-shoes-era safety methods and the results are not at all acceptable.

The contractors who are trying to run a good safe job recognize that they must have all the help they can get in order to keep their safety records in line with their production records.

Most of these contractors have welcomed the help that we have been able to give them and have encouraged us to expand our program. A recent example of this cooperation between employer and Local 3 was hte Peter Kiewitt Sons Co. asking us to put on a safety program for their employees at each of the three missile bases they are constructing in the Marysville area.

In the past month your union has helped several companies get started with a safety program that we feel sure will benefit our members and ther families. We have several requests now for help of this nature and we will take care of them as soon as time will permit. If any

of you fellows are working for an outfit that you think might like some help on a safety program please let us know right away.

We would like to say thanks to you fellows who have called us on safety problems on your job. We have been able to correct many of these very soon aft-

(Continued on back page)

Grievance Committee Has Important Role In Union

By AL CLEM, Business Manager

You will notice that this February issue of our paper is reaching you considerably earlier than usual. We have arranged for the ENGINEERS NEWS to go to press on the first Monday of each month. We hope to maintain this deadline, thereby endeavoring to get the current news into the hands of the members as quickly as possible.

SINCE THE LAST ISSUE of the paper, we have attended three District Meetings; in Eureka, Redding and Oroville. There were exceptionally good turnouts at all of these meetings—due, no doubt, to the considerable interest among the members in the elections for the Grievance Committees of those districts.

Judging from the interest shown in the various areas, it seems plain that the members are desirous of selecting people of high calibre to represent them in these positions. Your officers are confident that working closely with your District Representatives, Business Agents and Grievance Committees, we can continue to improve the economic welfare of the Engineer and his family.

Our By-Laws (Article 10) provide that before a grievance or complaint is brought up on the Union floor, it should first be presented to the District Representative, then the Grievance Committee, then the Business Manager and the Executive Board. You can see, therefore, the important role assigned the Grievance Committee.

Since the adoption of the Grievance Committee procedure by the Local Union, we have found that these committees serve a very good purpose by informing the members in the various districts of their rights under the Constitution and, more recently, the By-Laws, as well as functioning as an educational medium for the membership as a whole.

DURING THE PAST MONTH we have been quite busy in con-

nection with the halting of various construction jobs in Northern California caused by the walk-off of the Tunnel Workers.

We think that all of our people who continued to work and protect the jurisdiction of the Operating Engineers should be commended. While we are not trying to take sides in the problems of the Tunnel workers, we knew only that we had certain contractual obligations which it was mandatory for your Local Union to fulfill.

It was the feeling of the great majority of the people we talked to that problems such as these should have been resolved within the House of Labor. Insofar as the Operating Engineers were concerned, we had no quarrel with the employer and could only proceed in accordance with our contracts. We're thankful that all are back on the job—so far as we know—and hopeful that there will be no more stoppages such as this.

IT IS ALMOST not worth repeating to Old-Timers in the

construction industry that it is now the end of January and work is slow, but we look forward to having our fair share of the work in the coming season.

DUE TO THE FIRE which heavily damaged the Building Trades Temple in San Francisco, where our union has been holding its meetings for years, we have had to change the meeting place. We will now be meeting in the Memorial Auditorium, San Francisco Labor Temple, 2940 16th St. Our first meeting there will be on April 5.

Engineers Will Have a Man In Sacramento

Locals of the Operating Engineers with California membership will have a full-time representative in Sacramento to look after their interests during the current session of the California State Legislature.

Intl. Vice Pres. Newell J. Carman has announced the hiring of Edward Heslep of Sacramento to serve as Director of Education & Research for the California State Conference of Operating Engineers.

Mr. Heslep is an old hand in Sacramento and has been in and around state government for many years. He was Northern California campaign manager for U. S. Sen. Clair Engle and until coming with the Operating Engineers was Executive Secretary of the California Toll Bridge Authority.

The program of legislative objectives is being shaped now, as legislation is introduced, but one of the major tasks will be to help Governor Brown get the Water program through the Legislature without hitches. At the same time he will be concerned with watching out that there is assurance of payment of prevailing wages and outlawing of "yellow dog" contracts in connection with the Water program.

Mr. Heslep will work for these and other goals of general interest to labor in conjunction with Sec. Tom Pitts and the California Labor Federation.

The California State Conference of Operating Engineers comprises Operating Engineers Locals 3 and 12, Stationary Engineers Locals 39 (San Francisco), 501 (Los Angeles) and 526 (San Diego) and Hexoll Products Local 736, Oakland.

OFFICIAL NOTICE TO MEMBERS:

SPECIAL ORDER OF BUSINESS . . . Election of members to serve on the district Grievance Committee will be held at the March '61 meetings, listed below. Attend your Union meeting and vote for the men of your choice.


District meetings scheduled for March, 1961:

- | | |
|---------------|---|
| MARCH | |
| 1 (Wednesday) | FRESNO, Labor Temple, 631 Kearney Blvd. |
| 2 (Thursday) | UKIAH, Labor Temple, State Street. |
| 7 (Tuesday) | SALT LAKE CITY, Teamsters Hall, 443 So. 6th East, Salt Lake City. |
| 8 (Wednesday) | RENO, Reno Musicians' Bldg., 120 W. Taylor |

STOCKTON - SAN JOSE DISTRICT GRIEVANCE COMMITTEES TO MEET ON THURSDAY INSTEAD OF WEDNESDAY NIGHTS. Commencing Thursday, February 9th, 1961, the Stockton and San Jose Grievance Committees will meet each Thursday night from 7 p.m. to 9 p.m. These offices will no longer be open on Wednesday nights.

IMPORTANT . . . ALL Operating Engineers in Northern California and Nevada are reminded to contact any branch office of Local No. 3 and have the Dispatcher stamp the back of their identification cards . . . Designating their status "A" or "B"—THIS IS FOR DISPATCHING PROCEDURES ONLY.

- JAMES P. McGOVERN**
January 2, 1961, Vallejo, Calif.
- GRANT L. PITZER**
Jan. 2, 1961, Sacramento, Calif.
- V. T. CHAMBERS**
Jan. 3, 1961, Selma, Calif.
- WALTER LANGER**
Jan. 4, 1961, Sacramento, Calif.
- RAY G. RINABARGER**
Jan. 4, 1961, San Rafael, Calif.
- RAYMOND A. HAVER**
Jan. 5, 1961, Sacramento, Calif.
- FRED MEYERS**
Jan. 5, 1961, San Leandro, Calif.
- DOUGLAS L. OLSEN**
Jan. 7, 1961, Spring City, Utah
- H. B. PARR**
Jan. 10, 1961, Campbell, Calif.
- JOE H. McHENRY**
Jan. 12, 1961, Chico, Calif.
- RAY BLAKLEY**
Jan. 16, 1961, Sacramento, Calif.
- BLAINE HALL**
Jan. 16, 1961, Pinedale, Calif.
- LUCIEN B. (HILL) CURTIS**
Jan. 18, 1961, San Francisco, Cal.
- T. L. "TIM" HELEAN**
Jan. 20, 1961, San Francisco, Cal.
- ROBERT J. SMITH**
Jan. 20, 1961, Sacramento, Calif.
- EVERETT K. COBURN**
Jan. 23, 1961, Broderick, Calif.
- EARL L. STOUT**
Jan. 30, 1961, San Francisco, Cal.



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL UNION No. 3

Published each month by Local Union No. 3 of the
International Union of Operating Engineers
(Northern California, Northern Nevada, State of Utah,
the Hawaiian Islands)

Office: 474 Valencia St., San Francisco 3, Calif.

Mail all news items in to editor not later than the 5th of each month

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Second class postage paid at San Francisco, California

The City by the Golden Gate

\$216 MILLION FREEWAY PLAN IS RE-SUBMITTED

By PAUL EDGECOMBE, JERRY DOWD and GEORGE BAKER, Business Representatives

The future of the 9.1 miles of freeway at an estimated cost of 216 million dollars for San Francisco will be put to test again before the Board of Supervisors.

The State's original plan submitted in January of 1959 was rejected and for the past two years has become a political powder keg, consequently stalemating the progress of this vast trafficway program designed to take care of the City's traffic problems for many years. The newly proposed plan is the result of extensive surveys, with controversial issues redesigned for approval of groups in the various residential areas.

When and IF this proposed plan is approved, it will furnish employment for many operating engineers. But it will take considerable time for all preliminary obstacles to be removed and for allocation of monies. A recent survey report for a revised traffic system in the Daly City-Westlake area also will depend on the adoption of the San Francisco proposed system.

Recent rains have hampered work opportunities in the area, but considering the alarming reports of the overall economic crisis for many of the building trades crafts, the outlook for employment this Spring remains encouraging for the Engineers. At the present time no new jobs have opened to relieve the current unemployment situation. Normal operations on jobs now under way will resume when the weather permits.

Our attention has been directed to reports of our members operating equipment in an unsafe manner on hazardous work. If any of these safety violations are occurring on any job, we ask your cooperation in reporting such conditions immediately to your Business Representative or to the Union office. Your assistance is needed to further our safety program.

An important reminder to all engineers who live in District No. 1 or those seeking work in this area: contact the dispatch office and have the dispatcher stamp the back of your identification card designating your status "A" or "B," applying to dispatching procedures only. The intent of this new method is to relieve the numerous complaints and time-consuming efforts when you register for work in any of the employment offices.

Local No. 3 members employed at the San Francisco Naval Shipyard have selected Brother Al Buffington as their delegate for this particular government installation to work in conjunction with the Business Representatives of Local No. 3 in attempting to carry out the wishes of the members on the many issues that arises in the course of their

duties. We appreciate the co-operation, suggestions and the interest these Brothers have shown since becoming active in Local No. 3.

Just a reminder: Our blood bank is in need of blood donors. Please make an appointment and contribute a pint of blood to this worthy project.

Field Survey Notes . . .

DON'T TOLERATE CHISELING ON SHOWUP TIME

By AL BOARDMAN and ART PENNEBAKER Business Representatives

This being the rainy season it might be timely to call your attention to Section IV—SHOW UP TIME as written in the Technical Engineers Master Agreement, to wit:

"When an Employee reports for work on his shift and there is no work provided by his Individual Employer, he shall be paid two (2) hours show-up time at his regular straight time rate, provided that if the Individual Employer desires to suspend work on account of rain, and has posted a notice to that effect, he shall not be required to pay show-up time on rainy days. If work is to be suspended for and reason, the Employee shall be notified at least two (2) hours before being required to report for work. The Employee shall keep his Individual Employer advised at all times of his correct address and telephone number. If the Individual Employer is unable to reach the Employee by telephone, such notice is waived."

The above Section of the Agreement appears in the contract for the BENEFIT OF THE MEMBERS. We have had several complaints concerning Employers offering to make special deals with their employees, and we want to stress the fact that the contract was written for he benefit of the members. We expect you to live up to it, just as you expect us to uphold it. Any infraction of your Agreement by either the Employer or Employee weakens the agree-

San Mateo -- Hub of the Peninsula

Demolition Starts on 19th Avenue Freeway Project in San Mateo

By BILL RANEY and DAN MATTESON, Business Representatives

The first part of the work in the FOUR AND EIGHT TENTHS MILLION DOLLAR, 19th Ave. Freeway project has now started. The actual construction work connected with the four lane freeway will probably not start until June or July, but the demolition work now underway by the K. T. K. Wrecking Co. is to clear the right of way by moving the homes and duplexes to clear the land in or near the interchange of said freeway with El Camino Real. The Division of Highways is still working on plans for the first part of the freeway, which will stretch from Delaware St. in San Mateo to the extension of Hillsdale Blvd. This work will go out for bid in the late spring.

The work on the Sanitary System for the City of Pacifica is coming along real well, after a short delay in getting the black top on the trench work (that was too far ahead) to suit the City Fathers. The treatment plant and the pumping station are shaping up well, most of the cement being placed at this date.

The boring under Highway No. 1 has been completed in several places, this work being done by J. F. Woinoski Horizontal Road Boring Co., of Martinez. Glanville Construction is the general on the job.

Building Material Plants, Hot Plants and Gravel Plants in the area are slow, due to the rain. Our much delayed wet weather has put the old rocking chair to work.

Right at present the work outlook for now is not so good. The rain has finally hit in this area, and due to the fact that the weather did hold for so long, most of the jobs that have been in progress, have been completed. This has brought in quite a number of brothers to sign in on the out of work list. This however, is the condition that usually prevails at this time of year.

The year of 1961 however, looks good, and it is interesting to see the 1961-1962 State Highway Budget for San Mateo County with money being allocated for work which the County so sorely needs, and much of which should be going out for bid in

ment, the Union, and our bargaining power on your behalf. Help us to help you . . . live up to your Union contract and report any infractions IMMEDIATELY.

There has been very little hiring this past month and the out-of-work list seems to grow a little each day. Heavy construction is holding up, but very few new jobs are getting underway.

The battle still goes on between Local No. 3, the State of California and the U.S. Government concerning the payment of prevailing wage rates for Technical Engineers on construction. There have been several meetings and reams of correspondence, but no definite conclusion has been arrived at with either the U.S. Army Engineers or the California State Dept. of Public Works.

Because this could be of tremendous benefit to the Technical Engineers we urge you to take the time to sit down and write to your U.S. Senator, Congressman, State Senator and Assemblyman asking that they support Local No. 3's petition to incorporate the prevailing wage rates in the bid proposals. Letters from individuals sometimes help a great deal toward oiling the wheels of progress. DO YOUR PART. WE'RE DOING OURS!

the very near future, such as:

- \$245,000 for reconstruction of grading and paving in Millbrae, Taylor Blvd. to Santa Helena Ave.
- \$550,000 to replace Bridge and construct approaches at Tunitas Creek Bridge, south of Half Moon Bay.
- \$150,000 for landscaping of Bayshore Freeway 0.1 miles south of Spruce Ave. in Redwood City to 0.1 mile north of University Ave. in Menlo Park.
- \$4,800,000 for grading, paving, and structures for six lane Freeway (Freeway construction from West Hillsdale Blvd. extension to South Delaware St.—Grading only from South Delaware to Bridge) for the West Hillsdale Blvd. Extension to San Mateo-Hayward Bridge.
- \$3,600,000 for Junipero Serra Freeway.
- \$900,000 for SR 1 freeway through Pacifica.
- \$1,200,000 for HR 214 from Five Points in Redwood City to Bayshore Freeway and Harbor Blvd.

