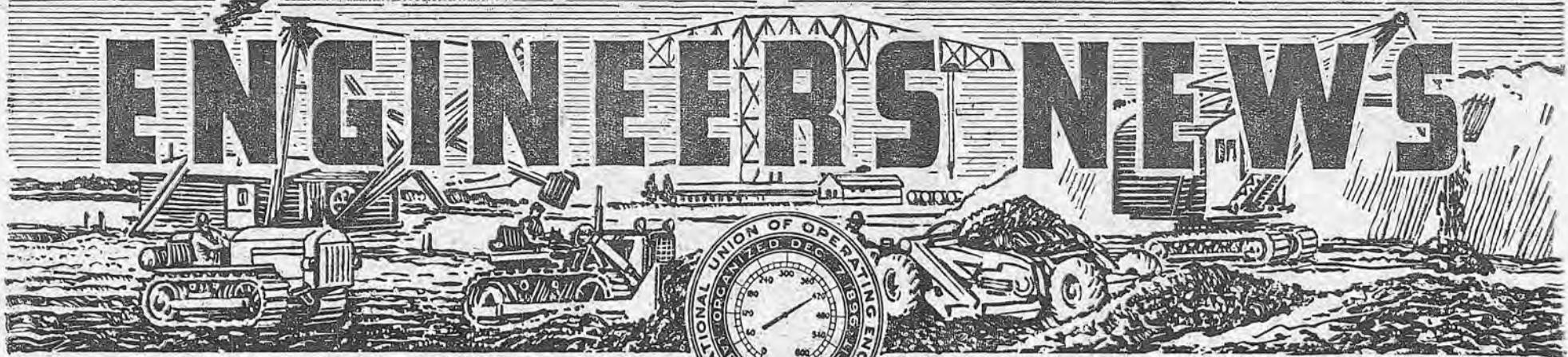


ENGINEERS NEWS



OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

Vol. 20—No. 4

SAN FRANCISCO, CALIFORNIA

MAY, 1961



A new amendment of the Hiring and Union Security provisions of the agreement between Operating Engineers Local Union No. 3 and the Associated General Contractors of America, Inc., was signed on April 7. The improvements in the agreement were put into effect with the signatures of (front row, from left) Local Business Manager Al Clem; Recording-Corresponding Secretary W. V.

Minahan; AGC Chapter President Joseph Silvestri; and AGC Chapter Secretary Bruce McKenzie and (back row, from left) Local 3 Vice President Jerry Dowd; President Paul Edgecombe; and AGC representative Jack Cedarblade. The amendment was put into effect immediately upon ratification by the membership of Local 3.

Labor's 8-Point Program Put Before Congressmen

By Jerry Dowd and Buck Hope

Building tradesmen from throughout the country—including 150 from California—met in Washington late in March for

some concentrated "communication" with their representatives in Congress.

They were delegates to the Seventh Annual Legislative Conference, sponsored by the AFL-

CIO's Building and Construction Trades Department.

The conference started with a day of intensive briefing on arguments for their eight-point program, during which the delegates were told of the strong opposition they could expect on Capitol Hill.

They reconvened three days later to report on how their arguments were received.

Each delegate was supplied with a kit containing an explanation of each point in the legislative program, a run-down on the 87th Congress, and a COPE report on how Senators and Representatives voted in the last Congress on bills supported by organized labor.

Neil Haggerty, president of the Department, reminded the 3,000 delegates of the advantages they had for selling their

(Continued on Page 3)

U.S. Labor Dept. Okays Local 3 Vote

The general election held by Local 3 last November has been officially cleared by the Bureau of Labor-Management Reports of the U.S. Department of Labor.

The November 29 election was investigated because one candidate—who was defeated—complained that something might have been "improper."

The Department of Labor concluded that his complaint was not justified.

Clearance by the government agency was revealed in a letter to the complainant, B. R. Burroughs of Stockton. The answer was signed by H. D. Huxley, the Regional Director. It said:

"Pursuant to your complaint, this Bureau conducted an investigation into the election of officers conducted by Local 3, International Union of Operating Engineers, 474 Valencia Street, San Francisco, California, which was completed on November 29, 1960.

"The investigation failed to establish any violation of Section 401 which might have affected the outcome of the election and no further action is planned in this instance."

The Labor Department's investigation was welcomed by the

administration of Local 3.

"We are pleased to have this additional evidence that our election was held in good faith and complete honesty," said Business Manager Al Clem.

"The ballots were mailed and were counted by Price-Waterhouse, accountants. In every way, the election was fair and just."

Thomas Pitts told the 165 delegates that he has introduced 180 labor bills so far this session, many of which were from the Building Trades Department.

He was one of several speakers who addressed the conference—the first ever held—at the El Dorado Motel. Bryan Deavers, president of the State

Building Trades Council, was chairman.

Pitts also told the delegates that since this is a year for redistricting, Labor has a good chance of securing more friendly Assemblymen.

The Assembly will consider some 4500 bills before the end of the session, he said, adding that most Industrial Compensation Laws will be assigned to a committee "where the Assemblymen will play a game with them until the end of the session."

CRITICISM

Assemblyman Edward Gaffney of San Francisco told the delegates that he felt Governor

24-Cent Pact Ok'd At Vernal

VERNAL, Utah—A bargaining representative election conducted March 6 by the National Labor Relations Board for the employees of the San Francisco Chemical Company plant here gave Operating Engineers Local Union No. 3 an overwhelming majority. Although four unions participated, Local 3 got majority, 2½ times as many votes as any other union.

In keeping with the policy of Local 3, the representatives called a meeting of the employees for the purpose of formulating a proposed agreement to submit to the employer.

After presentation of their ideas, the union entered into very strenuous negotiations with the company. They result-

(Continued on Page 9)

V-P Carman Reports on Local Status

A report on Local Union No. 3 was presented to the General Executive Board of the International Union of Operating Engineers in February.

General Vice President Newell J. Carman, who for some time served as International Supervisor, reported on the restoration of local autonomy. He advised that supervision was released as of January 1, 1961, and reported on the adoption of bylaws by Local 3, the election of Local 3 officers, and the progress made by the local under its new autonomy.

He also presented a financial statement prepared by an independent firm of certified public accountants, showing the assets of the General Fund, the Good-standing Fund, the Burial Expense Fund and the Defense Fund.

His report was unanimously accepted by the Board and he was commended for his able, efficient and conscientious administration of the affairs of Local 3 and for the orderly and satisfactory manner in which the transition of supervision to local autonomy was achieved.

Building Trades Meet in Sacto

SACRAMENTO — The current Legislative session in Sacramento has been the most difficult in 20 years, the Secretary-Treasurer of the California Labor Federation told a State Building Trades Legislative Conference here last month.

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Edmund G. Brown's administration was not supporting labor as fully as it might. Because of the Brown labor record, Gaffney said, labor should "be alert" when the Democratic administration approaches for help in the next election.

Comments by Lt. Gov. Glenn M. Anderson, however, were to the point that the administration program was "helping every segment of the people." The legislative process is suffering, he said, because of the long delay between introduction of bills and their final passage. The delay comes, he said, in the inevitable committee hearings.

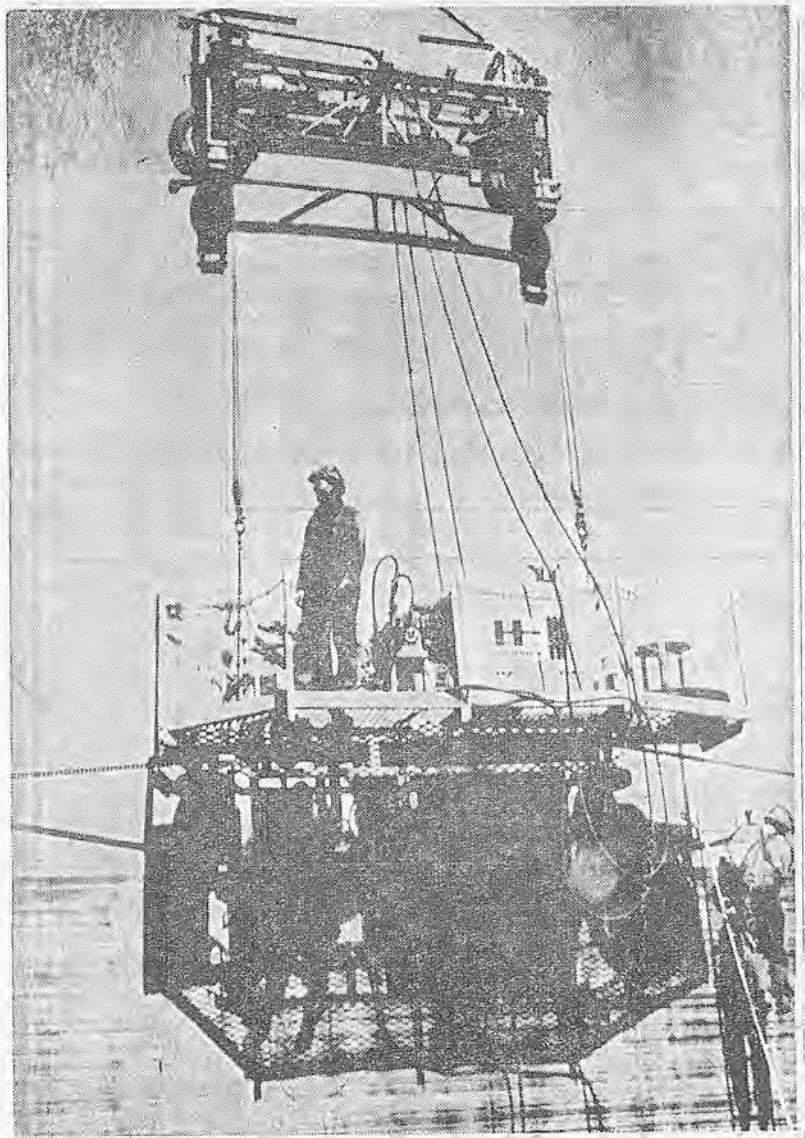
Other speakers were R. A. Caples, chairman of the Sacramento Building Trades Council;

Assemblyman George E. Brown; Jack Henning, chief of the Division of Industrial Relations; Richard McGee chief of the Department of Corrections; Richard Tooney, deputy director of public works.