NEW PHONE BLDGS.

The Pacific Telephone & Telegraph have announced an expansion program for the North County that will total THREE AND ONE-HALF MILLION DOLLARS. The program covers a \$400,000 building in So. San Francisco, an \$85,000 facility in Millbrae, a \$1,600,000 addition to the existing structure on Burlingame Ave., and a \$160,000 building in the Hillsdale Area. An additional ONE AND TWO-TENTH MILLION DOLLARS will be spent to modernize and automate the So. San Francisco office. Work is underway on some of these projects at present, and although the majority of the money is spent on materials and wages for other crafts, each one calls for many man hours of Engineers work on the grading, paving and underground work, very often hoist and compressor and welding machine jobs that last for quite some time in the larger structures.

Charles F. Harney was awarded the contract for fill for the extension of the runways at the San Francisco International Airport, to the tune of \$1,779,685. This will probably be a shovel and truck job. The Business Representatives in this office have a pre-job conference scheduled with this company. More details will be available later.

Construction will soon begin on the Franklin School addition which is to be completed for the September sessions. Morris Daley was awarded the contract with a low bid of \$134,475.

Bids are being called for on the Construction of a new home for the Bank of California, in San Mateo. This is to be a five story structure with the bank itself holding a 9500 square ft. area for their facilities. The upper floors of the building will be offered to various firms for executive offices, with ample parking space for 117 cars.

Work on the 3,000,000 Crestmore High School in San Bruno, will begin this Spring. The school has a 40 acre site and

By the time a man can afford to lose a golf ball he can't hit it that far.

Job Awards

SUNNYVALE, Contract awarded to Leon M Wheatley, Inc., 4112 El Camino Way, Palo Alto, \$835,118, (base plus alts) for Fremont High School addns.

MADERA, Contract awarded to Chert. Bros. & Sandway, Inc., P.O. Box 5273, Sacto. \$982,116, for earthwork & strucs Madera Dist. Syst. Extens. Part I.

CASTLE AFB, Contract was awarded to Quiller Const. Co., 8374 W. 3rd, L.A. \$1,365,459, for modif. of Wherry Hsg., Castle AFB.

SACRAMENTO, Contract awarded to Wunschel & Small, Carmichael, \$460,000, for water transn. mains, SW port of City of Sacramento.

OAKLAND Contract awarded to Rose & Matoza, 2007 Castro Valley, \$344,107, for improvement of portion of Clawwiter Road and construction of Traverse Dr. between West St. & W. Jackson St., Eden Township, ALAMEDA CO.

OAKLAND, Contract awarded to Payne Constr. Co., 689 Louisiana, Oakland, \$260,862, for constr. a roof on the District's 39th Ave. Reservoir loc. nr. 39th & Victor Avenues in Oakland.

completion is scheduled for fall of 1962.

CIVIC AUDITORIUM

A \$60,000 Federal Loan, for preliminary planning of a FOUR MILLION DOLLAR, Civic Auditorium for San Mateo County, has been approved. Because of the many existing facilities to complement the building, such as ample parking, area lighting, etc., as well as being readily accessible for air, rail, bus or car transportation with plenty of hotels and motels in the area, it has been decided that the auditorium will be located at the County Fair Grounds. We will have more information on this project also, for the next issue of the Engineers News.

All in all the prospects for a good year in 1961 are exceedingly good. Depending on the weather, and starting date of the projects we feel that due to the fact that the out of work list is so heavy at this writing, we will have enough of the brothers available to take care of the work. Until the work breaks, the situation is rough, so hold on boys!

Bids are being submitted for opening on February 16th for the entire Brewer Island deal. Various large contractors have informed your representatives that they are bidding this one seriously. This may be the "Kiss of Death," but we predict that the real contest will be between Utah and Granite. In any case it will be an interesting one to watch.

Healy-Granite finally unloaded a barge the other day. Their job has been held up considerably because of bad weather. We are happy to see this get going again as many of the brothers' checks have not been so fat of late.

You brothers who have been drawing your unemployment insurance and have been working a day here and a half-day there, be very careful in your reporting this work. We have had some sad cases of men being severely penalized for false reporting. Be very sure of the dates you worked if any, and very sure you do not forget to report each and every hour. The State laws on unemployment insurance do not generally take into account a man's forgetfulness.

REMEMBER: THE EMPLOYER REPORTS EVERY DOLLAR YOU EARN.

San Jose Looks Forward To a Good Year

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

GRIEVANCE COMMITTEE meetings changed from Wednesday to THURSDAY nights. COMMENCING THURSDAY, February 9th, 1961 the San Jose Grievance Committee will meet each Thursday night from 7 p.m. to 9 p.m.

Our "Out-of-Work" List is long, but compared to previous years more of the Brothers are working during the month of January than usual. This is no doubt due to lack of rain, but prospects look good for 1961.

A. J. Raisch Paving Company have completed the excavation on their Airport job for the City of San Jose. They have made remarkable progress on this job due to the dry weather. They have completed the select material and have laid the first layer of hot stuff. They are doing the paving and grading on the exclusive subdivision located near the Almaden Golf Course, which is being constructed by Del Webb. P & E Construction will do the underground work on this project. They are busy at the present time putting in storm drains on Alviso Road, Saratoga Ave. and Senter Road.

Ince Bros. are busy on their 42 inch storm sewer drain from Bascom Ave. to O'Conor's Hospital. They also have a fair-sized job on Fruitdale Ave., and are working in a couple of subdivisions.

Bilardi Construction Company are putting in a storm drain on Roberts Road and doing the sewer work for the new High School on Leigh Ave. Bellicitti and Pellicciotti have completed moving 100,000 yards of material on this job.

The Brothers working for Piazza Paving have had a very busy winter with very little loss of time. This firm was the low bidder on a \$141,592 contract for the improvements of several streets for the City of San Jose. They were the low bidder on a \$51,003 contract for the paving and grading of areas and roads in Capitol Park. They also have their Pit and Crusher Plant in full operation.

E. T. Haas of Belmont was awarded a contract in the amount of \$299,633, by the City of Los Altos for the construction of 165,000 feet of sanitary sewer work.



MULE-SKINNER VERSUS CAT-SKINNER

The above photo was taken away back, back when every prospective customer was from Missouri and had to be shown. The first Crawler Tractors used a pair of hay burners. The two mule skimmers are unidentified but the Cat-Skinner is Walter A. Wood of Los Altos. Mr. Wood is 73 years of age and still as capable of moving muck today as he was when he helped pioneer the Cletrac No. 20.

V. R. Dennis Company are finishing their section of the work on the Freeway and sending their equipment back to Southern California. Campbell Construction Company still have a lot of work on the Freeway and at the present time have a fair-sized crew of Engineers on the job.

Most all of the Pits and Ready-Mix Plants are busier than usual for this time of the year.

Carl Swenson Company and Williams & Burrows are showing

a lot of progress on their job on the Foothill College.

S. CRUZ, SALINAS, MONTEREY Granite Construction Company were the low bidders on the West Cliff Erosion Project; this job went for \$177,000. The rip-rap rock on this job will come from the Davenport Quarry.

Dan Caputo was the low bidder on a \$98,749 contract for the construction of a bridge between Water Street and Soquel Ave., across the San Lorenzo River.

Due to the unusually favorable weather, Ed Keeble has been able to make good progress on the Camp Evers Hiway job near Santa Cruz.

Granite Construction are still busy on the Water-line leading to the Newell Dam at Ben Lomond.

Crow Bros. have made excellent progress on their excavation job on the Cabrillo College.

In the Monterey area work is holding up very well, with the Fort Ord Housing Project and subdivision work keeping the Brothers busy. Granite Construction Company were the low bidders on a \$70,305 contract for repairs on the Soldiers Club, Sea-Wall.

Thomas Construction Company are making rapid progress on the construction of three bridges on Coast Hiway No. 1, and bids on the fourth bridge will come up about Feb. 15th. The State has allocated \$370,000 for this bridge which is located at Villa Creek and work is expected to start early in March.

Work in the Salinas area has slowed down considerably. Work has been completed on the Nestle's Chocolate 5 Million dollar plant. This job has kept the Brothers busy for a long time. The last two Engineers employed on this job were Brother Hillman Caywood on the Forklift and Brother Bill DeAmaral

Our best wishes for a speedy recovery!

NOW is the time to join your Local Blood Bank! When you register for work also fill out a Blood Donor Pledge Card. All Donor Members are presented with a Blood Credit Card; proof of TOP INSURANCE COVERAGE for the member and his family. Check with your Dispatcher for all the "Ands and Ifs," etc. We wish to thank the following Donors, who gave of their blood during the month of January:

BERTHA MILLER
LOUISE MILLER
ELMER DRAPER

Brother Darrell Millard has gone into business for himself. Anyone needing expert Backhoe and Tractor work, call Deerfield 6-5936, in Ben Lomond, Calif. Brother Millard states that no job is too small and the big ones take a little longer. Good luck in your new venture;

CRYSTAL BALL ISN'T WORKING IN HAWAII

By HAROLD LEWIS and RUPERT TEVIS, Business Representatives

Our prediction of a good year is working out in a very odd manner. First of all, we are having more rain than expected and secondly, the large jobs have not hired additional help which was expected about mid-January.

It was good to see Brother David Vasconcellos in town. Brother David has been on Kwajalain for a few summers and has done a good job organizing the operators out there. Brother David tells us that conditions on Roi Demur island are poor but will soon be good with the completion of a camp. To you brothers who are still out there, ALOHA! And keep up the good work, you too, Brother Lawrence.

Brother John Spencer has gone overseas again but this time to Puerto Rico. He should be able to swing a hot tango by the time he returns. Good luck, John.

Congratulations to Brother Edward Naine on his promotion to foreman on the Hawaii-kai spread.

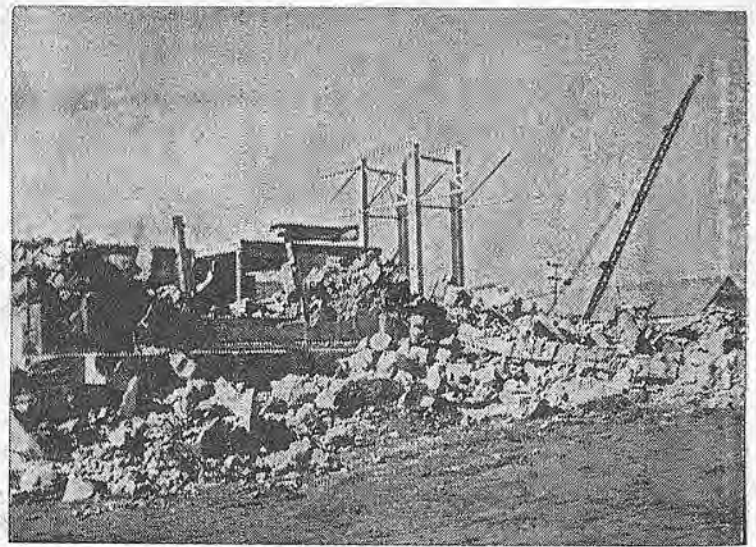
Best wishes for a speedy recovery to Bro. Abe Bowman who is home with a broken leg. A couple of timber pilings on the Middle St. job were a little too big for him.

Brother Silver Piliwoli says he isn't sure if he can work on the ground any more. Brother Silver spent the last eight months on the German-built crane at the Hawaiian Village. He started when the crane was just fifty feet off the ground and ended up with it towering a hundred and seventy feet in the air. A good job well done, Silver!

Everyone is casting envious looks toward the crew of Kaiser's Dredge. The rig is working on the Beach of Waikiki. Those sun bathers look pretty good, eh Brothers?

On the labor scene in Hawaii, Brother Bob Hasegawa, executive secretary of the Central Labor Council, made this comment on his recent trip to Washing-

Last of 'Napa's Folly'



NAPA'S FOLLY: This is all that's left of the vast and expensive Napa War Memorial building, which stood as a white elephant for years and finally had to be torn down as unsafe. Arons Construction, from Sacramento, is about to tear down the last of the steel.

VALLEJO WORK STILL SLOW

By AARON SMITH, Bus. Rep.

Work is progressing about the same as last month in the Vallejo area. Capehart Housing at Travis Air Force Base had been awarded, but they are apparently waiting until Spring to open up.

Parish Bros. has started up the Goodyear Quarry to produce rock for the Fredrickson and Watson job, the Benicia Freeway. Fredrickson & Watson are going right ahead with this job.

Fredrickson Bros. have done all the clearing on the Mankas corner job and are now waiting for spring.

Chas. Harney have started up again on the Highway 40 job at Fairfield; they figure they will have the heaviest excavation done in about a month.

Syar & Harms are still keeping many brothers busy at various small jobs throughout Solano County.

The concrete pipe plant that is being built at Napa Junction as was reported in last month's news is being built by United Concrete, instead of American Concrete, as previously reported.

JOB AWARDS

SACRAMENTO Contracts awarded to the following: (1) Highland Manor Unit No. 2 East Assess Dist., SACTO CO. To Lentz Const. Co., P.O. Box 7538 Sacto., \$53,433. (2) Citrus Center Assess. Dist., SACTO CO. to Brighton Sand & Gravel Co., Sacto., \$144,444.

SAN PABLO, Contract awarded to Goyak Const. Co., El Sobrante, \$105,658, (base & add) for const. Library Bldg.

SACRAMENTO, Contract awarded to Valley Engrs., Inc., Fresno, \$121,927, for watr. transmains, elev. tank No. 4 to Meadowview & Henrietta.

REDWOOD CITY, Contract awarded to J. W. Mark, 3875 Woodside Road, Woodside, \$38,849, for remodel San Mateo County Corp. Yd. loc. in Redwood City, San Mateo Co.

OAKLAND, Contract awarded to Clancy Const. Co., Hayward, \$135,954, for erect & complet. Firehouse No. 15.

FRESNO, Contract awarded to Lewis C. Nelson & Son, 2915 McCall, Ave., Selma, \$133,600 for const. of addns. to Lana School, 4730.

ton. "I am not at liberty to divulge anything at this moment. The AFL-CIO is here to stay; watch for big things to happen."

So with our sights on a bright future, we say, ALOHA.

Basalt is still working two shifts at the Napa Junction Plant, but have cut back to one shift at the Napa Quarry.

Bids are to be opened February 8 for construction of Highway 40 in Solano and Napa counties, the Hunter Hill job, about 4 miles in length to be graded and surfaced. This should be a good Spring job. Bids for the relocation, rearrangement and alteration of facilities in the Benicia Arsenal are also to be opened February 8th.

The following Brothers have purchased their year cards: Thomas Bentley, Ellsworth Lyndon, Frank A. Costa, Lester C. Dressel, Tom Shaw, C. D. Nelson, W. D. Ashley, and R. L. Macy. The 1961 year buttons, and also the decals for the hard hats or car windows are still available.

Brother Dick Macy is in business for himself now. He has a horizontal boring machine, and if anyone is interested Dick can be contacted at Harrison 5-5321, Fairfield.

Brothers, we hope all of you are keeping your check stubs and dispatches. Just recently we have had two cases where both have been useful in straightening out the Unemployment records.

In the first case a member was drawing only \$40 as the unemployment claimed that he hadn't worked enough in any one quarter to be entitled to the maximum benefit of \$55. His dispatch and check stubs proved them wrong, and he is now drawing the maximum.

In another case the total amount reported was not enough to justify the maximum payment for the full 26 weeks. Again the check stubs helped to correct the error. In addition the check stubs may be needed at some time to check on the hours reported to the Health and Welfare Trust Fund.

We are sorry to report that Brothers Maynard (Bud) Bailard and Bob Meyers are in the hospital as this goes to press. Bud is in the Inter-Community Hospital at Fairfield and Bob had a kidney removal operation in the Hahnemann Hospital in San Francisco on the 25th of January. We are sure Bud and Bob would be more than happy to see any of their old buddies.

We would like to take this opportunity to extend our sympathy to the family and friends of Brothers Jim McGovern and Bill Smith, who passed away this month. Brother Bill Smith had lived in this area for quite a while and had moved to Tahoe last fall.

What's Doing in Oakland Area

By DON KINCHLOE, "TINY" LAUX, WARREN LEMOINE, NORRIS CASEY and FRAN WALKER, Bus. Reps.

The Oakland Area is very slow at present. The rains have stopped the work but the outlook for this year appears very good for the engineers in this area.

Now that the rains have set in we are asking the Brother Engineers to make appointments to donate blood. The Blood Bank is depleted. To make an appointment call OLYmpic 4-2924.

Brothers, we have a new type of crane in the area from Denmark, owned by Overaa, General Contractor of Richmond. We negotiated an agreement on it and it comes under Group 10. The crane is called a Linden Crane. Further details can be read later in this article.

Bay Cities Equipment Inc. at 2792 Cypress St., Oakland, has during the past year gone thru a complete reorganization of the management which has resulted in a great deal more work for this company in their equipment shop.

The service manager is Bro. Lowell Scott. He is assisted by Bro. Herb Post who is shop foreman. Bro. Herb replaced Allan Koivisto who resigned to accept a better position as service manager with another company.

The work in the shop consists of servicing new and used equipment for delivery. They also do a great deal of repair work in the shop and also in the field for their customers. They specialize in Drott Loaders, International tractors of all kinds, Hough loaders and Ingersoll Rand compressors.

Bro. Joe Campbell is very proud of the new fuel injection stand that was installed this past summer to make his work easier and more accurate.

We have sixteen mechanics working in this shop at the present time. The parts department is under the supervision of Ed McGettigan ably assisted by Bro. Felix Hensley and there are six of our members employed in this department. Of the sixteen brothers working for this company, about 60 per cent of them are service field mechanics.

This company is now under the supervision of Ray Bryant, General Manager. He was formerly with Allied Equipment of Fresno. McBryant is putting his long experience in this type of work to great advantage for this company.

RAIN OBSTRUCTS WORK IN SO. ALAMEDA COUNTY

Although rains have slowed up many jobs in Southern Alameda County, the Case-Hood project is still going full swing. They now have approximately 14 Operating Engineers on the payroll, primarily doing maintenance and pioneer work.

Case-Hood is a comparatively new contractor in Southern Alameda County, but they are well known in the Vallejo, Oroville and Marysville areas.

This particular project in the Livermore area should take approximately 18 months to complete. From all indications there appears to be a very good job opportunity for engineers on this project.

At the maximum, Case-Hood will employ approximately 35 to 40 engineers. They will be operating various types of equipment including DW-20s, D-8 cats and dozers, a Northwest dragline and backhoes. The Freeman Paving Company who is doing the dirt work for the E. M. Penn Construction Company's 15,000,000 gal. capacity Patterson water reservoir now employs 13 engineers, with Bro. Ray Morgan as project superintendent, Bro. Dave Painter as grade checker, Bro. W. M. Rotar on the D-8 dozer, Bro. Joe Mathews on the D-8 pulling sheepfoot, Bro. Jack Dills and Bro. Charley Mey on the D-9 push cats. Bros. Leon

Lemen, Jim Jordan, J. T. McDaniels, Wilbur Squibb and Gordon Schoessler on DW 20s which are hauling dirt approximately 1 mile with Homer Milan doing the bladework and Lester Brundage doing a very fine job keeping this fast moving equipment in operation as the mechanic on the job, and Bro. Amos McKee doing a worthwhile job as oiler on the grease truck.

A new rotating furnace, complete with electrical, hydraulic, and air operated controls and manipulators, and a 20,000 pound drop hammer is nearing completion at the American Forge Division of Pacific States Steel Corporation, one of the Operating Engineer's latest contracts. Pacific States Steel Co. and the American Forge Co. now employ approximately 200 engineers.

The Operating Engineer's contract with American Forge, division of Pacific States Steel Corp. covers the entire plant, with the exception of the office boy, guard and truck drivers.

Al Bashnick Excavating is now known as Bashnick Engineering and Paving Company and is located at 7100 Snell Street, Oakland. A king-size dredging operation is being done on Lake Merritt by BEPCO with the aid of one hundred surplus pontoons, held together with 30 tons of angle iron. Due to the inability of transporting the barges via water ways, it was necessary to assemble four portable barges, using a technique used in World War II.

The clam dredging operation is being done for the purpose of beautifying the lake and making it more useable for sailing and boating. An estimated 26,000 yards are to be removed via city streets in water-tight trucks, each of which is given a fresh water bath before entering the streets. Ten large dump trucks under the guidance of Clarence Shands, are setting the pace for the haul which takes the debris to outer highway, between High Street and Hegenberger Road, on Port of Oakland property.

Operations also consist of 2 22Bs manned by Fisher Bros. crews. Operating them are Bros. Alvin Fisher and "Red" Everett Rogers and oiling are Bros. Bob Deussenberry and Don Deussenberry. Bro. "Red" walks his 22B very efficiently from side to side with the aid of spuds installed on the portable barge filling the hopper barge, which is then pushed to shore where Bro. Alvin's rig has unloaded a hopper barge before, so the performance is repeated and repeated. A minus ten foot grade, below water is the aim for the entire north arm paralleling Harrison Street in front of the Kaiser Building.

Bashnick's crew consists of Bro. Clarence Doty and Bro. Julius C. Ruhmann pulling levers, Bro. Paul Clinkenbeard has control of the fabricating and welding. Bro. Frank Winters was instrumental in stabbing the pilings for the building of the

wharfs and was at that time in the employ of Sherman Crane Service. An old timer in the business, Fred Paris was retained as advisor, as it was Paris Bros. who were successful in performing the same operation the last time Lake Merritt was dredged.

Bashnick Engineering and Paving Co., better known as BEPCO, has just completed a storm drain job in Alameda on 9th Street, under the able guidance of Bro. Whitey Halbach, and is nearing completion of a bridge job in the Pleasant Hill area, with Supt. Roy Haun spearheading.

Recently in the City of Berkeley another crane has been introduced. It is known as the Linden Climbing Crane, Type 25, a product of Copenhagen, Denmark. This is the first one of its type in this area that we know of, and is arousing everyone's curiosity.

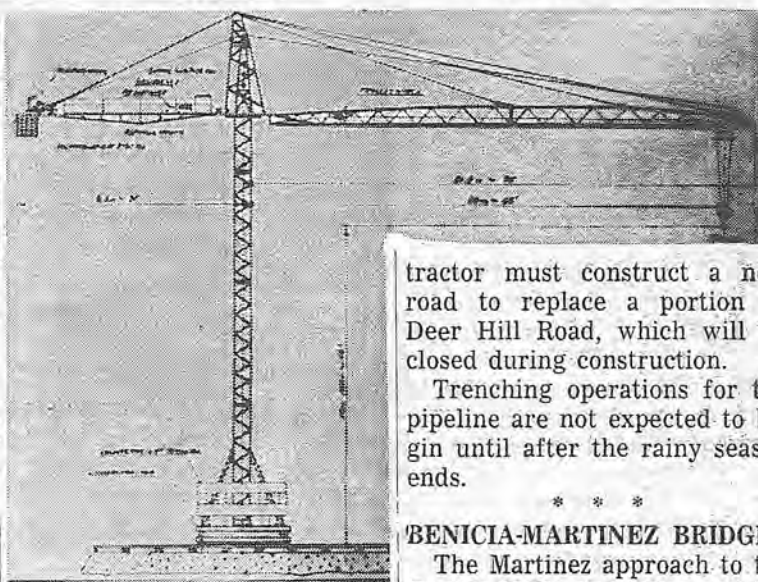
The crane was delivered to the jobsite in sections, with a maximum weight of each package being 2200 lbs. and maximum size being 3'3"x5'0" x 32'6". Another crane was used to help assemble it at the jobsite.

To start off with, a base is poured at the first floor level and then most of the crane sets on it. There are no guy wires to hold it up and it can work the first three floors from this base. After the first three floors are poured, a climbing winch is installed on the third floor and a dolly is mounted at the bottom where the mast bolts out the original base. When all is ready to go, the mast is loosened from the base and the whole crane lifts itself up one floor. The mast is run through a hole left in the floor just slightly larger than it is so as to avoid friction and make it easier to lift. Approximately 2500 lbs. of ballast is picked up and moved until the crane is balanced. When it has pulled up the one floor, two rails are put under the mast for it to set on. Then it is wedged between the two top floors with large wooden wedges and then it is ready for work on another floor. This procedure is followed for as high as they want to go. It takes approximately two hours to raise the crane.

The crane is all electric. It has a capacity of 400 lbs., has full swing, a boom 66 feet long and the block runs from the tip of this boom to within five feet of the mast. It is operated by remote control, the operator is on the ground and has a box approximately 4x4x12 to hold. He can walk anywhere on the floor that he is working on and can even get to the edge and see his load on the ground. The control box has three switches on it, one for up and down, one for swing and one for the trolley action of the hook. It has automatic cut-offs on all circuits so it is impossible to overload or to block anything on it.

This machine is in operation in Berkeley and has been leased by the C. Overaa Company from Richmond. The building under construction is a nine story apartment building and this crane can reach any part of this building or over the side. Bro. Walter Leabig is the operator on this crane.

The Peter Giodano & Sons job on the Sobrante Filter Plant in El Sobrante has had to shut down. The weather has them tied up now, but even if it were clear they would not be able to continue through the winter. They have some basins to excavate and are afraid that they



tractor must construct a new road to replace a portion of Deer Hill Road, which will be closed during construction.

Trenching operations for the pipeline are not expected to begin until after the rainy season ends.

BENICIA-MARTINEZ BRIDGE

The Martinez approach to the Benicia-Martinez Bridge consists of 3.8 miles of four lane divided freeway and seven traffic separation bridges with interchange and access facilities. The major bridge, crossing over the Southern Pacific Railroad and a heavily traveled country road, is approximately 1200 feet in length, consisting of two parallel composite concrete and welded steel girder structures. Roadway excavation totals 1,360,000 c.y. The construction schedule calls for completion in 17 months.

Operating Engineers currently on the job are: Bros. E. S. Noon and S. L. Saunders are Grade Foremen, H. D. Gold is Mechanic Foreman, C. H. Johnston and R. M. Rich are Crane Operators, H. J. Cooper is on a Michigan Loader, W. B. Berry and F. W. Claiborne are Blade Operators, J. W. Hartman, A. R. Orman, G. A. Vickers, E. H. Watt, B. W. Warren and J. H. Bryant are on DW-21s, on the dozers there are V. L. Mullinix, E. C. Alexander, L. D. Anderson, C. E. Bray, L. M. Howard, L. L. Reeve, R. Ridgeway, M. M. Rognlien and M. Spessard, the repairmen are D. S. Ather-ton, W. F. Harsh, M. V. Nelson, R. O. Perry, F. R. Toles, and the grade checkers are H. Y. Miyashiro and D. A. Payne, and the pump operator is J. L. Catano.

In answer to the many phone calls that we have had in regards to how Brother J. G. "Tiny" Burns is getting along, I would like to take this opportunity to let everyone know that Brother "Tiny" is now back to work and feeling real good. He was in the Hall last week and really looks good. Brother "Tiny," as you may recall reading in this newspaper, had a very serious stomach operation last spring and had a real rough time of it, but as usual you can't keep a good Engineer down.

Brother Bill Rogers, who for a number of years was a resident of El Sobrante, just recently sold his home there and moved to Concord. He bought a new home at 2225 Quebec St., where he will reside with his wife, Betty, and three children. Brother Bill, as many of you know, is a member of your Oakland Grievance Committee and at present is employed by Bechtel Corporation at Standard Oil in Richmond.

Brother Shirl Dunkin, who resides at 48 Inlet Drive, Shore Acres, had an accident. A tire and wheel fell over on his ankle and it appears that he will be off about six weeks. We wish Brother Dunkin a speedy recovery and hope he will be up and around real soon.

Brother Sam Demalt, who recently underwent an operation has been released. We hope Bro. Sam will be up and around real soon.

Demand Union Label Goods and Services

would not be able to get and hold compaction in case of a big rain, therefore, they are postponing their operations until after the rains. Everyone has been laid off except two mechanics.

McGuire & Hester are now making the tie-ins and finishing the paving on the E.B.M.U.D. job in North Richmond. This has been a good job for a number of our Brothers all winter. They are now down to one crane crew, one pumpman and one loaderman, plus the paving crew. In another week or two they will have moved on to other parts.

Dimensions on crane (Linden)—height, 44' 3"; boom length, 66'; counter balance 31' 2"; counterweight, 3750; capacity, 4000.

Work underway on EBMUD's Lafayette Aqueduct No. 2 by American Pipe and Construction Co.