TOONEY

Tooney spoke of State construction projects as they contribute to more employment. Governor Brown, he said, has directed every State department to review its capital outlay program and give priority to areas

(Continued on Page 7)



This is wire winding machine used as a pre-stress for the concrete in the 4-million gallon water reservoir tank near Napa. The Contractor is Oscar Holmes. The machine is operated by Brother Ross Peoples, who has been in the employ of Herrick Iron Works for a number of years. The machine will travel and lay out a six guage wire at the speed of 8 miles per hour. For this particular reservoir it will travel a total of 1267 revolutions around the tank.

By R. F. Swanson

The out of work list in the Santa Rosa-Ukiah area is still loaded and the job orders have been few and far between. The biggest activity is that of Guy F. Atkinson at Windsor, where old employees have been called back to their highway job. This is a big help, but we need more work orders.

We are anticipating a number of new employees with Ball and Simpson at Healdsburg, but the rains have caused them to hold off until there is some certainty the weather will be in their favor.

The Galbraith Aqueduct job from Petaluma to Santa Rosa has not yet started, but we have asked for a pre-job conference and should have more information.

tion at the next writing (in fact, we hope to see them working by that time).

Basalt has been fairly active throughout the winter, and their work load for the year seems real promising. Windsor Sand & Gravel and Art Siri are now working on jobs at Middletown, Santa Rosa, and Rohnert Park, and will start Healdsburg (Westside Road) job most any day.

Rapp Construction's hurrying along on the grandstand at the fairgrounds so that when the fair opens the public can at least have a little comfort when losing their money on the horses.

Shellmaker Co. is working around the clock at Bodega Bay in its dredging operation. Argonaut Construction starting on Highway 1 near Gualala—also

Recession in Hawaii, But 'List' is Steady

By Harold Lewis, Rupert Teves, and Bert Nakano

The weather is back to "Hawaiian Standard," but the demand for Operating Engineers is running hot and cold. Along with the effects of the new administration in our Government, the Islands are suffering a recession in construction and building demands, which results in a lack of work.

The out-of-work list has been holding steady around 70 the last few months. These are the times when the "habitual absentee" is laid off. These are the times when the "don't-give-a-damn" boys are sent on a vacation without pay. A lot of you will recall the days when you were spoken to in the field and at the meetings about such things. Many of you took heed and straightened yourselves out; you were smart!

Before you read this, some of you will have paid the full dues under the new dues structure. Some of you claim "I didn't know." There are two answers: Read your Engineers News and come to the meetings and you will not be ignorant of what is going on.

Your AFL-CIO Committee On

Political Education, known as Hawaii COPE needs financial assistance. This committee employs a full-time union man to lobby for legislation that will be of benefit to the community and the working man. His salary and office expenses are paid from voluntary contributions by AFL-CIO members.

The land reform bill which is before the house at this writing may die an unfortunate death because COPE does not have enough finances to do what it knows it should do; the same will undoubtedly happen to a Democratic-sponsored and COPE supported anti-trust bill which will directly effect your pocket-book; the same will happen to many other proposed bills if we don't come up with more help. It is suggested that each Operating Engineer donate, for your future protection and benefit, one dollar per month to help the fight against big business that is taking nickles and dimes daily through the grocery and clothing stores. Give just \$12 a year and save a couple hundred.

M & K is about done on its airport and Nike-Hercules jobs and just started their Middle St. job. If they don't come up with more work, a few more brothers will be on the "list."

Hood Thompson is holding its own with more small jobs being picked up on the Island of Hawaii.

Kaiser Hawaii Kai project is moving steadily along, more or less, with the same crew; there haven't been any new hires lately. Kaiser Hawaii Kai Concrete Products Division started operations at its new hollow block and pipe plant. Kaiser's dredge is out of work again, and is back in the yard for necessary repairs.

Bids will be opened on May 3 for the Lower Lake highway job. The budget allocation is \$900,000, so it will be a good job for that area. Hastings and Roads Inc. were low bidders at \$116,937 for work on Highway 1 near Jenner, and they are about to start.

Bids for a 6,000,000-gallon water reservoir will be opened on April 24. There are numerous small jobs coming up around Sonoma County, but Mendocino County is hurting. No dates yet for the Ukiah Freeway.

Aasco Associated Contractors has gotten the go-ahead light on the Waialae Iki ridge job which gives our brothers there at least another year of work with the

good possibility of added help. The crew on J. M. Tanaka's Pali job is going great guns in moving all that rock and dirt. If the weather up there holds good, these brothers may wind up a month ahead of schedule. Brother Fujimoto seems to enjoy toying with his new leads on the Moanalua bridge job. Brother Maeshiro is still taking his daily salt-water showers at Barber's Pt. where he is removing "the pipe line jetty."

G. Kobatake has wound up his Ewa Beach job and now our brothers are scattered from Wailupe to Mokulea, but they're all working.

J. M. Tanaka Construction Equipment Company, a joint venture, was low bidder on a \$348,785.35 pipeline between Keei and Waipuna on the Kona Coast of the Big Island. J.M.'s job at the Nuuanu Pali is about three-quarters finished with its dirt moving and its bridges also about three-quarters done. The hard job will be to lay the "black top" in this almost continuously rainy area.

S.F. Labor Seeks Okay Of Freeways

By Paul Edgecombe, Jerry Dowd and George Baker

Latest reports on the extension of the San Francisco freeway system indicate the entire program is still on high center and, in all probability, will remain so until a political maneuver satisfies some of the organized groups who are objecting.

The Planning Commission has approved revised routes and sent them to the Board of Supervisors with a recommendation to spend \$100,000 for a model of the entire system.

The San Francisco Building Trades and San Francisco Labor Council met jointly, and both agreed to endorse the freeway system and recommended that the Board of Supervisors and city officials expedite the program and complete a trafficway system, thus averting the possibility of losing the \$58 million already appropriated for freeways in the San Francisco area.

In the Diamond Heights redevelopment project, started early last year, Guy F. Atkinson Company has installed most of the streets, underground lines and sidewalks. The redevelopment agency has auctioned 60 per cent of the 216 lots, for a total of \$575,000 to various builders, including Joseph L. Eichler. Eichler plans to build both duplexes and town houses, the estimated cost for a four bedroom, two bath home to be about \$30,000. The redevelopment Agency plans to sell lots on May 9 for one family home and on October 24 for apartments on an additional 22 acre site.

The engineer is moved by a curiosity about nature and a desire for mastery of intellectual problems. Because of this conflict of interest, the employer relegates the engineer to the position of a poor relative to be expendable when business falls off.

The engineer, because he has no agency to present his grievances, can only change jobs to release his frustration. So we are back to the old facts of life. If you are going to survive, you must organize — for the only strength is a united strength.

Windsor Workers Called Back, But Santa Rosa Pace Still Slow

By R. F. Swanson

The out of work list in the Santa Rosa-Ukiah area is still loaded and the job orders have been few and far between. The biggest activity is that of Guy F. Atkinson at Windsor, where old employees have been called back to their highway job. This is a big help, but we need more work orders.

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Sacramento, Ted Heslep. His unstinting efforts brought this about.

We were disappointed when the Bay Counties Civil Engineers and Land Surveyors Association cancelled the scheduled apprenticeship meeting on April 19. Much progress had been made in the past two meetings and we had hoped we could reach a final

agreement. We will now have to wait until May 2 to see what goes.

The firm of Deutsch & Shea's manpower consultants have recently published a study entitled "A New Look at Engineering Attitudes."

This study, made necessary by the heavy turnover of engineering personnel, reveals again the incompatibility of the trained

engineer and his employer. The survey reveals that only 17 per cent of those employed are satisfied with their present employment.

The main complaint is that they are under-utilized and underpaid. The engineer seeks responsibility and recognition. The incompatibility comes in the fact that the employer is interested in profits attained in the easiest possible method.

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State Will Publish Technical Rates

By Al Boardman and Art Pennabaker

The long struggle to have the State Highway Department publish the wage scale of technical engineer classifications bore results this month.

The California Department of Highways, division of contracts, agreed that the wage rates as published in the present Master Agreement with the General Contractors would include the classifications of party chief, instrument man and head and rear chainmen in all future advertised bids.

This, in effect, binds the contractor by law to pay this rate on all survey work in conjunction with State Highway construction. This action, along with the Federal government's inclusion of the survey party under the Davis-Bacon Act, for the first time gives the surveyor a legal right to his union pay scale.

Much credit should go to our legislative representative in

Congress Urged to Enforce Principle of Equal Time

Congress has been urged to restate the principle that radio and television stations, as a condition for keeping their licenses, must apportion "equal and adequate time" for both free and paid political discussions in advance of national, state and local elections.

Testifying before a Senate Interstate Commerce subcommittee, Morris Novik, radio and

television consultant to the AFL-CIO, pointed out that during the 1960 Presidential campaign, 70 out of 313 radio stations affiliated with the American Broadcasting Co. network refused to carry a paid political series because of "station policy."

Novik said the series, sponsored by the Ladies' Garment Workers involved both political talk and entertainment.

Labor's 8-Point Program for Progress

This is the eight-point program of labor legislation presented to delegates to the Seventh Annual AFL-CIO Legislative Conference in Washington:

1. On-Site Picketing Bill

This bill would reverse the Denver Building and Trades Rule and give our building trades crafts the same rights other unions now have in regards to picketing. In the words of President Kennedy, "No union member should be denied the right to picket sites that require him to work side-by-side with non-union members."

2. Davis-Bacon Amendments

This bill would protect local wage structures from being undermined. It would eliminate the unfair advantages that non-union contractors now enjoy. At the same time, it would protect the "true wage scale" in that fringe benefits would be predetermined as well as the dollar wage scale.

3. Medical care for the aged

This bill would provide medical care for the aged through the time-tested Social Security system. Only in this way could the elderly receive benefits as a matter of right. Financing could be assured through a small increase in the Social Security contributions.

4. Federal aid to education

This bill would provide grants of approximately \$3 billion during the next three years for classroom construction or teachers' salaries. It would extend the present college housing loan program for dormitories and loans for academic buildings, would provide scholarships for 25,000 to 50,000 students, and would create an advisory committee to evaluate the National Vocational Education Act.

5. Aid to Distressed Areas

This Area Redevelopment Bill would provide loans and grants for construction of public facilities needed to attract and hold industry; it would provide for industrial loans at low interest rates; would establish a program of vocational retraining for jobless workers; would provide funds for technical surveys to help affected areas to help themselves; and would maintain the protective provisions of the Davis-Bacon Act and time and a half for more than 40 hours per work week.