The aqueduct is a key project in the East Bay Municipal Utility District's \$283-million, 10-year expansion program. The aqueduct, nine feet in diameter and four miles long, will take two years to build and will cost \$5,300,000.

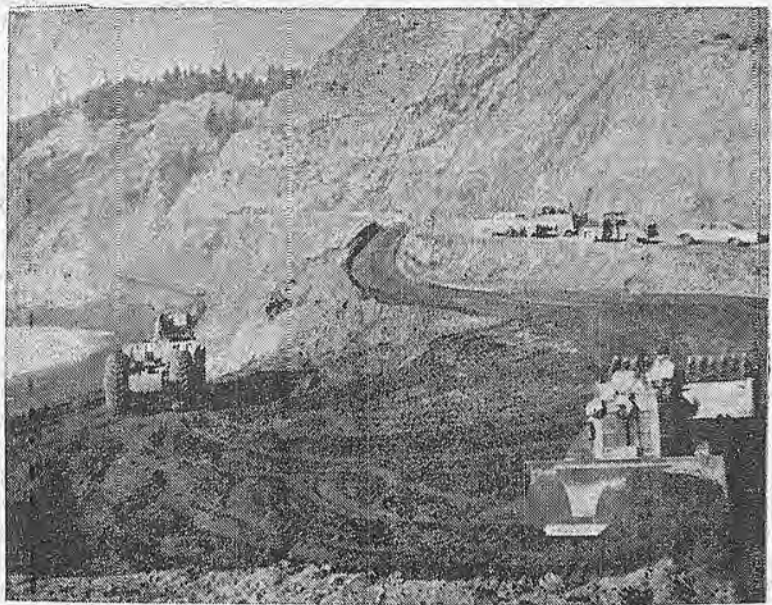
The big pipeline will connect with EBMUD's Giant M aqueduct in the hills west of Larkey Lane, Walnut Creek and tie in to Lafayette Tunnel No. 2 near Sunnybrook Drive, Lafayette. The Giant M and the tunnel are already under construction.

The contract calls for laying 2.8 miles of aqueduct by trenching operations in EBMUD's 100-foot right of way which, through Lafayette, parallels the freeway. The project includes six tunnels with a total length of 1.2 miles.

The Giant M, Lafayette Tunnel No. 2 and the Lafayette Aqueduct projects are all part of EBMUD's third Mokelumne Aqueduct system. By 1963, the system will be able to supply the East Bay with an additional 181 million gallons of Mokelumne River water daily, more than double the present capacity.

Two tunnels will carry the huge Lafayette aqueduct from Walnut Creek across Acalanes Valley. The pipelines will cross the freeway via a tunnel at Brown Avenue and continue three miles along the right of way north of Mt. Diablo Boulevard to the Lafayette interchange near Pine Lane. There it will go under the freeway overpass and connect with Lafayette Tunnel No. 2. There will be three small tunnels at Oak Hill Road, Dolores Drive and Risa Road.

The first phase of the aqueduct project will be to bore Acalanes Tunnel—1,700 feet—from its west portal just north of the freeway near Hodges Road, to a point near the intersection of Pleasant Hill Road and Acalanes Road. Before actual boring can start, the con-



IT MIGHT AS WELL be Spring. Lovely weather—at least when this picture was taken—eased the work on the Bridge and Approach job of Carey Bros. at Juan Creek, near Westport, in the Redwood Empire country. It's the first time in 18 years that the winter has been so mild in this area.

RAINS SLOW THE REDWOODS

By K. A. "KEN" BROOKS and W. L. "BILL" TOMBERLIN, Business Representatives

It's trying very hard to give us more rain in the Redwood Country at this time.

We do have a few jobs going in a small way, nothing big at this time.

On the Orleans highway job Slate Hall & Hamilton is working the 71B Shovel, 2 Dozers, a loader and blade with 3 mechanics and grease monkeys. A nice crew to remove the slides and keep the road open for traffic.

Down the Klamath River at Martins Ferry, Peter Kiewit & Sons have completed their bridge. From Weitchpec around the south side of the river. It was a distance of 32 miles for some to travel to their homes. Since completion of the bridge the distance is 6 to 10 miles.

About 18 miles on down the river, Or-Bet Corp. is constructing a bridge and about 90,000 yards of river run fill. They have 3 rubber rigs, 3 cats, 1 truck-crane, 1 loader and mechanic on the job at this time. They have until June to finish this project.

The McIntosh & McKnight boys are plugging along with their small plant at Willow Creek making some improvements in the last year to give better service for mixed aggregates anywhere around this part of the country. The service is keen, give them a call when you need concrete.

Mercer Fraser is hauling river run material stock piling it on Lord Ellis for State Highway. Also keeping a crew busy at their Liscomb Hill quarry making rock for their jetty job in the Spring.

In Crescent City district, Singleton Const. moving along on the new High School.

Coast Concrete keeps their regular crew on the job the year around.

The V. & R. Const. have been graveling the road into the Hazelview Mt. Tunnel and have finished. Grafe & Callahan, Gen. Contractor on the Hazelview Mt. Tunnel have some equipment moving in at this writing. They plan to get under way about the second week in February if everything goes as they plan now.

February 1st there will be about 3½ million dollar job let on the south side of the tunnel. When this gets under way there will be a lot of work for the brothers.

At our last district meeting we had a good turnout of members. Three new brothers were elected to the Grievance Committee: Frank Wright, Ray Cooper and Andy Anderson. Earl Horn, Chairman and Ken Brooks, Secretary.

A significant point in the development of Humboldt County as well as that of all Northern California was marked when the first yard of concrete was pour-

ed to begin construction of Pacific Gas & Electric Company's nuclear power unit at Buhne Point, just south of Eureka.

Norman R. Sutherland, president of PG&E, dedicated the undertaking "to the service of the public, to the advancement of the atomic age, and to the progress and prosperity of Humboldt County."

Sutherland was the principal speaker of the day, and E. M. Pettersen, chairman of the Humboldt Board of Supervisors, pulled the handle that poured the first yard of concrete to form the underground caisson that will contain the reactor.

The 60,000-kilowatt boiling water reactor plant is scheduled for completion in the summer of 1962. It will cost \$20.6 million, entirely financed by PG&E.

Voices Confidence. When the plant was announced in February 1958, PG&E said it was being designed to produce electricity with Nuclear fuel at costs which will eventually be competitive with oil fuel at that location.

"Putting uranium to work safely and economically has been challenging scientists for a generation and our utility industry for a decade.

"The industry has solved the problems insofar as safety is concerned, but no one yet has been able to make electricity with atomic fuel anywhere in the United States as cheaply as it could be done with gas, oil or coal, or with falling water. We expect this will be accomplished in Humboldt County during this plant's life."

The nuclear unit is expected to achieve that goal during third year of operation. It will be operated in conjunction with the 50,000-kilowatt conventionally-fueled units already in service there.

Humboldt Bay will have a new system of reactor containment called pressure suppression, developed by PG&E. Pressure suppression substitutes a condensation tank, partially filled with water, for the dome or capsule that has been used to contain earlier power reactors.

The underground pressure suppression system would catch and suppress by condensation the steam carrying any escaping radioactivity that might be freed from the reactor system in the unlikely event of an accident.

The U.S. Atomic Energy Commission approved pressure suppression containment in issuing the Humboldt Bay construction permit last November 9, after

A Personal Note from Your District Representative: Brother Harold Huston would like to take this opportunity to send his warmest personal regards to all the brothers who work in the Marysville area, District No. 6. He feels honored to be appointed District Representative and will serve you to the best of his ability.

NEW OFFICE HOURS

The Marysville District office will be open from 7 a.m. to 5 p.m. The Grievance committee will meet from 7 p.m. to 9 p.m. every Thursday evening.

GRIEVANCE COMMITTEEMEN ARE ELECTED

At the last regular meeting held January 19, 1961, we're happy to report that Brothers Bob Christy, Bob McLelland and George Lester were elected as your three Grievance Committee members for District No. 6, to represent you for the year 1961. We would like to congratulate these brothers on their election and also to thank the members in District No. 6 for the fine attendance and participation in the activities of their local union. This is a true example of democracy at its best.

HERE AND THERE ON CONSTRUCTION JOBS

Boyles Brothers have a small tunnel job at the Oroville dam site which is 2400 feet long. This should keep some of the brothers busy for a while as soon as they can go back to work.

Hertel is building a bridge across the Bear River at Rio Oso with Macco Company driving the piling for them. And Monty Brown of Redding is building the approaches. This has been a small but good job, and has kept several of the brothers busy this winter.

E. T. Haas have just about completed their sewer job in Linda, south of Marysville. This is one of the largest sewer jobs in the State of California in the past year. We have four or five of our operator-owners working in this area hooking up sewer services. So all in all this job has kept a lot of the brothers working all fall and most of the winter.

Bear River Construction Co. have been doing the underground work on three different sub-divisions which has provided work for six or eight operators all winter.

Wright Brothers of Gridley have four jobs in the mountain area to go back to in the spring. They are completing one job on Browns Valley road.

The Oroville Project Contractors have been doing a lot of work this winter. They have two shifts going in the main shop. They're also doing a lot of pioneer work and clearing barrow pits.

Union Clearing Co. have been working steady clearing, log-

more than a year of tests and studies.

The containment system and the reactor will be housed in the steel and concrete caisson, sunk in the ground to a depth of 85 feet. Walls of the caisson will be four feet thick. The structure will contain 244 tons of welded steel plates and 5100 cubic yards of concrete.

Bechtel Corp. of San Francisco is general contractor for the project. The reactor and related facilities are being designed and

Marysville Has Large Out-of-Work List

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

Despite one of the longest dry seasons for this time of year in the state of California, the out-of-work list in Marysville continues to grow by leaps and bounds. At the present time there are over 800 of our brothers on our list, waiting to be called for work.

ging and brush burning. Believe me these brothers have to know what they are doing, as well as knowing their equipment. It gets rough at times. This job will go full speed ahead come spring because of the close time limit they have.

INDUSTRIAL REPORT

First a personal word from Bro. Van Winkle. There has been a reassignment of the work in the Marysville office and I am again, in addition to other work, assigned to work in the industrial and plant unit, handled through this office.

As I am acquainted with most of the brothers in this group, I wanted to take the opportunity of greeting you and to tell you that if I haven't already done so, I will be seeing you in the very near future. To those I haven't met, I assure you that I will remedy that very quickly.

I also want to express the hope that our relations will be as cordial as they were in the past and that if at any time I can be of service to you, that you do not hesitate to call upon me.

I also want to call your attention to the meeting schedule which will be found in another part of this page. Logically you may ask, "Why these meetings when there is the regular quarterly district meetings?"

For your information these unit meetings are arranged so that the distinct and separate problems of each unit may be aired and discussed — something that is impossible at the quarterly meetings. In this way your representative can be of greater service to you and your special problems receive the attention required.

As far as the general picture is concerned, there has been some change from our last report. Last month we were able to say that winter has had little effect on the industrial picture as a whole. This month we are sorry to report that "Old Man Winter" is catching up with us.

Gladding, McBean & Co., for instance, which had avoided layoffs generally up to last month, was finally forced to lay off a few of the brothers. This was somewhat alleviated by the company obtaining a large order for roof tile which is made at the Lincoln Plant. We hope that this prevents further cut-backs.

In the gold dredging, the situation remains the same although we know that high water will cause Yuba Consolidated Gold Fields to knock off Dredge 18. So far, thanks to the dry weather, this hasn't occurred. But it is raining pretty hard as this is written, and high water may be coming down out of the hills.

There isn't much change to be noted in the other units such as Peterson Tractor, New York Machine Shop and the sand and gravel plants from our report

MEETING NOTICES

Regular quarterly district Meeting: Thursday, April 13, 1961, at 8 p.m. in the Marysville Elks Lodge, 920 D St., Marysville. (Please note that the meeting place has been changed. We hope it proves more satisfactory.)

GRIEVANCE COMMITTEE: This very important committee meets every Thursday at 7 p.m. at the Engineers' Hall, 1010 "Eye" St., Marysville.

CONCRETE PIPE PLANTS: This group will meet Monday, February 20, 1961 at 7:30 p.m. in the Teamsters' Hall, 818 Wall Street, Chico.

ROCK, SAND, GRAVEL AND READY MIX PLANTS: Will meet Friday, February 24, 1961, at 8 p.m. at the Engineers' Hall, 1010 "Eye" St., Marysville.

YUBA CONSOLIDATED GOLD FIELDS: The next membership meeting of this unit will be held Monday, February 27, 1961 in the Engineers' Hall, 1010 "Eye" St., Marysville, and at the following times:

10:30 a.m.—for those members on the swing shift.

7:30 a.m.—for those members on the other shifts.

NATOMAS COMPANY: The next membership meeting of this unit will be held Monday, March 6, 1961, in the Veterans' Hall, Folsom. The meeting will be called to order at 10:30 a.m., recessed and reconvened at 4:00 p.m.

GLADDING, McBEAN & CO.: The Joint Board meets Tuesday, March 7, 1961 at 4:15 p.m. in the office of the Lincoln Industrial Council, Lincoln.

GENERAL MEMBERSHIP MEETING: Will be held Tuesday, March 14, 1961, at 2 p.m. in the Council office and at 4:15 p.m. in the Lincoln City Auditorium.

ALL OTHER MEETINGS ARE SUBJECT TO CALL.

last month.

In the Concrete Pipe plants, the fall rush is seemingly over and most of the stockpiling has been taken care of, so we have come to a lull. This means four day weeks for a lot of the brothers.

Last month we reported the passing of Brother Chariatti. Since that time we have received the following letter from his family which we are reproducing below to show the appreciation of the families of our brothers who have passed on, of the "Memorial Bible." Officers and Members Local No. 3 Operating Engineers. Dear Ones:

This is to express thanks for the "Memorial Bible" of Bates Chiaratti. Although he wasn't a religious man still he expressed many qualities of our God such as kindness, sympathy, generosity, faithfulness and love and devotion to his mother.

Again our thanks to all at Gladding, McBean for your kind thoughts, sympathy and donations of flowers, money to the cancer fund and for the Memorial Bible. It is beautiful, but still more beautiful is what it contains.

Very sincerely,
Mr. and Mrs. F. R. Chiaratti
Chiaratti Bros. and families
Brother Fred W. Hohman's wife reports him confined to the Veterans' Hospital at Fort Meyer, San Francisco, for observation. Hope it's nothing serious Fred.