6. Minimum Wage or Fair Labor Standards Act

Along with the provision of this bill to bring the minimum wage to \$1.25 an hour and extend the coverage to 5½ million persons not now covered, this bill would include a 40-hour provision and require time and a half for overtime. As the Act now stands, workmen may spend seven days on the job without getting overtime.

7. A Comprehensive Housing Program

The AFL-CIO has urged Congress to enact comprehensive housing legislation, aimed at assuring construction of at least 2,250,000 homes a year instead of the 1,280,000 completed last year. The major features of such legislation should include:

(a) Effective provisions of public funds, including the necessary appropriation, to permit construction as soon as possible of at least several hundred thousand homes of adequate quality and livability for low-income families. This program should respond to the housing needs of families displaced by urban renewal.

(b) Authorization of \$1 billion a year for urban renewal as a first step to assure meaningful progress toward eliminating slum decay and rebuilding American cities.

(c) Provisions of low-interest, long amortization loans for housing for rent and sale as well as cooperative housing. These loans to be made available to families and individuals, including elderly persons unable to obtain decent homes within their means otherwise.

(d) Authorization to continue FHA mortgage insurance for single-family homes and home repairs.

(e) Expansion and improvement of cooperative housing program.

(f) Adequate funds and positive encouragement for metropolitan planning.

(g) Authorization of funds needed for housing research and training in housing and planning.

(h) Authorization to assure continued funds in adequate amounts on reasonable term for loans for college housing.

8. Government Construction of Airports and Roads

The Department is supporting legislation to accelerate the building of the interstate highway system and modernize our airports. The primary purpose of modernizing roads and airports is to make them safe and sufficient for transportation and defense.

The Department also is continuing its drive for corrective amendments to the Taft-Hartley Act. It asks repeal of section 14(b), which encourages states to pass "right to work" laws; that the mandate injunction provision be eliminated; and that the Brown-Olds Rule be eliminated.

Here's how Congressmen from California have reacted to the bills:

\$1 Million Highway Job Set to Go in Redding Area

By J. B. Jennings, S. N. McBroome and K. A. Brooks

A million dollar job in Shasta roads is due to start. Bids for construction of two sections of highway in Shasta county, will be opened during the next 30 days in Sacramento.

A two-lane section four miles long has been planned between Anderson and Cottonwood to make Highway 99 four lanes. Six miles of two-lane highway will be straightened, widened and paved to complete improvements to a county road between Millville and Whitmore. Bids on the Anderson-Cottonwood project were opened on April 26. The Whitmore-Millville project will be a federal, state and county undertaking. Bids will be opened for it on May 3. This project is budgeted at \$444,000. Work on these two projects will begin some time in May.

NEW BRIDGE

The final steel section of the Market Street bridge in Redding was swung into position over the Sacramento River. The prime contractor, John C. Gist, said high water releases from Shasta Dam had made unworkable an earlier plan to install two short sections at the south end to complete the bridge. The 22-ton steel beam, 95 feet in length, was hefted into the air motionless while men worked carefully above on the bridge and below on the gravel spit to put it in place. Spanning the bridge has put the job well ahead off schedule. The bridge is scheduled for completion by the end of summer.

LEWISTON AREA

Work has started this week on the \$2,411,000 job of building Lewiston Dam and the rearing ponds for the big salmon hatchery just below the dam. Gibbons & Reed are already scratching away gravel and loose rock from the bottom of the Trinity River.

After the dam site is cleared, they will start wheeling in tons of clay and rock. This material will be compacted into an embankment as hard as concrete. Lewiston Dam will be 750 feet



Arthur J. Goldberg

Secretary of Labor predicts success for the President's Labor Management Advisory Committee in an interview on Washington Reports to the People, AFL-CIO public service educational program heard on 460 radio stations.

long and 85 feet high. It will divert part of the river through the 11-mile long Clear Creek tunnel into the Sacramento Valley.

The earth and rock for the dam will be hauled in from the river banks. Two rearing ponds, each 600 feet long, will be built and lined with concrete. The project will employ between 70 and 80 men at the peak of construction this year.

STEEL BRIDGE

A \$711,000 steel bridge will be built 318 feet over an inlet of Trinity Lake this summer. This bridge will join portions of a county road which the Bureau of Reclamation is relocating to replace sections which will be flooded by the rising lake. The bridge is expected to be finished in the late summer. The project has been undertaken by O. K. Mittry and Sons of Gardena.

HIGHWAY 299

Shea, Kaiser, Morrison is in full operations and just recently

completed lining the bottom of the 11-mile tunnel which brings water from Trinity to Shasta County.

Winston, Green, Drake Spring Creek tunnel is in full swing with another year to go on their tunnel job. Numerous engineers are working here.

Scheumann & Johnson has a good start on their Keswick Powerhouse and have about one more year to go before completion. Water will then flow from Keswick and sent on to Sacramento River.

Gibbons & Reed are still on one shift operations on the relocation of Highway 299W. With this job and the Whiskeytown Dam project there will be approximately 150 brothers employed.

99 NORTH

Slate, Hall & Hamilton job is well under way on their freeway job at Castella. The boys started working 5-9's last week and will continue doing so weather permitting.

Morrison & Knudsen are still hammering away on their dam job at Hornbrook and before long hope to go on two shifts of eight hours each.

299 EAST

The H. C. Price pipeline job from Malin to Antioch is still one of our main jobs in the area and just recently most of the brothers started working 12 hours. The biggest part of the Price operation is working out of McArthur and soon will be in non-subsistence area. There have been over 100 Engineers employed on this project most of the winter.

M. W. Brown is working on their Beegum road job and weather permitting will start up Monday on his job at Trinity and Canby. The Trinity and Canby jobs were both in operation last year so most of the old hands will be going back to complete these jobs.

NEW YORK — The Airline Stewards and Stewardesses Association has affiliated with the Transport Workers Union of America.

Labor's Program Before Congress

(Continued from Page 1) program. He urged them to make clear to their Congressmen that they were in Washington to represent the rank-and-file unionists and that their program was not limited to items of special interest to the construction industry.

The Program

The legislative program includes Federal aid to education, housing and slum clearance, medical care for the aged, aid to depressed areas, an increased minimum wage, and other matters of general interest.

It is intended, in Haggerty's words, "to improve the lot of our membership, consistent with the public interest, and to do the best we can to make our economy and governmental system work more effectively for the benefit of all."

Despite the election of a Democratic Administration, the conservative-liberal line up is so

close that this Congress doesn't look as good for labor as the Congress of a year ago, the delegates were told by AFL-CIO President George Meany.

He pointed out that despite the weight of the Kennedy Administration, there were 212 votes against the change in the Rules Committee.

Kennedy Message

Secretary of Labor Arthur Goldberg opened his address by reading a message from President Kennedy in which the President declared that he had not changed his mind about on site picketing and that he would do all he could to correct what he considered an unfair abridgement of the right to strike.

The Secretary remarked that the Davis-Bacon and Walsh-Healey Acts need improvement. He said he hoped to have recommendations soon for changing both statutes.

He also spoke on apprenticeship training programs, declaring that a more liberal approach is an absolute necessity for the building trades industry. He said construction activity should increase by 40 to 50 per cent

during the 1960's and predicted an increase need of more than a million building and trades workers.

He said that by 1970 about 1,100,000 skilled craftsmen will be lost because of retirement, death and other reasons. Yet, it is indicated, he said, that only about 10 per cent of the additional journeymen needed will be provided through apprenticeship training at the current rate. America will have to produce 2,300,000 additional craftsmen to fulfill the nation's need.

Other Speakers

Other speakers were sponsors of bills to effect various points of the legislative program.

Delegates to the conference, including those from Local 3, were constantly reminded that, when returning to their homes, they should urge every member of their locals to personally write their Senators and Congressmen, asking their support on these vital bills.

In addition, friendly contractors who agree that the present situation is unfair and must be corrected should be encouraged to let their views be known in Washington, delegates were told.

New Look Promised At NLRB

WASHINGTON—Frank W. McCulloch, the new chairman of the National Labor Relations Board, has promised that the agency will take a "new look at how we can best discharge our responsibilities."

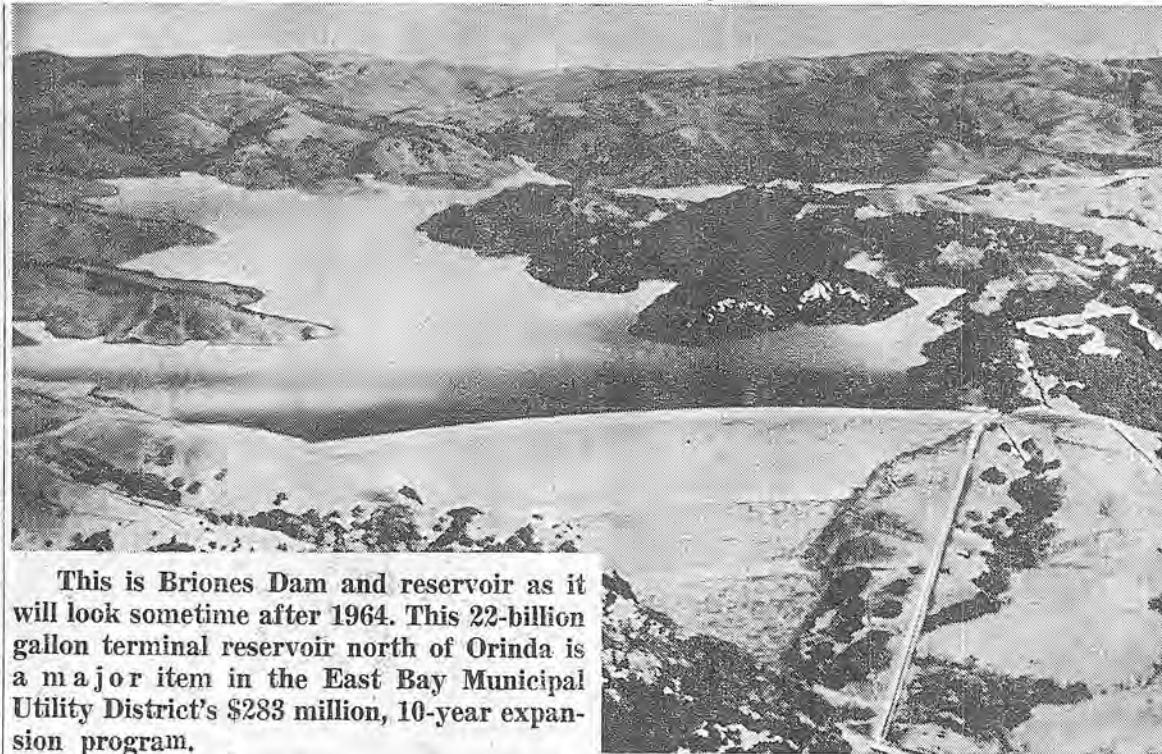
He promised that the board, under his direction, will "try to maintain the highest standards of fair adjudication and wise adjustment, under the law that is our charter, to the changing needs and problems in employment relations."

McCulloch, who formerly was administrative assistant to Sen. Paul Douglas (D., Ill.) succeeds Boyd Leedom as chairman. Leedom became a member and Arthur A. Kimball retired from the board.

Organized labor has been critical of the board's interpretations of the labor laws and looks to McCulloch for fairer representation.

In introductory remarks, Senator Douglas said of the new Chairman: "In Frank McCulloch, the country is getting a great man, and is richer for it. He is a man with a mind as sharp as a razor, and a good man as well. And you know, not all good men are bright, nor are all bright men good."

Asserting that the NLRB will learn that the new Chairman is a hard worker, Senator Douglas went on to say: "I have never known him to speak unkindly to anyone. But though he may seem to be a softie, his core is tempered steel. He won't be pushed around."



This is Briones Dam and reservoir as it will look sometime after 1964. This 22-billion gallon terminal reservoir north of Orinda is a major item in the East Bay Municipal Utility District's \$283 million, 10-year expansion program.

East Bay is Moving on Big Water Developments

Last year people and industries in the East Bay used more than 154 million gallons of water daily—a new consumption record. By the year 2000 it's expected that twice as many people and industries will be using 340 million gallons a day.

To keep up with this expanding consumption, the East Bay Municipal Utility District is moving ahead as rapidly as possible on a 283 million, ten-year water development program aimed at insuring adequate water supplies for decades to come. This vast program moved into high gear in 1958 after EBMUD voters, by a 3½ to 1 majority,

approved a \$252-million bond issue to finance the major portion of the program. The remainder of the money, \$31 million, will come from operating revenue.

PROJECTS

Today this ambitious program is one third complete. All key projects—with a few important exceptions—are either completed or under construction.

Completed projects include three, big, new distribution reservoirs: Maloney in the Richmond area and Danville. Central Reservoir in East Oakland has been rebuilt and roofed. Total capacity of these four reservoirs is 271 million gallons. Also com-

pleted is the Lafayette Filter Plant expansion which doubled the plant's capacity from 21 to 42 million gallons a day. These five projects cost nearly \$5,500,000.

Major projects under construction at present are:

Third Mokelumne Aqueduct System—The entire system, 90 miles long, extends from Pardee Reservoir on the Mokelumne River to Briones Reservoir north of Orinda. It generally parallels Aqueduct No. 2, completed in 1949, and Aqueduct No. 1, built in the 1920's. The system includes 82 miles of 87-inch welded-steel, mortar-coated pipe from Pardee to Walnut Creek; the four-mile Lafayette Aqueduct No. 2 from Walnut Creek to the west end of Lafayette; the three-mile Lafayette Tunnel No. 2 under Charles Hill between Lafayette and Orinda; and the mile-long Briones Aqueduct.

The 82-miles aqueduct segment is known as the "Giant M." Work is more than two-thirds complete on one 33-mile section and contracts have been awarded for two other sections of the "Giant M" totaling approximately 42 miles.

The Lafayette Tunnel job is past the half way mark and work was started in January this year on Lafayette Aqueduct No. 2 and Briones Aqueduct.

Total of Third Mokelumne system contracts awarded to date is approximately \$46 million.

Briones Dam and Reservoir—This is a 22-billion gallon reservoir situated three miles northwest of Orinda on Bear Creek. It will be the fifth and largest of EBMUD's terminal reservoirs and will take three years to build at a cost of \$13,888,000. Construction was started in January this year.

Upper San Leandro Filter Plant Extension—This \$2,800,000 project, to be completed late this spring will increase the capacity of the plant from 31 to 84 million gallons a day.

Sobrante Filter Plant—Excavation work is under way and will be completed by fall. Contract price was \$515,000. Construction of the plant itself, with a capacity of 42 MGD (estimated cost \$5,775,000) is slated for 1962.

In addition to these major projects, EBMUD has completed 20 additional distribution reservoirs, 21 new pumping plants and more than 400 miles of new distribution mains.

Work Up In North Bay Area

By F. A. Lawrence

Work in the North Bay Area has been picking up during the past month, showing a drop on our out-of-work register.

New contracts awarded in the area: Wright & Oretsky of Santa Rosa awarded contract for the new junior high school in West Petaluma at a cost of \$1,055,870. Carroll Madsen, Inc., is doing the finish grading.

Charles Harney was awarded a contract at Galinas Creek, on the city limit of San Rafael, for bridges and culverts at a cost of \$112,672. The job at Miller Creek, adjacent to the newly awarded one, is progressing nicely.

S. H. Cervantes & Son of San Rafael was awarded a sewer construction contract on Baker Street in Petaluma at a cost of \$7,696.

M.G.M. Construction of Concord won a contract for Dist-RCP, Ptmx. surface vicinity of junction of Bolling Dr. W. U. S. 101, to connect with existing system at entrance to Hamilton AFB at a cost of \$10,312.

MARIN BAY

Underground Construction of Oakland awarded a contract for transmission line at Marin Bay, East of San Rafael at a cost of \$219,089.

Granite Construction finally got underway on its pipeline job at Lagunitas, to connect with Nicasio Dam. On dozers are Brothers Frank Kuhagen and Elvin L. Ensley. Truck crane operator is Brother Cloyce Turley; oiler, Brother Murl Bates. Glenn A. Hardy is backhoe operator; Harry Houseman is oiler on truck crane; Roy D. Stevenson is trencher operator; Brother Richard Caporale, Jr., is foreman and Brother Bill Christensen is project manager.

Carey Bros. has equipment spread all over the county at present—at the Racquet Club out on Fifth, San Rafael, at Beverly Knolls, Ignacio and at Marinero at Tiburon.

Basalt Rock, which took over the Marin Rock and Asphalt plant in Novato, is going full blast, no winter lay-offs there!

Carroll Madsen is keeping the boys pretty bushed these days with jobs going at the high school at Petaluma and at the site of the new trailer park in San Rafael.

Ghilotti Bros., we find their spread of equipment all over the county, and still in demolition, with Brother Jim Rowlette at the reins.

William R. Crail Construction has finished its first stages of pile driving on the pump station at Marin Bay, but still is working on the treatment plant at same location.

Holtzinger Bros. are at work on the site of the new Marin Municipal Water Dept. Building at Feiffer's Industrial Park off off Lucky Drive-Highway 101.

Brother Herb Harmon, now better known as "Harmon Equipment Rental," is keeping a few of our boys busy. Herb has taken over the didrt equipment from Davis Equipment.

Tom Hanna has some of his rigs at the Eaton & Smith job located at Paradise Drive in Corte Madera.

Chef, Sandkay & Cheney at Nicasio Dam, on finish grade and putting in forms for the spillway. There are approximately five engineers left on this job.

Big Work Upturn in Oakland

By Don Kinchloe, "Tiny" Laux, Norris Casey and Tom Eck

In the last month the work in the Oakland Area has really picked up. There were approximately 453 men cleared through this office during the month of April, and many more that have returned to their former employers when the jobs started up again.

There have been several new jobs started and pre-job conferences held on many more. Guy F. Atkinson is starting to move dirt on Briones Dam. Ervin D. Varwig on the Hayward College and Darrough on the Broadway Tunnel.

A pre-job conference was held with Gordon Ball for the 75 H Project, a \$3½ million freeway project by Concord. This will connect with the Peter Kiewit job at Martinez to the Monument and eliminate one of the largest bottlenecks in Contra Costa County. We have very high hopes of this being one of the best years in history for this area.

TO THE NORTH

The F. P. Lathrop Construction Co. job at College and Channing Way is off to a good start with a fine crew from Bob Mulloy doing the excavations and another good crew of engineers drilling, pumping and mucking out the belled caisson holes. This project should keep several of the Brothers busy for some time as it is one of those slow jobs as the holes are exceptionally wet making it a rough show.

The Gallagher and Burk spread on the Marlest No. 5 sub-division on Appian Way doing some clean up and looking forward to this project expanding in the near future which

will put some engineers to work terracing the hillsides.

The Ransome Company is tearing things up on Shattuck Avenue to put divider islands in with Art Ritchy and the Del Co. doing the pavement breaking and Blair Excavators and the J & M Co. doing the excavations.

SEWER JOBS

Murphy Universal Inc. of Chicago were awarded a half million dollar sewer job on Cutting Boulevard with the center of the project at about 41st Street. This job will employ a small crew of engineers for quite a few months and should be well under way by the time this paper goes to press.

The Ransome Company is getting a good start on their Wildcat Canyon job. This is a dozer and cat and can show in some steep rolling hill country keeping the engineers on their toes all the time.

Chicago Bridge and Iron Co. erecting two tanks out Point Molate way with Bros. George Acosta on the A-Frame boom truck, Clay Henry on the side-boom cat and John Battenfeld on the welding machines and compressor.

Yuba Erectors yard in Richmond keeping a crew of mechanics busy patching and rebuilding as well as a small crew of operators and oilers busy about the yard.

Brothers Bob Nordendahl and Ed Heinline, operator and oiler for Joseph Ballanger Demolition are busy as a pair of beavers knocking down houses all over town.

SOUTH COUNTY

Ervin D. Varwig Co., from San Carlos, has subbed the dirt moving on the new college site at Hayward from the E. T. Haas

Co. This is a \$689,000 job and should last about five months. This job looks like it will be a pretty good one. They are contemplating putting on a second shift around May 1. If they do, of course, this will put many more Brothers to work. Brother Bob Rasmussen is the pusher here with approximately 20 men under his command.