Trade With a Member of Local 3

Complete Lubrication

Open 6 a.m. to 10 p.m.
7 days a week

Bill's Seaside Service Station

243 LINDHURST AVENUE
SH 2-9938 OLIVEHURST, CAL.
W. W. Bunting, 3—Reg. No. 702227

By-Laws of Operating Engineers Local No. 3

Second Installment

Section 4

Members shall immediately notify the Recording-Corresponding Secretary of any change in their current address.

Section 5

Every member by virtue of his membership authorizes this Union to act as his exclusive bargaining representative with full and exclusive power to execute agreements with his employer governing terms and conditions of employment and to act for him and have final authority in presenting, processing and adjusting any grievance, difficulty or dispute arising under any collective bargaining or other agreement with such employer, in such manner as the Union through its Business Manager deem to be in the best interests of the Union. The Union through its Business Manager may decline to process any such grievance, complaint, difficulty or dispute, if in his judgment, such grievance, complaint or dispute lacks merit. In the event the Business Manager should so decline the member may appeal such decision to the Local Union Executive Board whose decision shall be final.

Article IV REQUIREMENTS FOR MEMBERSHIP

The requirements for membership are:

1. Each person desiring membership shall apply therefor by completing and signing the form of application adopted by this Local Union for such purpose, pay the initiation fee and dues as set out in Articles V and VI respectively.
2. He is elected to membership by a majority vote of the Local Union Executive Board.
3. A written notice that he has been elected a member is mailed to him at his address as shown on the records of this Local Union.

ARTICLE V INITIATION FEE

Section 1

The initiation fee of each applicant for membership shall be:

- Parent Local—\$200.00 plus International Tax plus applicable quarter's dues
- Sub-division A—\$150 plus International Tax plus applicable quarter's dues
- Sub-division B—\$175 plus International Tax plus applicable quarter's dues
- Sub-division C—\$150 plus International Tax plus applicable quarter's dues
- Sub-division E—\$150 plus International Tax plus applicable quarter's dues

The foregoing initiation fees shall be distributed and deposited as follows:

- (a) International Tax shall be deposited in the General Fund and paid to the International.
- (b) Applicable quarter's dues paid shall be deposited in the General Fund.
- (c) \$20.00 in the Defense Fund.
- (d) The balance in the General Fund.

The initiation fee of each applicant for membership shall be:

- Sub-division D—\$250 plus International Tax plus applicable month's dues.
- The foregoing initiation fee shall be deposited in the General Fund.

Section 2

The initiation fee of each applicant for membership shall be:

- State of Hawaii and Mid-Pacific Islands

Parent Local—\$25.00 plus In-

"It shall be a duty of a member to become familiar with these By-Laws, the International Constitution and the Working Rules in the specific contract under which he is working."

—from the By-Laws of Operating Engineers Local No. 3

ternational Tax plus applicable quarter's dues.

Sub-divisions A, B, C & E—\$15.00 plus International Tax plus applicable quarter's dues.

Sub-division D—\$10.00 plus International Tax plus applicable quarter's dues.

The foregoing initiation fees shall be deposited in the General Fund.

Section 3

When a member transfers from one sub-division to another sub-division with a higher initiation fee or into the parent Local or from the State of Hawaii and Mid-Pacific Islands to the mainland, he shall pay the difference between the lower and higher initiation fee before the transfer shall take effect. The amount so paid shall be deposited proportionately as provided for in the appropriate section of this Article.

Section 4

An applicant for membership may pay his initiation fee in full at one time or in installments of not less than one-sixth the initiation fee each month. In the event an applicant for membership elects to pay his initiation fee in installments, he shall pay Applicant's Service Dues until his initiation fee has been paid in full. In the event an applicant's initiation fee is returned to him in whole or in part, for any reason, no Applicant's Service Dues paid by him shall be refunded.

Section 5

A traveling member of the International Union of Operating Engineers who for reasons of his own does not desire to transfer into the parent Local or any of its sub-divisions and who is eligible so to transfer shall pay Travel Service Dues.

Section 6

Applicant's Service Dues and Travel Service Dues shall be payable at the time and in the amount set by the International Constitution.

Section 7

In any specific organizing campaign the Executive Board shall have the authority, subject to the provisions of the International Constitution, to waive the Applicant Service Dues or to set a lower initiation fee or both if in their opinion it is necessary, proper or advisable under the circumstances to secure or attain the objects, purposes and principles or any of them of this Local Union.

Section 8

A member of the parent Local or any of its sub-divisions depositing a withdrawal card shall be charged no initiation fee unless the initiation fee in effect at the time of the deposit of his withdrawal card is higher than the initiation fee originally paid by him, in which case he shall pay only the additional International Tax on the difference before the deposit of his withdrawal card shall take effect.

A Member of the parent Local or any of its sub-divisions depositing a service withdrawal card within ninety (90) days from the date of his discharge shall pay no additional initiation fee.

Section 9

When a Member who was originally initiated into membership in this Local Union transfers out, and thereafter deposits his transfer card, he shall be charged no initiation fee unless the initiation fee in effect

at the time of the deposit of his transfer card is higher than the initiation fee at the time he transferred out of the Local Union, in which case he shall pay only the additional International Tax on the difference, before the deposit of his transfer card shall take effect.

Article VI DUES

Section 1

Dues in Local Union No. 3 and Sub-divisions A, B, C, and E shall be due and payable quarterly, i.e., on January 1, April 1, July 1 and October 1.

Dues on Sub-division D shall be due and payable on the first day of each calendar month except as herein otherwise specifically provided.

Section 2—States of California and Nevada

The dues of the parent Local shall be, and be payable as follows:

The Member who pays his dues on or before the 10th day of the first month of the following quarter shall be given a credit of \$5.00 and shall pay \$18.00 for the first, second and third quarter and \$25.00 (which includes sums allocated to the Death Benefit and Good Standing Funds) for the fourth quarter, provided however, \$25.00 (which includes sums allocated to the Death Benefit and Good Standing Funds) shall be the amount payable by a new Member (applicant, transferred or reinstated) as his first dues, regardless of the quarter.

The Member who pays his dues after the 10th day of the first month of the following quarter, and prior to his suspension, shall not be given the \$5.00 credit for payment of dues and shall pay the full dues which shall be \$23.00 for that quarter, and in the case of the fourth quarter, \$30.00 (which includes sums allocated to the Death Benefit and Good Standing Funds).

State of Utah

The dues of the parent Local shall be and be payable as follows:

The member who pays his dues on or before the 10th day of the first month of the following quarter shall be given a credit of \$5.00 and shall pay \$15.00 for the first, second and third quarters and \$22.00 (which includes sums allocated to the Death Benefit and Good Standing Funds) for the fourth quarter, provided, however, \$22.00 (which includes sum allocated to the Death Benefit and Good Standing Fund) shall be the amount payable by a new member (applicant, transferred or reinstated) as his first dues, regardless of the quarter.

The member who pays his dues after the 10th day of the first month of the following quarter, and prior to his suspension shall not be given the \$5.00 credit for payment of dues and shall pay the full dues which shall be \$20.00 for that quarter, and in the case of the fourth quarter, \$27.00 (which includes sums allocated to the Death Benefit and Good Standing Funds).

Section 3—States of California and Nevada

The dues of Sub-division A shall be and be payable as follows:

The Member of Sub-division A who pays his dues on or before the 10th day of the first month of the following quarter shall be

given a credit of \$5.00 and shall pay \$15.00 for the first, second and third quarters and \$22.00 (which includes sums allocated to the Death Benefit and Good Standing Funds) for the fourth quarter, provided, however, \$22.00 (which includes sums allocated to the Death Benefit and Good Standing Funds) shall be the amount payable by a new Member (applicant, transferred or reinstated) as his first dues, regardless of the quarter.

The Member who pays his dues after the 10th day of the first month of the following quarter, and prior to his suspension, shall not be given the \$5.00 credit for prompt payment of dues and shall pay the full dues which shall be \$20.00 for that quarter, and in the case of the fourth quarter, \$27.00 (which includes sums allocated to the Death Benefit and Good Standing Funds).

State of Utah

The dues of Sub-division A shall be and be payable as follows:

The Member of sub-division A who pays his dues on or before the 10th day of the first month of the following quarter shall be given a credit of \$5.00 and shall pay \$12.00 for the first, second and third quarters and \$19.00 (which includes sums allocated to the Death Benefit and Good Standing Funds) for the fourth quarter, provided, however, \$19.00 (which includes sums allocated to the Death Benefit and Good Standing Funds) shall be the amount payable by a new Member (applicant, transferred or reinstated) as his first dues, regardless of the quarter.

The Member who pays his dues after the 10th day of the first month of the following quarter, and prior to his suspension, shall not be given the \$5.00 credit for payment of dues and shall pay the full dues which shall be \$17.00 for that quarter, and in the case of the fourth quarter, \$24.00 (which includes sums allocated to the Death Benefit and Good Standing Funds).

Section 4

The dues of Sub-division B shall be and be payable as follows:

The Member of Sub-division who pays his dues on or before the 10th day of the first month of the following quarter shall be given a credit of \$5.00 and shall pay \$15.00 for the first, second and third quarters and \$22.00 (which includes sums allocated to the Death Benefit and Good Standing Funds) for the fourth quarter, provided, however, \$22.00 (which includes sums allocated to the Death Benefit and Good Standing Funds) shall be the amount payable by a new Member (applicant, transferred or reinstated) as his first dues, regardless of the quarter.

The Member who pays his dues after the 10th day of the first month of the following quarter, and prior to his suspension, shall not be given the \$5.00 credit for payment of dues and shall pay the full dues which shall be \$20.00 for that quarter, and in the case of the fourth quarter \$27.00 (which includes sums allocated to the Death Benefit and Good Standing Funds).

Section 5

The dues of Sub-division C shall be and be payable as follows:

The Member of Sub-division C who pays his dues on or before the 10th day of the first month of the following quarter shall be given a credit of \$5.00 and shall pay \$15.00 for the first, second and third quarters and \$22.00 (which includes sums allocated to the Death Benefit and Good Standing Funds) for the fourth quarter, provided, however, \$22.00 (which includes sums allocated to the Death Benefit and Good Standing Funds) shall be the amount payable by a new Member (applicant, transferred or reinstated) as his first dues, regardless of the quarter.

The Member who pays his dues after the 10th day of the first month of the following quarter, and prior to his suspension, shall not be given the \$5.00 credit for payment of dues and shall pay the full dues which shall be \$20.00 for that quarter, and in the case of the fourth quarter, \$27.00 (which includes sums allocated to the Death Benefit and Good Standing Funds).

(Continued in next issue)

From Soup to Nonsense:

A Not-Very-Guilty Conscience Can Still Prove Embarrassing

By JANE GOODSELL

I'm as honest as the day is long. Oh, all right, I'm almost as honest. Stop raising your eyebrows at me, and I'll admit everything. I'm 6 cents overdue on my library card, and I occasionally swipe sugar cubes when I eat in a restaurant. Oh, not the whole bowlful. Just one or two. Three at the most.

Surely that isn't enough for the guilty way I act whenever I find myself face-to-face with a policeman. The harder I try to look innocent, the worse it gets. I concentrate so intently on looking the officer straight in the eye that I can hardly breathe. My eyes begin to water and my facial muscles twitch.

The last time I was stopped by a policeman, who was making a routine traffic check, I acted as suspicious as if I were smuggling dope over the border. I blushed and stammered and when he asked me for my driver's license, I handed over my library card.

The same thing happens when I cash a check. Hard as I try to be nonchalant, I can't bring it off. Instead of behaving like a person engaged in a routine financial transaction, I sneak around like a pickpocket.

When asked for proof of my identity, I act as though I'm on

the witness stand, fighting for my life. I not only display my drivers' license, but also my social security card, by blood donor's certificate, snapshots of my children and a letter from my cousin. I can barely restrain myself from offering to submit to a lie detector test.

Using a charge account—my very own charge account—makes me feel sneaky like a crook. If the clerk makes a routine phone call to check on the account, I feel certain that she is summoning the house detective.

All currency larger than a \$10 bill looks to me like ransom money. If I have two \$20 bills in my wallet, I have an apprehensive feeling that the FBI is about to close in on me.

The way I figure it, there are only two possible solutions to my problem. I can consult a psychiatrist or else I can stop swiping those sugar cubes.

A Few Jobs Started in San Rafael

By F. A. LAWRENCE,
Business Representative

As this goes to press, the weather is not the kind that makes it possible for dirt-movers to stay outdoors. The fog and now the rain has many jobs shut down at present.

Since our last report, we do have three jobs which were started of some considerable size. Charles Harney off to a good start on their job at Miller Creek and Hwy. 101 with a crew at present consisting of Brothers Art Peterson, on the Motor Patrol, Johnny Presley, Bill Evans and Ben Thompson, on the Dozers, Domingo Poncia and Orville Schmidt, on the 20's, Carl Jensen, Grade Checker, and L. H. Portlock, foreman. Joe Seapury is the Super.

A pre-job conference was held recently with Granite Construction on the contract which was awarded at \$1,282,673 for the transmission line connecting with the Nicasio Dam outlet pipe. This job was to get under way on January 23rd and will last approximately 12 months. There will be used 2 Cranes, 4 Cat Dozers, 2 Michigan Loaders, 1 Trencher and Compressor. Brother Bill Christensen will be the foreman on this project. The sub-contractor employed on the project is Bro. Ollie Davis who is doing the clearing for the next two months or so.

A pre-job conference was held recently with J. W. "Joe" Richards of Rio Vista on their San Rafael Fairgrounds job at the site of the Civil Center. Fog and rain has held up the moving of engines for this job. There will be about six Dozers and 6 Jeeps used on this project. Brother Fred Himebauch is Master Mechanic, John Hughes, Foreman. Additional Operators are Brothers Jimmy Salacies, John Fernandes, Clinton Collingwood, Jessie Hughes, Marvin Case, Herb Goodson and Sam Alexander.

The following members have paid up their 1961 year dues: Brothers Alvin H. Osgood, O. A. Cooper, J. D. O'Conner, Richard Irwin, Elmo V. Maggiora, Ted A. Logan, Louis H. Paysse, Sil. Cervantes Sr., Sil. Cervantes Jr., Gerald Ackerman, Ray Piombo, Mel. Piombo, M. A. Geister, Milo I. Hurley, Chas. B. Smith, Paul F. Concilione, W. H. Mounovan, Tom Pilkington.