Gordon H. Ball Co., from Danville has resumed operations on the San Lorenzo Creek job in San Lorenzo and Hayward. They haven't started too big yet, but at this writing have three DW-21s, one blade and one dozer. This will not be as big a job as last year, but it will keep some of Ball's old timers busy.

The Rock Quarries are all getting back in full swing and getting nearly all their men back to work.

The Volk-McLain tract at Dublin is still going strong. There are a great number of small contractors in this tract. Oliver deSilva Co. is moving the dirt and paving. San Leandro Pipeline, Inc., is doing all the underground.

Rose and Matoza are going good on the Highland High School in Hayward, moving the dirt. Lin Ford Co. from Ukiah has a small trencher and hoe digging the footings.

McGuire and Hester has downtown Hayward in an uproar—with about four blocks of Second Street torn up. They are putting in and replacing lines for a street widening project. They are also working the full length of Meekland Avenue.

Bigge has just bought a new 40 ton P & H and are keeping it busy with Brother Woodrow Schmidt as operator and Gary Schmidt, oiler.



Stolte-Morrison-Knudson Company is approximately 60 per cent completed on the construction of the West Branch River Bridge near Oroville. This is part of the relocation work on the Water Resources Development System. The double-deck bridge

will carry Western Pacific trains and Highway 40A traffic around Oroville Reservoir. The highway portion will be 2,732-feet long and the railroad deck will be 1,800-feet. The total bid on this project was \$8,760,000.

Good Weather Aids Job Outlook In Marysville Area—Dispatch 204

By

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

We are happy to report that due to the beautiful weather the past month this office has dispatched 204 brothers to jobs throughout the Marysville District.

Most of the contractors who were shut down for the winter months are starting back up. Some new jobs have been let in this area, and hopefully will start soon. There are 454 operators and 75 oilers on the out-of-work list.

* * *

American Bridge Company subbed all the steel structural work for the West Branch River Bridge. A total of 22 million pounds of steel will be placed. Their part of this job is approximately \$5,000,000. Over 41,000 cubic yards of concrete have been poured already on the three main piers and 14 approach span piers, which also includes two main abutments. All of the concrete decking will have to be poured after all the steel is placed. This will take about 4,000 yards of concrete.

All the steel is shipped by rail to the yard, located at the roundhouse in Oroville. Brother Ed Williams operates the 3500 Manitowoc and Ken Bettes is doing the oiling for him. They load the steel structures on Bigge's trucks which transport them to the job site. So far the heaviest lift has been 56 tons.

On the bridge at present are the following brothers: Terry Braaten, operating the 3900 Manitowoc with Al Farr oiling for him; Harry Shields on the 35-ton P&H truck crane with Clarence Farr oiling; Bill Seamen on the derrick and Jim Shore on the derrick taking the steel to the crane and derrick. Frank Aidnik is taking care of the compressors on this job.

Fisher Puget Sound has sub-

bed all the spot coat painting on the steel structures with a bid of approximately \$200,000. Brother Bob Furze is taking care of the compressor for the painters.

This job started November 10, 1959, and completion date is scheduled for January 22, 1962.

HIGHWAY 45

W. J. O'Hair Construction Company of Colusa has resumed work on widening and resurfacing of Highway 45 in Colusa County. The project was re-started after a four-month winter shutdown. The highway section to be improved is a six-mile strip from Grimes to a half mile north of Sycamore.

Current operations include grading and installation of culverts at several locations. The highway will be widened to 28 feet with a few minor changes at curves that will improve sight distance. Stopping lanes will be built at railroad crossings.

Limits of the project extend from Second Street in Grimes to the Sycamore cutoff. Traffic will be permitted to pass through the construction zone at all times. Completion is expected about August 1. This job is keeping six Brothers busy.

COLUSA JOB

The State Division of Highways will open bids May 17 for the resurfacing of Market Street in Colusa, between Bridge and 10th Streets, officials at the Marysville District office have announced.

A total of 62,000 in State Highway funds is available for the project. The job will include curb, gutter and drainage alterations to lower curb height in order to provide four lanes of traffic and parallel parking. The section of Market Street is also a portion of Highway 20.

Voudouris & McEwen of Sacramento submitted a low bid on a Marysville and District 10 levee improvement project.

The project, scheduled for completion during the current construction season, will include widening the Marysville levee from the 14th Street ramp upstream to Binney Junction; correcting a seepage condition near the Southern Pacific Railroad crossing; and constructing vehicle turn-arounds and turn-offs on the Marysville levees in that area, as well as the District 10 levee. Work should commence in the next 30 days.

BROWNS VALLEY

Wright Brothers of Gridley have completed their Browns Valley job. This job consisted of reconstruction and realignment of a 2.6 mile section of Marysville Road, beginning six miles north of Browns Valley.

Final operations this month, following a shutdown of work during the winter, included surfacing the entire stretch with asphalt concrete.

The \$252,500-project also included widening the traveled way to 24 feet with three-foot shoulders. The general realignment of the federal aid secondary county road replaced crooked portions of the route with straight line sections and long radius curves. The 10 per cent grades have been reduced to a maximum 7 per cent.

This project was the latest in a series improving the road which serves the Challenge area and other communities in northeastern Yuba County.

As part of the FAS system and the statewide program of improving these important county roads, the project was initiated by the Yuba County Board of Supervisors and financed jointly by federal, state, and county highway funds.

LINDA JOB

E. T. Haas Company has started work on a road surfacing job in Linda. Work is expected to start on Garden Avenue first, with Riverside Avenue and Arboga Road being the

Joint Union Talks Held In Marysville

On April 17, the majority of the members or representatives of the members of Operating Engineers Local No. 3, Teamsters' Local 137 and Laborers' Local Unions Nos. 121 and 185 employed in the concrete pipe plants in the Marysville office area, met at a special meeting in the Gridley Memorial Building to discuss the opening of the agreement with, and the demands to serve upon, the concrete pipe companies.

This was one of the best meetings held for this purpose in recent history. Those present demonstrated what an intelligent membership can accomplish.

The group observed perfectly the agreement under which they were working, and were prepared to offer practical suggestions for changes felt needed. Suggestions offered were discussed in a calm, objective manner and when the majority was opposed or when constructive criticism was offered based on the experience.

Every phase of the agreement was thoroughly explored and few were the suggestions offered to strengthen the present agreement, but most of the offerings were adding to the agreement benefits so far not a part of this agreement. In other words, we had built better than we realized as far as the scope of the present agreement is concerned. All agreed the scope of the agreement could be broadened.

Close attention was paid to the questions of safety, and after listening to the suggestions and discussion of the members on this very important question it is apparent why the safety record of these plants has been so good.

It is hoped that, based upon the many practical suggestions and the evidence presented of the solidarity of the membership, we will be able to bring back to the membership an agreement that will contain many of the proposed improvements.

SHOPS

Last month it was noted that there was a good possibility that an improvement could be expected in the level of business in the commercial shops and it can be reported this month that this is occurring. We hope this turns out to be the forerunner of a boom and not a false alarm.

Welcome to a new shop to this area—Williams and Lane out of Berkeley. At present they are working out of a shop in Oroville, but are contemplating moving to the Marysville area.

Brother Russell Strain from the Berkeley shop, who might be described as a young-oldtimer will act as shop foreman. From every indication of our relations with him, with Mr. Williams, and Mr. Stevens, the local manager, we should have a long and agreeable association.

ROCK, SAND

All winter plants in this area on the whole, ran as if it were Spring, and now that it is Spring, some of them are beginning to run like it is Summer. All of which means that it should be a good season.

These plants are small when compared with some. However, they present special problems and sometimes the smaller they are the greater the problems. Many of the smaller ones have an interesting history as far as the organization is concerned. They are organized today because many members cooperated well with the representatives.

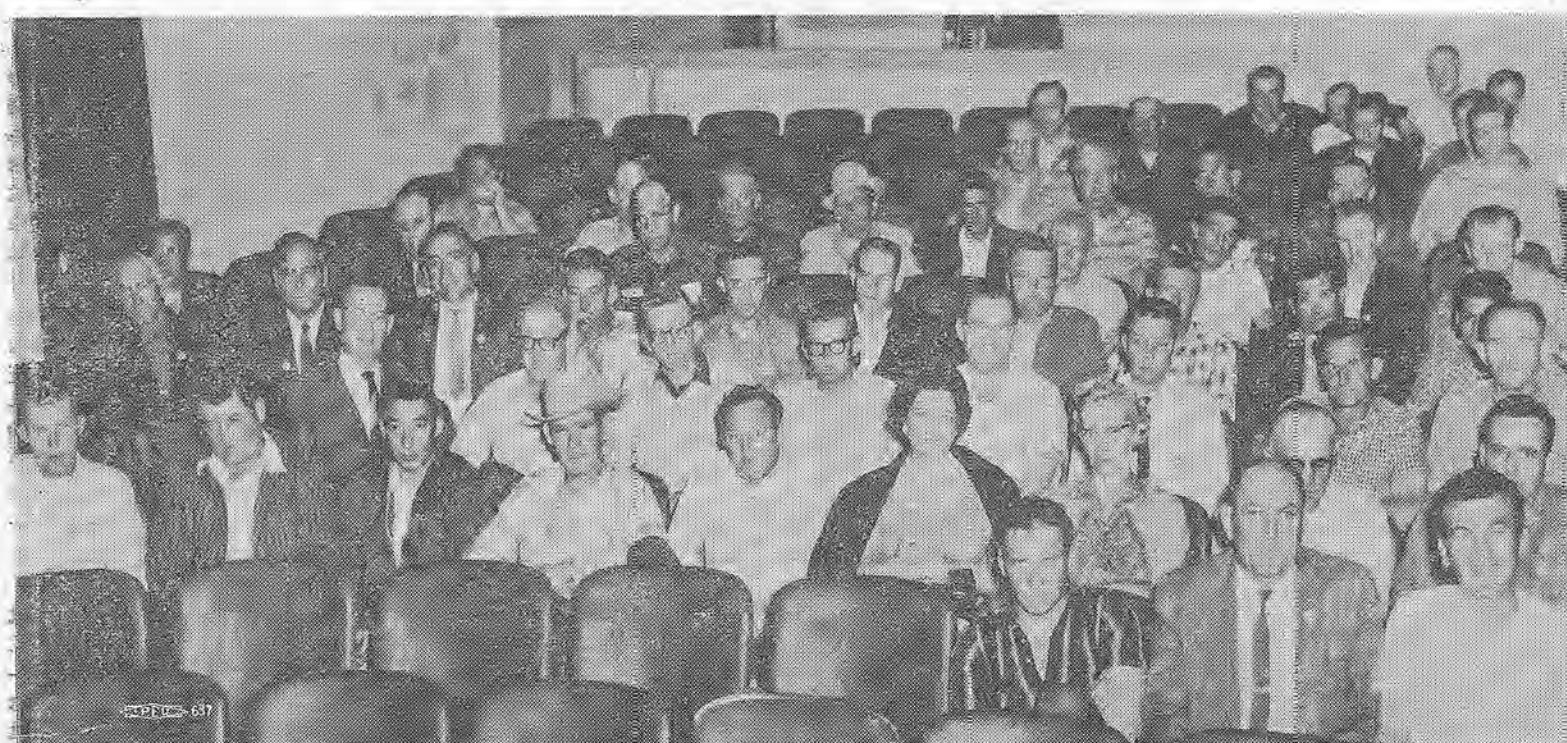
Not all are as yet under the fold and it is a time consuming chore trying to keep track of these. That is why the cooperation of the membership is so valuable.

The plant at Lincoln is basically a sewer pipe manufacturing company. Although other products are turned out, the plant produces practically all the terra cotta on the Pacific Coast. But this product has declined in use in recent years with a consequent decline in employment and the plant's main product is ceramic pipe.



Meeting at the new office for Local 3 in Ely, Nev., were Business Representative Joseph Miller, President Paul Edgecombe, Business Repre-

sentative M. F. Boman (Salt Lake City office), International Representative Frank O. Brantley, and Business Manager Al Clem.



Members met with officers of Local 3 and cooperating International representatives at an organizing meeting of Kennecott Copper Company in Ely, Nev. The members heard

that the union was establishing an office in Ely to afford them the best possible service in their jobs.

Out-of-Work List Long in San Jose

By A. J. Hope, Wm. Harley Davidson and Danny O. Dees

Contrary to expectations, work has not picked up as rapidly in this area as had been hoped. Our "Out-of-Work" list is still long, and it will be some time before all the "A" men are working unless the work picture improves.

A. J. Raisch Paving Company were the low bidders on the extension of the run-ways for the San Jose Airport. They expect to start work on this project within a couple of weeks. They are still busy on the paving and grading on the San Jose Airport. This firm is busy on several sub-divisions in this area and are doing the paving on Kooser Ave. At the present time they are repairing the Crusher Plant on the Monterey Highway.

Piazza Paving Company is working in a sub-division on Penitencia Creek and in another sub-division on Kirk Ave. It is busy on the rock plant on Downer Ave., and expects to start operating the crusher plants on Almaden Road and Berryessa Road soon.

J. C. Bateman is working in the Killarney sub-division and the sub-division off Kirk Ave. and Prospect Ave.

Heiple Utilities are busy on several jobs this vicinity. They recently purchased a new Gradall, which is being operated by Brother George Curts, with Bro. Woodrow Simmons doing the oiling. At the present time they are working on three 36-inch

water line jobs, located on Saratoga Ave., Tully Road and Cox Ave. Brother Harold Binkley is the superintendent for this firm. Some of the brothers working on these water line jobs are: Robert Con, Harold Ficke, Jerry Bolton, Leslie Hane, Arthur Reynolds, J. K. Barslund, Tony Oliver and John Regallo.

Sondgrath Bros., of Mt. View, have several crews busy on various jobs in the area. They are busy on the construction of a new road near Highway 9, which will relieve the traffic bottleneck leading to the Lockheed plant. This job will take about two months to complete. They also have a crew working at St. Joseph's College in addition to their sub-division jobs. About 90 brothers working for Sondgrath Bros. attended a safety meeting held at the Union Hall on April 7. Pictures on safety were shown and the firm treated the men to doughnuts and coffee.

Willie Franks is using four 20's and four cats on their school job on Hamilton Road. Brother George Warren is the super on this job. At the present time the firm is employing three mechanics in its shop in Los Gatos.

Freeman Paving is working in a sub-division off Homestead Road and also the new Holbrook sub-division in Campbell. It has several jobs in the Palo Alto area.

Santa Clara Sand and Gravel, under the capable supervision

of Brother George Dorsa, has plants working at top speed. Eight engineers are working at the Sevens Creek plant, four Engineers at the Coyote Plant and three Engineers at the Quadalupe quarry.

L. C. Smith is showing fine progress on the freeway job

under the supervision of Brother Tony Bruno. The firm has been granted until May 15 to complete the widening of Minnesota Ave.

RAIN MEANS SLIPPERY ROADS — SLOW DOWN AND LIVE.

Work Picking Up in Santa Cruz

Work in the Santa Cruz area has been picking up for the past month. Ed Keeble has a full crew again on his highway job in Scott's Valley. Granite Construction Company is placing the rip-rap on the West Cliff Drive beach job.

W. J. Jasper was low bidder on the Mid-County High School job in Soquel. This job went for \$1,598,700. Virgil Kester & Sons of Santa Cruz is doing the grading and curb work on this job.

Fisher Contracting Company of Arizona is in full swing on its sewer job at Aptos. At the present time, it is using about 20 engineers. This job will last for several months.

Crow Bros. is getting a break now on the Cabrillo College, due to the good weather. L. C. Smith was the low bidder on an overpass job and expects to start operations soon.

Watsonville is slow at this time, but Thomas Construction Co. should be putting a few men to work soon on its county job, north of town.

Work in the Monterey area is

very good. Alcon Pacific is making good progress on its housing job at Fort Ord. Another \$8,000,000 housing project will be opened for bids this month at Fort Ord.

The State Division of Highways reported that it may start constructing the Fort Ord-to-Freemont Street freeway link this fall. Also in this area are proposed freeways from Fort Ord to Salinas.

Unemployment Fight Planned

SAN FRANCISCO — California labor leaders here have mapped an eight point program to combat what they call the "worst unemployment situation in 25 years in some areas of the state."

AFL-CIO delegates at a two-day meeting estimated that 20 to 50 per cent of some of their member unions are out of work.

Thomas Construction Company is on time with its three bridges on the Coast Highway south of Big Sur. G. S. Harrington of Auburn was low bidder on the fourth bridge, at Villa Creek, 23 miles north of San Simeon in Monterey County.

Granite Construction Company is busy in the Salinas area. It has just started work on the Old Stage Road near Natividad. Butler & Fox and Donahue are also busy in the area.

Hollister Rock Sand & Gravel is running two shifts in its plant.

Granite Construction Company was the low bidder on the San Juan Bautista Highway job, which went for about \$400,000.

Madonna Construction Company has started work on the Hernandez Dam, located south of Hollister. Del Armer and Lee Curtis are the first two brothers to go to work on this project. They are operating dozers doing the clearing. They expect to be in full swing soon on this job and will keep quite a number of the men busy throughout the summer.



These are some of Local 3's delegates to the State Building Trades Legislative Conference held in Sacramento last month. From left are (seated) Danny Dees, Forrest Pritchard and Al Perry and (standing) Bill Woodyard, Bill Mina-

han, Jerry Dowd, Art Pennebaker, Al Boardman, Al Clem, Walter Talbot and Jack Slade. Not in the picture were delegates H. T. Petersen and Paul Edgecombe.



Members of the State Board met in Sacramento before the Legislative Conference.

Activity Still Slow In Fresno Area

By Edward G. Hearne and B. F. "Tiny" Helling

The out of work list at Fresno is about the same as last month in spite of good weather. When the work opens up, there will be jobs for all the members now in the area. But we are not looking forward to a real big year.

Anderson's Grading Company at Lemoore Air Force Base has been keeping 12 of the Brothers busy putting in pads and streets for 500 Capehart houses. This company has the sub-contract for dirt and compaction under Williams and Burrows. W. S. Connor Company also has a sub-contract for underground work from Williams & Burrows and has eight Brothers working at this time. This job has been off and on due to the two companies being in each other's way.

OTHER JOBS

Also at Lemoore, D. Gerald Bing Company will finish the paving job sometime in May. This company has had two concrete jobs at Lemoore. The Baldwin Company, W. A. Robertson Company and Aldermatt & Fredricks Company are moving along on their underground work at the base.

Griffith Company has a crew working on cement treat and black top at the base. Baldwin Contracting Company has been moving dirt at the Armstrong Rubber Plant in Hanford, Cal-

Mobile has moved a concrete plant in and will supply concrete for this job.

The Winston-Green Company on Terminus Dam has called the Brothers back to work and has the small dam across the old Highway 198 about in. This company will start the main fill on the north end of the dam in about one month. U.S.E.D. has held up this company because of spring run off in the Kaweah River. This company holed through at Balch Camp on their tunnel job April 21 and were to start cleanup and concrete about May 1.

TRAMWAY

Pomeroy Contracting Company has started putting in the tramway above the power house on the Kings River side. Rothchild, Raffin & Werrick is pouring concrete about three days a week on the powerhouse. The Fresno Paving Company has finished the black top at the Fresno Air Terminal and will start black top on Belmont Avenue about May 15. This company also has started moving dirt on Colorado Avenue west of Fresno.

Cala Construction Company started its job at Stone Corral east of Visalia and five Brothers are working at this time. Westbrook & M. & K. have about 20 Brothers moving dirt on the freeway job on Highway 99. The State Division of High-

Building Trades Meet At Capital

(Continued from Page 1)
of heavy unemployment.

"I know that Governor Brown is deeply concerned about this problem," he said, "and especially the human beings who are represented by the unemployment statistics. We in the Department of Public Works share the Governor's concern. And because of this, we do not take lightly our responsibility in the Governor's program."

"We think of each construction job started, not only as so many miles of roadway or so many square feet of building space, but, also, in terms of the needed jobs it provides. I know that you people look at construction projects in those terms, too; so I want to tell you about the work the Department of Public Works has going now and the jobs that will be starting during the next few months."

Under award currently are 662 separate projects with a total dollar value of \$750 million, he said. This in addition to projects of the University of California and the Department of Water Resources, which total another \$70 million. These jobs are in various stages of construction—some just commenced; others nearing completion and the majority at various stages between.

BIDS DUE

From now to June 30, he said, \$133 million in projects will be bid. \$28 million of these will be building construction under the Division of Architecture. The remaining \$105 million are highway and bridge jobs. Of the total, \$46 million will be advertised during the next 30 days.