Attention, members filing for unemployment claims—none of the members should be penalized or receiving pay in lieu of vacation while drawing their unemployment insurance benefits. For your information, the Dept. of Employment has ruled that our vacation plan is pay in lieu of a vacation and accrues during the period of the claimants' employment. We have many inquiries concerning your vacation pay, so hope the above answers it.

We also have available in our office, forms for requesting your vacation pay from your employer. Remember, since October 1, 1960, you accumulate 15c per hour.

Our condolences to the family of our late Brother George Rinabarger who passed away suddenly on January 4th. Brother Rinabarger was with Charles Harney for 20 years or so. He will be sadly missed.

As this goes to press, we receive a report that final plans have been completed for a 460 acre industrial park located

Sacramento Getting Biggest Water Tank

By ERNIE NELSON, EDWARD G. HEARNE, WM. E. METTZ,
AL McNAMARA and CHARLIE COCKAYNE,
Business Representatives

Brothers, work in the Sacramento area is at a virtual standstill due to wet weather. It was a long time coming, but it shut things down when it got here. At this time we are hoping for an early spring so that we can get started on a good work season.

Again let me call your attention to our Blood Bank. At this writing we are completely out of blood. We have been getting a small amount from time to time, but the demands have been greater than the supply. If you Brothers or your wives will donate, contact this office and we will make an appointment for you to donate a pint.

Frederickson & Watson and Lew Jones have started work on their joint venture job on the Yolo Causeway. Lee Stephens of Stockton is going to move the dirt, and they have a few engineers working whenever weather permits.

Bertran & Jarrett of Sun Valley has subcontracted the drilled-in-place piling and have some of their equipment on the job. They will have about six drill rigs on the job very shortly. They should not be hampered too much by weather unless the bypass fills up with overflow from the river. There will be 3400 piling poured in place and 100 or so driven in.

One of the most spectacular projects in the city of Sacramento's \$25,000,000 water system improvement program is taking shape alongside of Freeport Blvd. in the south end of town. It is the new 3 million gallon water tank that is to be the largest of its kind in the nation.

It will have a 50 foot high water tank that will tower to a height of 130 feet above the ground, and it will be built at a cost to the city of \$540,000.

The tank will be tested in April and this will mean the temporary installation of 1000 feet of aluminum pipe and the pumping of 700,000 gallons of water each day for nearly five days.

The tank will be used for storing well water until late 1962 when a new 2 million dollar Riverside Treatment Plant will begin pouring Sacramento River water into the town.

The tank is about 25 per cent completed and the improvement program will be about one quarter complete when the Riverside plant is built. Bids for the plant will be called in March of 1961.

The city will step up the water program by issuing some 16 million dollars worth of bonds this summer. This bond issue will allow construction of the 10 million dollar American River Filtration Plant on a 33-acre site just east of Sacramento State College. It will process some 60 million gallons daily by 1964 and can be expanded to provide 330 million gallons daily. Ultimately, the improve-

north of the Black Point Cutoff (Hwy. 37)-Hwy. 101 intersection. Plans call for completed streets and access roads, all utilities will be put in—everything ready for prospective industries to build their own structures.

About 1.3 miles of the land runs parallel to Hwy. 101 and a part of this portion has been marked for commercial development with the adjoining area laid out for light industry and residential. This giant subdivision will be called the R. W. Hanna Industrial Park, and is believed to be the largest of its type in the Bay Area.

Our best wishes for a rapid recovery to Brother Ken Shaffer confined in Ross General Hospital.

ment program will almost double the city's current water system. These projects will provide much employment for operating engineers in the Sacramento area.

We are happy to announce that the bids were opened at last on the last section of the deep water channel. Hydraulic Dredging Co. was the low bidder. They are currently at work on another section of the channel, and they have several more months of work on this project yet to complete. This way the Brothers that are now on the job will be able to continue right on with the dredge.

AERO JET

Baldwin Construction have most of the building construction under contract dollar-wise.

Gavel & Flanders were recently awarded the contract for the Hyd Actuator rework facility in line six and the stripping and trimming of building No. 0332 in area 3. The bids were in an amount of \$233,329. The Dave Whelan Plumbing & Heating Co. are in the finishing stage on their job for the Preparation and Dispensing Fuel building in line 3. This was a complex installation and if proven successful it will mean additional systems to build in the future.

Roebelen Construction have a \$159,000 contract to construct an igniter assembly and magazine building in line six. In the high Thurst area or line 9 Triangle Construction was the successful bidder on building 0443 for a radiographic inspection facility. This is a good outfit to deal with. A. Tiechert is doing the excavating and embankments for Triangle.

It looks somewhat better for future work at Aero Jet, with some new construction still on the planning boards. Western Freight Handlers received another six months contract for crane work, and we have a good crew on their payroll. Wismer and Becker have a 30 day extension on the Time & Material contract and keep three brother Engineers drawing full checks each week.

DOUGLAS

There is some activity at the Douglas plant now, the first in three years. Western Consolidated Steel have two worthy brothers working on the overhead crane and compressors. The test stand will be expanded to accommodate larger rocket motors both in height and circumference. A. Tiechert had their gradall doing the excavating for the footings. We hope for more expansion here in the near future, and from all indications there will be.

MATHER FIELD

Gil Construction Co. have the contract for additions to the Armament and Electrical shop building. Cape Hart housing is ahead of schedule with all the underground finished. C. Alexander is doing the site grading and subgrade for the streets. Smith Construction Co. is due in next month to lay the rock, paving, curb, gutter and sidewalk. Sheridan & Murray are the prime contractors and have worked with us 100 per cent. Vidkery & Duboch received the contract for \$171,412 to replace streets, curb and gutters and

repave the school area of the Mather Wherry Housing. This is a new corporation of last year but both are old timers at the construction game so we anticipate good relations on this job. Harbison & MaHaney have a few weeks to go on the remodeling and reroofing of the Co-berry Housing at Mather.

SACRAMENTO AREA

Most of the local contractors are going when weather permits. The shop crews are getting in fairly good time overhauling equipment for the big push this coming season. One job in particular is to be let February 23rd between 0.7 mile west of Citrus Road and 1.1 miles east of Alder Creek about 12 miles east of Sacramento on Hwy. No. 80.

The job is 5.6 miles in length, a 4-lane and 6-lane freeway, together with intersecting streets, ramps and collector roads to be graded and paved with concrete on cement-treated base. Also included are three bridges. A few items of interest are the 1,106,000 yards of road way excavation, 190,000 tons class No. 1 aggregate subbase, 100,200 tons class No. 2 aggregate base and 46,00 tons Type A asphalt concrete. There is \$4,476,000 in state highway funds available for this project.

On Highway 40 on the Madonna job at Monte Vista about 20 brother Engineers were hard at it before the storm of the past couple of days and think they'll be able to keep busy unless quite a bit more storm hits the job, they are crushing rock and putting out road base material. Expect they'll be calling

more men back soon if the weather holds decent.

At Truckee, Briggs, Connely & Dennis are attempting to get the job started again. They had nine Operating Engineers back on the job before the storm. The company appears anxious to get in gear as soon as possible.

At the Lincoln Missile Base its' a beehive of activity—makes a guy wonder whether the layout will work when it's all finished. Been lots of work for Operating Engineers anyhow.

Shops and plants in the area are in low gear generally speaking. Most all crying hard times and obviously with some reason.

Negotiations for new agreement were started at Weaver Tractor Co. In the past few days, we heard record No. 1—the usual story—but will go back and listen to the rest of the story and hope that now we have seen the sun again. Prospects for a fair settlement will be forthcoming. After all the fog we've lived with during the past month anybody would say NO.

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Nevada Brothers Get Reminder on Fringes

By H. L. "Curley" SPENCE and TOM ECK,
Business Representatives

MEMO TO THE NORTHERN NEVADA BROTHERS

Again just a reminder that your health and welfare dependents insurance, and vacation hours are all handled by Nevada Construction and Industrial Workers Health and Welfare Fund and Operating Engineers Northern Nevada Vacation Trust located in one, and the same office, at 140 North Virginia St., Reno, Nev., phone: FAirview 9-0380 or FAirview 9-0127.

You will keep this office advised of your current mailing address, at all times. Just drop them a letter, or post card, or if more convenient phone and give them your name, social security number and current or permanent mailing address. They can give you direct information on you and your dependent's insurance coverage and your monies in lieu of Vacation Payments.

For those who receive a check from the Vacation Trust while you are drawing unemployment benefits, when and if you report this money be sure to use the words "Monies Earned in Lieu of a Vacation" and not as vacation pay on vacation check. You can, if asked for an explanation, refer to it as monies earned before you were terminated, and you are just now receiving the check.

SAFETY

Brother Dale Marr, our safety representative, spent several days (and nights) in this area meetings in such places as Fallon, Weed Heights and Reno, as well as some job site meetings. His remarks, words of wisdom, comments and movies were very enlightening and well received by all the brothers who were fortunate enough to attend these sessions. Some of the employers were very cooperative even to the point of closing the job down early and allowing a job site safety meeting on company time.

While in this area Brother Marr was introduced to Lloyd (Toby) Guffrey, Director, Department of Industrial Safety, Nevada Industrial Commission, and Mike Covill, Safety Director representing the Isbell Construction Co., and interesting discussions were held with plans in the making for future safety programs. We all hope to see Brother Marr back in this area more often, as we can never absorb too much in respect to Safety and First Aid.

HERE AND THERE

Some of the brothers are having themselves a ball out Washoe Valley way working nine hours a day, seven days a week. For this time of the year, in this area, that's really exceptional. Just goes to show that in the construction game you never know!

The project itself has no definite name—it's just a big hayfield, being divided into 10-acre plots, between Highway 395 and Washoe Lake. On the Isbell blades are Brothers Tom Cline, Bud Kopnick, Roy Ruffner, Al Shay and Matt Summers as well as Brother owner-operator Ray Duvall and "Slim" Cubberness on "Chris" Christensen's blade, then there are Brothers Ken Shay on the loader and Ed Smith and Ed Brashear on the S-18 Euc Pulls with Brother Bob Cornelius doing the dozing and pushing and on the roller Bro. Martin Rosso and Brother E. V. McCold doing the backhoe work. Some guys get all the breaks.

The Isbell Highway 395 Project from Reno to Stead Airbase is shaping up quickly. The northerly portion of the job is mostly relocation with not too

many problems. However, the other half, closest to town, is following the existing highway with the headache of traffic and a little rougher type material to work with. But with all the top Isbell hands transferred to this job for the winter as well as all the "Brains" brought in from the weather-bound projects, they will get the job done. This has been, and still is, a good winter job for a number of the brothers who normally work for the Isbell Construction Co.

The Wells-Cargo Interstate 80 (Highway 40) freeway job west of Lovelock has opened up and is going full blast with that dirt-moving pull spread on a two shift basis, while the crusher will no doubt be a single shift operation until the grade gets far enough ahead. Another good winter's job for the brothers in the Great State of Nevada.

Construction of the new Sulphide Mill on the Anaconda property at Weed Heights is underway. Pacific Crane and Rigging Co. and the Henry E. Robertson Co., Inc., a joint venture, were awarded the contract to build the 7 million dollar (approximate) plant, and is to be completed and in operation sometime this fall.

The George Grifall Co. has a large apartment housing site job, doing the landscaping, water mains and what have you on Virginia Lake shores in Reno, "The Biggest Little City in the World." Brother Ray Ferretto is in charge of the big project for George. Brothers Bud Butler, Don Rosasco and Howard Clark are on the job to start with. More later. Brothers Don Wood and Pete Ferretto are on the training school job with the Bucyrus 20 Backhoe, and those two brothers are a couple of real diggers with that backhoe.

The Silver State Construction Co., better known as Andy Drumm's, has practically all of their dirt moved on their big Golconda Summit job. There is some shovel work to be done and the gravel, which is now going good on the job. Drumm will be looking for some work for his rubber-tired rigs and for his famous W-scrappers that make a job worthwhile. One thing we have to admit about Andy Drumm, when he gets a highway job, big or small he puts his whole heart and soul into the job and along with the ambitious go-ahead fellows that work for him, they really build the highways. Andy really keeps all of them on their toes and gets the work done in fine form.

Nevada Contractors, Inc., from Minden, Nev., have the Truckee River just about cleaned out between Patrick, Nev., and Wadsworth, Nev. Its a nice clean job for water flow purposes; however, it sure spoils a lot of the dear brothers' famous fishing along the Truckee.

Isbell Construction Co.'s main shop on South Virginia Street, Reno, is real busy with work this time of the season. It seems as though there is lots of repair work to be done now when the weather is bad and it's snowing a bit.

Out at the Second Street Pit operation of Isbell Construction where Brother Bill Beegle is the superintendent, things are running smooth, with Brother Nor-

Rain Slows Construction In Stockton

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

The long awaited rains have finally reached the Central Valley, causing virtually all work to come to an abrupt halt. However, like all storms, they eventually cease and work resumes.

Due to both the weather conditions and the moving up of the date of publication of the Engineers News this month's report from this district will be rather brief.

Eastern Pipeline Contractors, of Dallas, Teas, are working in spite of the rain on the jet fuel line from Port Stockton to Castle Air Force Base in Merced County. This job started at the time of the year when it was sorely needed here, as to date we have dispatched eleven men to the company from the Stockton and Modesto offices. Eastern has three subs on the job at present, H. & R. Boring Company, of Baldwin Park, on the boring work under streets and highways, H. McAdams & Sons, of Atwater, who have a Case Backhoe on the job, and Progressive Transportation Company, Compton, with the pipe stringing contract.

A. Teichert & Son have about completed their job at Stockton Field and were indeed fortunate the way they were able to sandwich the job between rain storms. The Company set up a portable batch plant on the job and completed the base coat only the day before the storm. This leaves the finishing course to be laid; however, they did not plan to do this until later as the continuous foggy weather we have had for the last two months kept the plant mix aggregates too wet.

Chicago Bridge and Iron have almost completed the erection of two tanks near the Port of Stockton to store jet fuel that will be pumped directly to Castle Field when Eastern Pipeline Contractors complete their job.

William & Burrows, Inc., of Belmont, have been awarded a contract by the Pacific Gas and Electric Company for the excavation work at the site of the new Stanislaus Powerhouse on the North Fork of the Stanislaus River. This apparently was a negotiated bid and the amount of the contract was undisclosed. However, an estimate of \$12,000,000 was mentioned for the entire project.

Stolte-Stephens are now cleaning up their bridge job and approaches on the extension of Carpenter Road, near Modesto, preparatory to moving to Stockton on the 2½ million dollar overpass at El Dorado and Center Streets, crossing of the Santa Fe tracks.

Green-Winston-Tejon have the contract for the New Hogan Dam, and they expect to lose very little time due to the rains. To this date we have dispatched only eighteen engineers to the job, with eight of those being technical engineers, although we expect to place more men on this project as time goes by. This job is not planned to use much equipment. Now working, between storms, are two survey parties with Brothers Sam Uhler and Ted Averitt, Chiefs, Clinton

man Bailey, the burner, doing some work when he is not sick. Brother Steve Miracki, the goof-off kid seems to get by most of the time.

Santa Rosa --- Feeling About Rain Is: 'Let's Get It Over'

By R. F. SWANSON, Business Representative

The word bogged may not be in the dictionary, but it makes no never mind because all of the Engineers have a good idea to its meaning. The general desire in this area is for the rain to come and be done with so that the Contractors can have some assurance of continuity of work. (This completes the weather report for this area.)

Presently work is pretty much at a standstill, but the anticipation for a good "work year" is fairly bright with all the subdivisions, highways, dams, jet-ties, aqueducts, etc., which are proposed for the area near Santa Rosa.

Inasmuch as the Ukiah area has a 16 per cent unemployment rate, the State Public Works has proposed a total of \$2,152,000 to speed up the following projects: Construction of Highway 101, north of Ukiah at \$1,700,000; a bridge on Highway No. 1 at \$226,000, and further repairs to Mendocino State Hospital.

BODEGA BAY—The bids for dredging work at Bodega Bay were solicited for as of January 20th, which means that in 30 days the contractors will have submitted their bids and they will be opened. The successful bidder will have 90 working days to complete the two projects, namely—\$280,000 for maintenance dredging on the Federal Channel and Sonoma County's dredging in connection with the future Coast Guard Rescue Station at Doran Park.

An estimated 318,500 cubic yards of material will be removed as the Corps restores the 100 foot wide channel and the

Franklin and Virgil Brady, Instruments, Ike Smith and Ronald Lenahan, Head Chainman, Jim Bales and C. E. Eisenhower, Rear Chainmen. Brothers Roy Westmoreland, Robert Cockerton, J. C. Martin and Sam Coburn on the cats, Hollis Alexander, C. V. Kenworthy and Al Niblock on the DW-20's, George Snyder, Mechanic, I. W. Peoples, Welder, and Alva Thurman, greasing.

The Rock plants and shops are the same as reported in the last issue of the paper with nothing new to report.

With this short report it affords us the opportunity to commend the employees of the Chemical Fertilizer Co., Inc., of Riverbank, on the manner in which they united at the recent election conducted by the National Labor Relations Board at their plant. The employees of this plant, although comparatively small in numbers (15) but big in the ways of unionism, chose with only one dissenting vote to be represented by the petitioner, Operating Engineers. Our hats are off to you, who will soon be our brothers, for a job well done.

Also, Brothers, in the interest of running an efficient office by keeping our records and out of work lists as current as possible, we are again requesting that you notify either the Stockton or Modesto office by phone or postcard when you are recalled by your last employer, especially if you have registered on the out of work list at either office. If it is left up to the business representative to discover that you have been employed when making his daily rounds we must continue the practice of striking your name from the out of work list regardless of the number of days the job might last.

PERSONAL NOTES

The members and office staff wish to take this means of extending our sincerest sympathies to Brother John Rasmussen and his family, in their recent bereavement, the loss of their son and brother, Michael.

300 to 400 foot wide turning basins to their original 10 foot depth. About 85,000 cubic yards of material will be removed from the County dredged area adjacent to the Coast Guard Station. More on the above project and the proposed jetty when the contracts are let.

AQUEDUCT—On the 31st January the bids will be opened for the Santa Rosa Petaluma aqueduct which is another job for the area which is anticipated to be over \$2,000,000.

PROPOSED WORK—Our Congressman Clem Miller reported the following major projects have been requested in the budget placed before the present Congress: \$300,000 for the first year's work on an overall estimated 2½ million dollar breakwater at Noyo Harbor; \$635,000 to about complete the Middle Creek levee project located near Upper Lake; \$700,000 for a stepped up program of erosion preventing bank stabilization projects downstream from the Coyote Valley Dam; \$75,000 to complete the jetty rehabilitation Bodega Bay; \$150,000 to dredge Noyo River Harbor.

DRY CREEK DAM—A has developed over just what name should be used for the proposed Dry Creek or "War Springs" Dam. It appears possible that this controversy may delay the construction start. Therefore, it is our opinion that those who are so adamant in their desire to work towards an early start of construction should leave the naming for a later date. In our own Sonoma County we have a man by the name of Gordon Miller who is the Chief Engineer for the County Control and Water Conservation. Presently there are a number of anticipated small dams in the immediate vicinity and the projects should help the local engineers and local contractors considerably. Mr. Miller is working in conjunction with the American Engineers and in so doing has been very active towards the early scheduling of the War Springs Dam (Dry Creek to me of you.) A re-survey is complete and from all indications it is real possible that initial construction could begin in early 1963. This is a much earlier date than formerly anticipated so the Water Bill which was passed in the last election has helped. Don't forget that your presence as officers of Local No. 3 works very hard towards the passage of Governor Brown's Water Bill and the above should be an indication that they were 100 per cent right in their judgment.

PERSONAL—Howard Seaco was in the office the other day and is getting along fine after having been out of circulation with a broken leg for some time. Sure good seeing you in the office and pretty soon now I will be a little skeptical in challenging you to a foot race. Gene Learnard is now almost 100 per cent well because the old spark is back.

Brothers, we still need blood. Please donate.

SAN JOSE, Contract awarded to Leo F. Piazza Paving Co., 9 Downer Ave., San Jose, 951 592, for impvts. of por. of Camden Ave., Hillsdale Ave., Leigh Ave. and Donna Lane & Ross Ave.

• Million For Roads In Shasta, Siskiyou Counties

By J. B. JENNINGS and S. N. McBROOME,
Business Representatives

Another \$8 million will be poured into highways in Shasta and Siskiyou counties in 1961. The money will build: a new expressway between Mt. Shasta and McCloud; four-lane highways between Anderson and Red Bluff; a bypass highway around the north side of Happy Camp.

The new expressway to McCloud will replace 10.4 miles of existing hilly, crooked road. It will be two lanes to start but will eventually become four lanes wide. Bids will be called in March. The roadway will be built this year; paving will be done next year. About \$1.4 million has been allocated for this job. Bids will be sought in March for construction of 3.8 miles of four lane freeway between Cottonwood and Anderson. Two new lanes of highway will parallel the existing highway. A total of \$725,000 has been budgeted for the project.

Next summer bids will be sought for construction of 12.2 miles of additional two-lane highway between Cottonwood and Red Bluff. This will also parallel the present Highway 99, converting it into a four-lane expressway. \$5.1 million has been allocated for the job. Pursuing the rights-of-way is underway for the .75-mile-long bypass around Happy Camp. The county has budgeted \$750,000 for this job. Grading will be done this year. Prison honor camp labor will be sought for construction of a new bridge across Iron Creek.

Plans for a new four-lane expressway bypass around Mt. Shasta will be completed this year. The new road will leave present Highway 99 at the south end of the north Dunsmuir freeway near Mott and will west around Mt. Shasta, then rejoin Highway 99 at the north end of Mt. Shasta. Highway priority is being given to construction south of Red Bluff. Highway 99 traffic is reduced by approximately half at Red Bluff, with part of the cars and trucks going north on Highway 99 and part staying on Highway 99.

• LIVE ON TO FILL BLOOD

Again the call goes out throughout the six northern counties to the members and their families to replenish their blood bank. In answer to this call we are happy to say we have had a wonderful response. We have set our goal at 100

pints this year and are more than confident that we will achieve our aim, as we have in the past. The fellows in this area seem to realize the importance of having their own blood bank available any time it is needed either by themselves or their families.

We have noted that in the past three years any time the cry has gone out for blood, the response has been terrific, and we believe that a lot of thanks goes to the members' wives who have shown so much interest in this program. Our first major drive of the year was held at Mercy Hospital on January 26. At the time of this writing, our list of donors is not complete so if you do not find your name appearing in this issue, it will be in the next:

HONOR ROLL OF BLOOD

DONORS

Ira Goins	Harold Dibbern
Fred Phillips	W. B. Hugus
Mrs. Ira Miller	Fred Crandall
M. S. Clark	Billy Tims
Mrs. O. Sargent	Cliff Robinson
Mrs. L. Diggs	Mrs. T. Wooden
Cesar Rogers	Bill Lewis
D. Kuykendahl	J. Ervin
John DeLong	Wayne Coleman
David Haddon	Paul Easley
Fred Clements	Mrs. Bill Feusi
Bert Cordell	Del Beiers
Harry McVey	L. H. Berry
T. E. Wooden	M. L. Reagan
Bill Smith	J. Wilson
A. Stillwell	H. Krigbaum
C. L. McGettrick	Mrs. F. Crandall
James Pressly	Howard Hansen
Mrs. D. Beiers	C. E. Wilmoth
Bill Feusi	Leland Lucas
Art Woggin	Mrs. J. Ervin
Virginia Binkley	Mrs. D. Dalton
O. Sargent	Cecil Preston
Lowell Diggs	Louis Bowman
Bill Bowmann	Earl Bartlett
Joe Ames	Lois Phillips
Jim Binkley	Mrs. Wilmoth

If you would like to donate, please contact Jeanne at the office and she will arrange an appointment for you (and if you don't — stay out of her way because she will talk you out of it anyway.)

QUARTERLY DISTRICT MEETING

The terrific turnout of members — 265 strong — to our

quarterly meeting on January 18th impressed our Administration Officers with the interest the members in this area have in their organization. As your business representatives, we would like to personally thank each and every brother for their participation. Because of your support we will be able to build a stronger and more perfect union.

Each man who carries a card in Local 3 carries also a certain obligation and responsibility in one of the greatest and largest organizations in the entire union of Operating Engineers and with your support in the program being set up by our local union manager, we will all be making gains.

SAFETY FIRST

As you know, immediately following our return to local autonomy, our new safety program went into effect and has already benefitted many of the Brothers. Al Clem, your local union manager, has played a great role in this program. He has also been appointed by Governor Brown to the Mineral Extraction committee which will also benefit members of Local 3.

Safety Representative Dale Marr who travels throughout Local 3 territory and makes job-to-job inspections is doing a great job. We had the pleasure of spending two days with Dale in this district traveling from the Oregon state line to the southern boundaries. To give you a brief idea of how the program works, on one of the jobs, there were a number of violations. Within 48 hours from the time they were cited, these hazards had been taken care of and the job made a safer place for the brothers to work. This is the type of action we're after for our members.

In addition to the action taken on the jobs the program also includes safety education for the members. We have already had one safety meeting in this area that met with much approval, and we will notify the members well in advance of the next scheduled meeting. Dale will be showing a new safety film which has not been shown in this area before and will be happy to discuss any safety violations existing on jobs in this area. We urge your attendance at these meetings.

LOOKING TO THE FUTURE

We have had a number of inquiries regarding the proposed P. G. & E. project on the McCloud and Pit rivers in northern Shasta County. The first contracts on this proposed \$92 million project will not be bid on until spring of 1962 but when they are there will be a 235 foot concrete arch dam at the headwaters of the McCloud river holding back 35,000 acre feet of water. By December 1965 there will be four dams, two tunnels and three powerhouses added to PG&E's tax bill in Shasta county.

To Lake Britton, which feeds water to turbines on Hat Creek and the Pit, will be added four reservoirs to create a combined water playground of 1,755 acres. PG&E spokesmen say the project will provide money for schools and roads, bring new jobs to hundreds of workers and open to fishermen some of the best trout streams in the state. The four dams will hold back at capacity an estimated 109,400 acre feet of water. That water will be fed through powerhouses on the Pit river where turbines will churn 323,000 kilowatts to boost PG&E's McCloud-Pit power capacity to 716,000 K.W.

As it is now planned, water

from the McCloud reservoir will drop through a seven mile tunnel into Iron Canyon reservoir. There, an earth barrier 175 feet high will hold back 24,400 acre feet of water at capacity. Releases from Iron Canyon dam will drop through a 2.4 mile tunnel to the McCloud-Pit powerhouse on the Pit river at Nelson Creek. Two more concrete dams on the Pit will store water for passage through Pit 6 and Pit 7 powerhouses. When the water leaves the Pit 7 afterbay, it will flow into an outlet of Shasta Lake.

PG&E officials are optimistic that the last hurdles are cleared on the project. All this brightens the work picture for Redding district Engineers.

BETWEEN REDDING AND OREGON LINE

The John Gist bridge job on the Sacramento river is well underway and up to date has not been interrupted by high water or stormy weather. According to Jack Kirsh, Supt., operations will continue through the winter months.

Cleverdon Const. out of the Bay Area has ceased operations until spring on their sewage job for the city of Redding.

Slate, Hall & Hamilton is going about half speed on their \$7 million highway project at Flume Creek with two or three spreads still working without interference. Their crushing operations haven't slowed down, so apparently this will continue to employ a few brothers throughout the winter months. There have been some particularly rough slides through the area.

Baldwin Const. recently moved their crusher into Etna and are preparing to get underway, weather permitting. In that particular area anything could happen although this will be an extremely good summer job. Additional work is proposed for the area around Happy Camp which is the jumping off point for northern California.

The COPCO project at Hornbrook is going along at a fair pace with approximately 25 brothers employed. Comes spring of '61, this job should bust wide open and employ 75 engineers out of the Redding district. H. C. Price's pipeline job is well underway with a 75-mile front between Malin, Ore., and Whitmore. There are approximately 105 Operating Engineers employed on this project and to date the weather hasn't interfered. The only thing slowing the work down is the lava rock through some of the rugged terrain they have to dig in.

The operations at Burney where the coating department is set up has been in full swing for the past four months working 6/9's. The pipeline job is about the tops of all operations between Tululake and Redding at present with additional work anticipated to start early spring.