These projects are located in 49 of our 58 counties and are pretty well distributed over the entire state, he said. Not all have been accelerated because of the unemployment situation, but a big majority of the jobs are in distressed areas. For example, \$48 million of the jobs are in the counties of Los Angeles, Orange, Riverside and San Bernardino; \$3.5 million in San Diego; \$28 million in the Bay Area; and \$15.5 million in the North coastal area. These are generally the areas hardest hit by unemployment.

Cala Construction Company started its job at Stone Corral east of Visalia and five Brothers are working at this time. Westbrook & M. & K. have about 20 Brothers moving dirt on the freeway job on Highway 99. The State Division of High-

Al Clem Reports—

I'm proud to pass along a letter from Robert M. Evenden, safety manager for Guy F. Atkinson Company. He wrote:

"This is a well-deserved word of commendation to Dale Marr of your organization for his fine contribution to our Construction Section, Annual Northern California Safety Congress. I have attached a copy of our program which indicates that Dale spoke on 'Organized Labor's Influence on Work Practice.'

"Several people spoke to me after the meeting about the high standard of Dale's remarks. He presented a very intelligent and sound position for Organized Labor in this mutual problem of accident prevention."

"We appreciate the assistance of your organization through Dale in developing a very successful program."

That's a fine letter from Mr. Evenden, and all members of Local 3 should be proud of Brother Marr's accomplishments and the good light he has reflected on our union. Be sure to read his safety story in this issue.

—ac—

The members and officers of Local 3 are happy to welcome into our growing family the employees of the San Francisco Chemical Company at Vernal, Utah. You can read about our success elsewhere in Engineer News. Everyone involved in the organizational drive should be commended for their good work.

And we're certain our new members will be more than satisfied with their association with us and the representation they receive. By belonging to Local Union No. 3, they will have a far greater advantage for job opportunities, especially in the event of job cut-backs, since our jurisdiction covers four states.

—ac—

On the long agenda of business when your Executive Board meets each month are some matters your Business Manager puts before them. Some are reports, others are recommendations. Among the recent business were these items of general interest:

Price-Waterhouse Company, a nationally-known firm of independent Certified Public Accountants, was hired to audit the books and accounts of Local 3 twice a year . . . P. H. McCarthy Jr. was continued as legal counsel for the union . . .

For the convenience of our members in Marysville, it was decided that the office there should be remodeled . . . A report was made on the situation in Hawaii, advising the Board that there are some problems, but more generally that our Union reflects a great increase in the past year as far as organization is concerned . . .

In February, there were approximately 262 members on the roles at the retired reduced dues rates . . . Arrangements were made with the Oakland Public School District for a course for Local 3 Business Agents. It began on February 15 . . .

—ac—

The Local's Executive Board moved to non-concur in the action taken at the Oroville-Marysville District Meeting on January 19, relative to the Tunnel and Rock Workers of America strike.

The Local, on motion of the Executive Committee, officially condemned "the illegal, rump, futile and disruptive strike of the Tunnel and Rock Workers," and admonished the membership of Local 3 to "give no aid, comfort or assistance" to the rump union . . .

—ac—

Al Rains, from District 11, was installed at the March meeting as the newly elected member of the Executive Board . . . The Board voted to non-concur in the request of Charles Harney for a change in the starting time at the job at San Francisco International Airport . . .

—ac—

In the month of February, 984 members were cleared. There were 53 one-page construction agreements and 14 regular agreements signed during the month.

For better service to members in Modesto, it was decided to rent space with Stationary Engineers Local 39. This will provide the members there with more comfort and a place for them to carry out the business of Local 3 in that location . . .

The Executive Board went on record in favor of the proposed freeway plan in Sacramento, and sent a copy of the resolution to the California Highway Commission . . .

—ac—

In April, the Board was advised of the more efficient and expeditious manner in which dues are being processed in the main office . . . It was decided that, for the convenience of members in Sacramento, the office there should be remodeled to provide them with more space for their business operations . . .

The Board was advised that there were 97 one-page construction agreements, six Utah construction agreements and 12 general contracts signed in March . . . Also there were a total of 1828 men dispatched that month . . .

ENGINEERS NEWS

OPERATING ENGINEERS LOCAL UNION No. 3

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Editorials

Our International— How It Helps Us

The International Union of Operating Engineers is a strong organization which is constantly working for the betterment of the locals. This is especially true now under the leadership of General President Joseph J. Delaney and General Secretary-Treasurer Hunter P. Wharton.

The success of any local union, to a certain extent, depends upon cooperation between the local and its international. It is the International, with the strength and resources of the combined locals that make it up, that can supply assistance in negotiations, organizing drives and arbitration. In addition, smaller locals often call upon the International for legal and technical advice.

To Local 3, this wide range of assistance, which always is available, was especially useful in our recent organizational victory at the San Francisco Chemical Plant in Vernal, Utah.

The International, also, serves to guide locals which may be in great need. Such was the case when our own Local 3 was put under International supervision. At that time International Vice President Newell J. Carman and the International committee helped keep the battered Local 3 intact until new Local officers could straighten out its affairs.

Local 3 is in Region 10 of the ten regions that make up the International. Brother Carman is director of this region, which takes in ten Western states. Some of the International aides in the region are Jim Estep, J. W. Johnston, W. B. Day and J. Molles.

And yet, with guidance, assistance and requested direction from the International, Local 3 remains autonomous. The members have direct representation, choosing their colleagues for the Executive Board and electing by secret ballot the men they want to guide the Local. It is their union; it exists for their benefit, a principle to which its officers are dedicated.

Seminar on Nuclear Energy

A training seminar to develop instructors for the course, "Survey of Nuclear Energy and Power Plant Applications," was held in San Francisco, Apr. 3 through April 8. The following brothers attended and were issued completion certificates:

Al Oughton, Sacramento area.
Gerry Farschon, Stockton-Monster area.

Jack Sarouhan, Fresno area.
Everett Grell and Vince Donohue, San Jose area.

Dan Hennigan and Gerry Le-Doux, Oakland area.

Hal Merydith, San Francisco area.

In addition to these Local 39 members, Brother Fred Wendt, Business Manager of Local 526, San Diego, and Brother Bill Raney of Local 3, attended the classes because of the great interest in the program shown in their respective locals.

The seminar was very successful, as evidenced by the high scores achieved on the very stiff

final examination, the median score being 95%. Local no. 39 Cisco office is now in the process of assisting these men in obtaining California State teaching credentials and we expect to have classes under way in all the above areas beginning with the fall school semester.

All of these brothers are deserving of your congratulations, as they did an excellent job under trying conditions, most of them at considerable personal expense and inconvenience. I am proud to be a member of the same organization as men of this caliber. Technological advances in the fields where stationary engineers work are accelerating rapidly and much effort is needed to maintain our position in industry and expand with it. Our success will depend in a large part on the foresight of our officers, coupled with the willing assistance of individual members, as typified by the above group.

—Alan F. Burch

There's A Choice



Consumer Advice

May Be Time to Buy A Car

By SIDNEY MARGOLIUS

This is not a bad year to buy a car. The compacts introduced last year proved popular and some of the early bugs have been eliminated. One of every four cars sold last year was a compact.

The popularity of the compacts has cut into the used-car market. Prices of used cars are about 13 per cent below a year ago, even though they edged up a little recently.

Actually, the auto factories could charge much less for new cars. Experts say that the factories price cars so that they will make a profit even if they operate at just a little over half capacity. Then if they do sell a larger volume, their profits spiral at an accelerated rate. That's why the factories shade prices late in the Summer—to get that extra, most-profitable volume above the basic volume on which they establish their initial prices.

This formula results in high prices, and ultimately is self-defeating and damaging to the national economy. If the manufacturers set their prices lower on a higher-capacity formula, they would get the higher volume, more people could go back to work and some of the risky old cars would be scrapped.

Certainly there is a big market for cars if prices were lower. Last year's scrappage rate

was the lowest in seven years. Average car on the road now is seven years old. Runzheimer & Co., automotive accountants, suggests that heavily-used cars might well be traded in after three years. At that point, Runzheimer estimates, the cost of repairs begins to catch up with the depreciation (annual loss in market value).

The public demand for economy has caused a notable shift in cars, especially a return to six cylinder engines. For the first time in years, fewer than half the new cars sold recently have been eight-cylinder models. In comparison, in 1957 four out of five cars were bought with eight-cylinder engines. Similarly, compact-car buyers are sticking to standard instead of automatic transmissions.

The compacts also have cut into sales of small foreign cars. These now are more subject to price-cutting, and also are not bringing so much in the resale market as formerly.

In shopping for a new car, you have to be careful about the prices quoted you. Some dealers may offer a low price or a high trade-in allowance, but charge an exaggerated amount for finance fees or insurance. In California, as in other states, an Assembly investigating committee found excessive insurance charges one of the major abuses in car selling.

Soup to Nonsense

Care and Feeding of Parents

By JANE GOODSELL

For a long time now I have been waiting for somebody to write a book for children on the care and feeding of parents. I can't wait any longer, and I am ready to speak a few words on the subject myself.

So stash away your bubblegum, kiddies, and lay aside your plexiglass space helmets, and pay attention. I am about to explain to you the strange behavior of your elders.

Of course I am well aware that you know too much about us already. You were born with an uncanny insight into parent psychology. You know, with the sure touch of genius, the precise moment to employ the temper tantrum, the delaying action, the piteous sob and the sudden fever.

You, you hard-boiled little characters can employ the direct tactics of guerrilla warfare. Anything goes as long as it works.

We, on the other hand, are bound by the soft rules of diplomacy. We have read the works of the Doctors Freud, Spock and Gesell, and we worry about giving you complexes. We are terrified of undermining your self-confidence, of hurting your feelings, and warping your minds.

Furthermore, we are a little in awe of you.

We never run when we can walk, and you never walk when you can skip, jump, hurtle through space or turn somersaults.

We are phlegmatic creatures who dote on peace and quiet. You are happiest when you are bouncing a ball, imitating a machine gun and watching *Gunsmoke*, all at the same time.

We aren't very sure of anything, but you speak with the voice of authority on all subjects. You state flatly that oatmeal stinks, that it isn't going to rain, and that you won't catch cold if you don't wear a sweater.

You should know too, my tots, that when your parents aren't thinking about you they are worrying about something else. They are bothered by feelings that people are talking about them or that they forgot to disconnect the iron. That's why we often don't notice the jet planes overhead.