TRINITY COUNTY AND HIGHWAY 299W

Work in this area has held up very well until the time the Tunnel and Rock Workers set up their picket lines. As this is written there are approximately 300 Engineers out of work in the five tunnel projects in the Redding district due to the strike. This is one of the problems we will certainly be happy to see someone in authority straighten out, as it is affecting too many innocent men who are members of organized labor.

Schuemann and Johnson are well underway on their Spring Creek powerhouse with approximately a year and a half left

CAL. SAFETY MEET, 9-10, LA

Some 1400 representatives of management and labor, and other individuals and organizations concerned with on-the-job safety in California, will attend the Governor's Industrial Safety Conference at the Biltmore Hotel, Los Angeles, on February 9 and 10, it has been announced by John F. Henning, director of the State Department of Industrial Relations and presiding chairman of the conference.

The conference, which has held a two-day meeting each year since 1950, and which represents every occupation and industry in California, has a single aim—the reduction of work injuries and deaths.

Governor Edmund G. Brown will deliver the keynote address at the opening session of the conference. Other featured speakers will include Thomas L. Pitts, secretary-treasurer of the California Labor Federation, AFL-CIO, who will speak for labor, and Owen M. Collett, executive vice president of the Pacific Intermountain Express Company, who will speak for management.

Following the first general assembly on the morning of February 9, the nine major-industry groups that make up the conference will meet separately that afternoon and the next morning, to discuss their own particular safety problems, and to make plans for the year in combating the toll of on-the-job injuries and deaths.

In 1959, the last year for which complete figures are available, 740 California workers were killed in on-the-job accidents, and 164,000 others disabled to the extent that they could not report for work the following day.

on the job.

Watson & Green is setting up their portable batch plant at their job site at Old Shasta and will go into a three-shift operation along about the latter part of February.

Gibbons & Reed is still hammering away on the relocation of 229W and in addition have three major construction jobs which are all a part of the huge Trinity River project and are slated to get underway in spring. These projects consist of the Whiskeytown dam and tunnel, and an earth fill dam at Lewiston.

Guy F. Atkinson is still clearing out equipment from the huge Trinity Dam Project and is also well underway on the Trinity Dam powerhouse job. The Bureau of Reclamation will award additional road contracts in early April for roads around the dam itself and the reservoir.

WORK SOUTH OF REDDING

The boys at Peterson Tractor & Equipment shop in Redding continue to plug along even though the shop work is not too much in demand at the present time. About 25 Engineers employed.

Mr. W. Brown is opening his road job out of Beegum near Platina. Some of the dirt operations and clearing started around January 23. Work in the gravel plants has continued fairly good for the members due to the fact we have had a very mild winter in northern California.

In closing we would like to again extend to the members of this district, our vote of thanks for the terrific turnout at our quarterly meeting. A union can only be as strong as each individual member.

COPE Opens Drive for 1961 Elections

WASHINGTON—The AFL-CIO Committee on Political Education has alerted its branches for action in the 1961 state, county and municipal elections.

The 1961 voting is vital, COPE Dir. James L. McDevitt notified affiliates, because:

- It involves solution of local problems.
- It provides opportunities to broaden labor's political education program.
- It readies the ground for 1962 national elections.

McDevitt also called the attention of state, county and city COPE organizations to the opportunity of enlisting the support of more housewives and women trade union members in generally increasing labor's political effectiveness.

A COPE listing of 1961 elections shows there will be municipal contests, ranging from ward members to mayors, in one 700 cities of 10,000 or more population in 45 states.

and Wisconsin. Virginians, for example, will be electing a governor, lieutenant governor, attorney general and the 100-member House of Delegates.

COPE also announced that its 1961 fund-raising campaign—with a goal of a \$1 voluntary contribution from each union member—is now under a full head of steam."

Focusing special attention on the South, the committee noted that nearly all political contests in the South are decided not by the November general elections but by Democratic Party primary elections held from late winter and early spring through the summer.

Whoever wins a Southern Democratic primary usually is assured of election. COPE added in urging advance preparation

The Inauguration---Horrible Weather, Inspiring Ceremony

(The following is an account of his impressions of the inauguration of President John F. Kennedy and Vice President Lyndon Johnson by Bus. Rep. A. G. (Al) Boardman, who received one of the coveted invitations to attend this historic event.

A trip to Washington, D.C. has always been an exciting experience to me. I have learned through previous trips that it is not easy to represent your Union on Capitol Hill. Contacting Congressmen and department heads is hard work and requires a great deal of time and patience. The method followed in the national Capitol requires that you go through channels, and there is always the danger that someone will steer you into a blind alley.

With this in mind, I boarded a plane at San Francisco International Airport for the 2:30 p.m. take-off. The flight East was a smooth and enjoyable one. There was an hour's stop-over at Chicago's O'Hara Airport and the 30 degree temperature outside made me realize how lucky we are to live in California. Fortunately, I was wearing my "long-johns," and after the first shock of exposure I felt better.

The plane trip ended at the Baltimore Airport at 11:30 p.m. and a 30-mile ride by bus brought us into Washington. No one seemed to be in a hurry,

They Didn't Listen

Hi!, Saint Peter, draw up a chair, Let's watch the foolish mortals, way down there. Those safety meetings don't mean too much, So much talking they treat it as such.

The safety rules to them don't apply They were always meant for the other guy. No need to tell you to take a look You already have them in your book.

Now Saint Peter don't show your sorrow. The trouble's down there, they beg and borrow. All the warnings they received Are never heeded, never believed.

Now watch that skinner on that hill Take a chance no others will. The wise one knows the chance he takes To go up that hill, without good brakes.

Down he tumbles, cat and all Heading for his final call, Check off his name Don't close the cover, Just watch a while Here comes another.

That blade man there upon the slope Won't play it safe, for him no hope. The tire blew just when it shouldn't He tried to jump, by then he couldn't. Warnings, warnings he wouldn't heed Now for him there is no need.

Now see that shovel under the hill, No one sees it, but you will, That crack that's forming upon the brow, Getting larger, but, watch it now.

Operator and oiler found out too late What is happening is known as fate. Warnings and meetings are wasted on them Saint Peter, meet Hank and Jem.

By E. R. ARCHIBALD, Member, Local 3.

and I didn't check into my hotel until 1:30 a.m.

I got an early start the next morning and the first person I met was Ted Heslep, Director of Education & Research for the California State Conference of Engineers. Ted was on his way to Capitol Hill and invited me to go along with him. On the way we noticed a considerable amount of building construction in progress. The nation's Capitol is built on marsh land and most of the Capitol has recently been rebuilt.

Brother Heslep and I arrived at Senator Clair Engle's office and while there met the new Undersecretary of the Interior, John Carr. I used the Senator's phone to call Congressman Geo. P. Miller of Alameda and received a cordial invitation to come over to his office. Congressman Miller has been a member of Operating Engineers, Local No. 3 for the past 14 years and values his membership. In fact, I had the pleasure of collecting and issuing him a receipt for one year's dues. The Congressman assured me that he will always be ready and willing to be of service to Local No. 3 and the brother engineers.

After returning to the hotel I got ready to attend the reception to be given that evening for Vice-Pres. Lyndon Johnson. When I arrived at the Statler Hotel I found a line half way around the block and I had to wait in line over an hour to shake the great man's hand.

The next morning, Thursday, January 19th, I stopped in at our International Union headquarters and visited with Brother S. A. Boston, Assistant to the General President, and Doug Moats, Secretary to General President Delaney. They informed me that my tickets to the Inaugural Ball were at the Statler Hotel and I went over to pick them up. By this time, the weatherman's prediction of SNOW had come true. Traffic was piled up in all directions and all of the intersections were blocked. Phone service in the hotel broke down and hotel restaurants ran out of food. Hundreds of cars were abandoned on the streets.

On Friday, January 20th, the big day arrived; cold and windy! Working crews of Operating Engineers had cleared Pennsylvania Avenue and when the President appeared, he looked as though he was the only comfortable one present. To hear him take the Oath of Office from Chief Justice Earl Warren, the Ex-Governor of California, was to me an occasion I shall never forget. President Kennedy's inaugural address really stirred the half-frozen crowd. After witnessing these memorable highlights your representative retreated to the warmth of the hotel room to watch the rest of the festivities in comfort, over TV.

That evening I attended the inaugural Ball along with 14,000 other people. It can best be summed up in Senator Clair Engle's press release of February 1, 1961, in which he reports:

"An Inaugural Ball in the popular mind is an event of

The beneficiary of any member of Operating Engineers Local Union No. 3 who passes on is entitled to the Burial Expense Benefit, provided the member was not suspended for non-payment of dues.

Do not confuse this rule with

the provisions in the International Constitution governing the International Death Benefit Fund.

In order to receive the maximum benefit under both plans, you should keep your dues paid up in advance at all times.

You will find below a form on

which to name your beneficiary under the Local 3 Burial Expense Fund only. It is quite important that you fill out this form and return it as soon as possible to the Local 3 headquarters at 474 Valencia St., San Francisco 3, Calif.

BURIAL EXPENSE FUND

DESIGNATION OF BENEFICIARY

FOR OPERATING ENGINEERS LOCAL UNION NO. 3 BURIAL EXPENSE FUND ONLY

(Please Print)

Member's Name Reg. No.....

Member's Address..... Soc. Sec. No.....

Name of Beneficiary..... Relationship.....

Address of Beneficiary.....

This Designation of Beneficiary is made under Article XXI of the By-Laws establishing the Burial Expense Fund, and shall supersede as of the date of its receipt any designation of Beneficiary I have made previously under said Fund only. The Trustees of said Fund are hereby authorized and requested to inform the Beneficiary named herein of the Rules of said Fund at such time as payment shall be made hereunder. This designation shall continue to be effective until and unless it shall be superseded by the receipt of a later designation executed by me.

(Date).....1961 (Signed).....

RETURN TO: OPERATING ENGINEERS LOCAL UNION NO. 3
474 Valencia St., San Francisco 3, California

HONOR ROLL OF BLOOD DONORS:

REDDING

Ira Goins
Fred Phillips
Mrs. Ira Miller
H. S. Clark
Mrs. Orville Sargent
Mrs. Lovell Diggs
Ceasar Rogers
D. M. Kuykendahl
John DeJong
David Haddon
Fred Clements
Bert Cordell
Harry McVey
T. E. Wooden
Bill Smith
A. Stillwell
C. L. McGettrick
James Pressly

great dignity, elegance and style. Unhappily, it is more like a mob scene in full dress.

"The Inaugural Committee didn't plan it that way. But modern transportation brought the crowds to Washington. All wanted to go to the Inaugural Ball . . . and they did.

"Expanded from one ball at the District of Columbia Armory to five in various downtown hotels, this affair took over the whole city. In each ballroom the celebrants were packed like sardines in a can.

"I met a woman coming across the snowy sidewalk just outside the Armory. She was holding up the skirt of her expensive evening gown—and ruining her sleek new shoes in the slush—as she sought vainly to catch a cab.

"I asked her how it was in there. She wailed: "The place is jammed. I could have gone in a bikini and no one would have known the difference."

"And that's the way it was." The next day I caught a jet flight out of Washington and was more than happy to return to God's County in a comparatively short time . . . five and one-half hours to be exact.

I am grateful to our organization for allowing me the time in Washington, D.C., and I assure you, it was memorable. Of more importance, I am firmly convinced that the new Administration is going to provide a shot-in-the-arm to our country, its industries and its people.

Mrs. Del Beiers
Bill Fousi
Art Woggin
Virginia Binkley
Harold Dibbern
W. B. Hugus
Fred Crandall
Billy Tims
Clifford Robinson
Mrs. T. E. Wooden
Bill Lewis
J. Ervin
Wayne Coleman
Paul Easley
Del Beiers
Mrs. Bill Fousi
L. H. Berry
M. L. Reagan
J. Wilson
Hershel Krigbaum
Mrs. Fred Crandall
Howard Hansen
C. E. Wilmoth
Leland Lucas
Mrs. J. Ervin
Mrs. Duke Dalton
Orville Sargent
Lowell Diggs
Bill Bowmann
Joe Amos
Jim Binkley
Cecil Preston
Louis Bowman
Earl Bartlett
Lois Phillips
Mrs. Wilmoth
SAN JOSE
Bertha Miller
Louise Miller
Elmer Draper

JOB AWARDS

SAN FRANCISCO, Contract awarded to Williams & Burrows, Inc., 500 Harbor Blvd., Belmont (no amount given) for excavation work at site of new Stanislaus Powerhouse on the north fork of the Stanislaus River. Total estimate \$12,000,000.

PLACERVILLE, Contract awarded to Piombo Const. Co., P. O. Box 607, San Carlos, \$1,327,490, for earthwork, pipelines and struts, El Dorado main and rsrvs., El Dorado Dist. Sys., near Placerville.

SAN FRANCISCO, Contract awarded to Chas. L. Harney, Inc., 575 Berry St., S. F., \$1,779,685, (Sch. A) for fill for extens. of runway 28L at S. F. International Airport.

SAFE DRIVING is smart driving.

The Big Swing Towards Safety

(Continued from Page 1)

er they were called to our attention. If any of you have a safety problem that hasn't been checked on, we're sure that Al Clemen, Local Manager, would like to hear about it, as he is taking the lead in pushing this program.

Since we have started a full time safety program, many of the Local Unions in the construction industry have decided that they too must go to work on the safety problem. We believe that in the near future all the large labor organizations will be working full time on safety.

We believe that once again we can say that Local 3 has taken the lead on a vital program that will benefit our members and their families.

We would like to point out a few serious problems that face us on our jobs. First of all, we have had several accidents involving high-voltage lines. There seems to be more violations working around electricity than anything else.

The State Industrial Accident Commission wants us to pass along the fact that these safety violations also violate the penal code which carries a fine of \$500.00 and one to six months in jail. They say that we must cut out these safety violations or they are going to prosecute.

We also have had several recent accidents due to using gasoline for cleaning purposes. We urge you to be very careful in the handling and use of gasoline as several of our members have been seriously burned.

We hope you fellows will continue to call on us with any problem that you see around your job. With your help we hope to continue to improve our working conditions.

OAKLAND, Contract awarded to Duncanson-Harrelson Co., Richmond, \$93,400, for providing two berths, ea. able to accommodate 4 vessels of the T DE type of submarines, etc. at Nav. Supply Center, Oakland Stockton Annex, Stockton.