And that my children, concludes our lesson for today. Except for one parting shot.

Someday you will find yourself gazing into the eyes of your own first-born, eyes that look back at you with a soft, baby stare.

You'll think those eyes look innocent. Just you wait!

A Package At Vernal —No Strike

(Continued from Page 1)

ed in a 24-cent package agreement, including wages, eight paid holidays, vacations one week after on year, two weeks after two years), improved working conditions, extension of health and welfare coverage, hiring procedures and a positive seniority system.

On April 14 at two meetings, the employees of San Francisco Chemical Company voted unanimously to accept the agreement submitted by the negotiating committee and were very enthusiastic over the gains received under the new contract.

Dahl Gardner, steward from the mill, said "It was a privilege to sit in on the negotiations. I feel much more has been accomplished than was anticipated by me and the other employees.

"I am well pleased with Local Union No. 3 of the International Union of Operating Engineers as my bargaining agent and am proud to become a member and part of the team," he said.

The negotiating committee consisted of Dahl Gardner, plant steward; Jerry Morrell, pit steward; H. T. Petersen, treasurer of Operating Engineers Local Union No. 3 and John Thornton, Provo Business Representative for Operating Engineers Local Union No. 3.

Looking for A Job Overseas?

Here are some foreign jobs on which engineers might expect to find employment.

This material is as reported in the April 24, 1961, issue of International Construction Reporter, 740 Ala Moana, Honolulu 13, Hawaii:

Ghana: Volta River project, including a 10,900,000-cubic

yard rockfill dam. The job will require about 4,000 construction workers. Contact Kaiser Engineers (Volta Project), Kaiser Center, 300 Lake Side Drive, Oakland 12, Calif.

Saudi Arabia: J. Ray McDermott & Co., Houston Club Building, Houston, Texas, was awarded the general contract for a

\$70 million base for the Arabian Oil Company.

Heavy construction specialists with extensive experience in maintenance and repair are needed at several overseas locations. Write to Technological Services Corporation, 1405 Locust Street, Philadelphia 2, Pa.



These are some of the principals who took part in negotiations that led to a 24-cent package agreement at the San Francisco Chemical Company plant in Vernal, Utah.

By-Laws of Operating Engineers Local No. 3

Fifth Installment

Article IX EXECUTIVE BOARD

Section 1

This Local Union shall establish an Executive Board which shall be known as the Local Union Executive Board, composed of its President, Vice-President, Recording-Corresponding Secretary, Financial Secretary, Treasurer, Business Manager, and one Member from each District who is not a Constitutional Officer, or on the full-time payroll of the Local Union, who shall be known as a District Member. A quorum to conduct business shall consist of a majority of the Board Members.

Section 2

(a) The term of all District Members shall be for a period of three (3) years.

(b) A vacancy in any position of District Member shall be filled by appointment until the next regular quarterly meeting of the District involved by the vote of a majority of the following Officers, viz: President, Vice-President, Recording-Corresponding Secretary, Financial Secretary, Treasurer and Business Manager. The position of District Member shall be filled for the unexpired term by secret ballot vote of the majority of the membership in the District in good standing present at the next quarterly meeting of the District following the existence of the vacancy, written notice of such meeting to the membership in the District shall be given by depositing the same in the mail, postage prepaid at least 15 days prior to the date of such meeting. For the purposes of this section, a Member's District is that in which his address, as shown on the records of this Local Union, is located ten (10) days prior to the day on which the notices are mailed.

Section 3

The Executive Board shall be the policy-forming tribunal of the Local Union.

Section 4

All of the rights and powers that may be exercised by the Members at a regular semi-annual meeting of the Local Union when such regular semi-annual meeting is in session shall, when the same is not in session, pass to and are vested in the Local Union Executive Board. All acts of the Local Union Executive Board shall be reviewable by the Members of this Local Union at the next subsequent Regular Membership meeting of this Local Union and may by majority vote of the Members present be revoked, not retrospectively but prospectively.

Section 5

The District Representative shall attend all meetings of the Local Union Executive Board unless excused, and shall advise the Local Union Executive Board with respect to all matters coming before the Board.

Section 6

The Local Union Executive Board shall meet as often as necessary, but not less than once each month in San Francisco and at the call of the President or on written request of a majority of the Executive Board. The Local Union Executive Board must meet not less than two (2) weeks and not more than three (3) weeks prior to the Regular Semi-annual Meeting.

Section 8

Funds of the Local Union declared surplus by the Local Union Executive Board shall be invested by the Treasurer only in obligations of the United States Government and State Government and Public Utility Bonds approved by the Executive Board.

Article X DISTRICT GRIEVANCE COMMITTEE

Section 1

(a) There shall be a Grievance Committee in each District. The Grievance Committee shall consist of five (5) Members—one (1) District Executive

Board Member, one (1) District Representative, three (3) Delegates elected by the Members who are registered voters in the District.

(b) The Grievance Committee shall meet at least one evening each week, from 7:00 p.m. to 9:00 p.m., in the Local Union office in the District in which they reside, or in case of emergencies, upon the call of the District Representative.

(c) The District Executive Board Member shall be chairman. The District Business Representative shall be secretary. He shall keep a detailed account of the activities of the Committee and furnish the Business Manager and Recording-Corresponding Secretary a copy of the minutes of all meetings not less than two days following the meeting. All Members of the Committee shall be given a copy of the minutes.

Section 2

All complaints and grievances before being brought on the floor of the Local Union shall be presented first to the District Representative; second, to the District Grievance Committee; third to the Business Manager; fourth, to the Local Union Executive Board; fifth, to the Regular District meeting in which the grievance is filed and sixth, to the Regular Semi-annual Meeting of the Local Union.

If the complaint or grievance has not been settled satisfactorily in the first four grievance steps provided herein within the sixty day period following the date first presented to the District Representative, it may thereafter be taken by the Member or Members of the next Regular Quarterly District meeting in the District in which the complaint or grievance is filed and if not then settled to the next Regular Semi-annual Meeting of the Local Union.

Section 3

No Member shall be eligible

"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

for election, be elected or hold the position of Grievance Delegate unless he is a Member in good standing in the parent Local Union, a registered voter in the District in which he is a candidate when nominated, and shall have been continuously a Member of the parent local Union for not less than two years next preceding his nomination, is not an Officer or on the full-time payroll of the Local Union, and is not an owner-operator or contractor.

No Member shall be nominated unless he is present at the meeting or unless he has filed with the Recording-Secretary a statement in writing, signed by him, to the effect that he is eligible to be a Grievance Committee Delegate and will accept the nomination if nominated.

Section 4—Rules of Order

(a) At the hour appointed, if a quorum be present the Chairman shall call the meeting to order and preside.

(b) Three Members of the Grievance Committee shall constitute a quorum.

(c) The proceedings of this Committee shall be governed by the Constitution of the International Union of Operating Engineers.

Section 5

The Grievance Committee shall process the grievances of any Member who is desirous of appearing before them and who files his grievance within ten (10) days of the occurrence of the grievance, and report their findings and recommendations to the Executive Board or the Business Manager or both.

Section 6

The Grievance Committee shall work in conjunction with

Labor Hails Court OK of Hiring Halls

Labor leaders throughout the country have hailed a series of Supreme Court decisions permitting union hiring halls and otherwise strengthening union security.

Hiring halls serve as a pool of labor for employers who for years have looked to unions to supply workers. They are historic in the building trades and the maritime industry.

For years, the National Labor Relations Board has been insisting the hiring hall system is illegal unless workers who are not union members are protected by ironclad guarantees against discrimination.

The board's theory was that hiring halls are virtually closed shops, under which the union controls hiring. The closed shop is forbidden by the Taft-Hartley Act.

The board ordered no-discrimination guarantees in some 40 cases following a test decision in 1957.

In addition, as a means of enforcing its controls, the board in many cases ordered dues refunded to all employees working under a hiring-hall agreement found to be illegal.

But the United States Supreme Court has found the board to be wrong in both instances.

the District Representative, and the Members in the District to further the cause of organized labor, and more specifically, the Operating Engineers, the object, purposes and principles of this Local Union.

Section 7

Any rules not herein set forth shall be established by the Local Union Executive Board.

Section 8

(a) Any Delegate to the Grievance Committee absenting himself from four consecutive meetings without an excuse satisfactory to the Committee shall be replaced.

(b) Replacement of Grievance Committee Delegate shall be done by appointment of the President, until the following District meeting in that District, when an election for the replacement shall be held.

Section 9

The term of office for the three Delegates of the Grievance Committee shall be for one year and the election shall take place at the first District Meeting of the year in each respective District.

Section 10

Any Member against whom a grievance is filed shall be requested in writing to appear before the Grievance Committee. The request to appear shall state the alleged grievance and that the Member shall be entitled to have witnesses to appear in his behalf.

Section 11

When a grievance is filed, the Member filing the grievance shall be required to be present at the office when the Grievance Committee hears the grievance.

(Continued in next issue)

No Job Boom in Utah Now

The work situation in Utah at this time is not as we had hoped it to be. We anticipated a boom, but quite the opposite is evident. Several things contribute to this situation.

The Western Contracting Corporation is in the process of moving the two big shovels to the west side of the Bingham pit. The swing shift has been laid off until the transfer has been completed and the shovels overhauled.

This company intends to operate one shovel until the other is overhauled; at which time the first shovel will go down for repairs. The company intends for this to take about three weeks.

Morrison Knudsen's job at Bingham has been completed. This company lowered the floor of the pit some 200 feet to connect an existing tunnel with the pit. This job has kept some 50 brothers busy throughout the winter. The completion of this job has been another factor in the condition of our out-of-work list.

TWO SHIFTS

Gibbons & Reed's job at Garfield has moved into high gear. The operation is now going two ten-hour shifts per day, six days a week. This company was the successful bidder on the dike job at Garfield. This job is to be supervised by Brother Grant Collett, who will be replaced on the highway job by Brother "Chico." The company has rented Frank Barben's cats and expected to start moving April 24.

The Kennecott dike job is the only major job to be started in the area since the last report. The first to eighth south section of the freeway was advertised for letting on April 25.

A good report from Washington, D.C., on Utah's allocation from the Interstate Fund is as follows: Under pending highway legislation, Utah's allotment would go up \$54,000,000 for a four-year period. The bill authorizes an increase of about \$12 billion to be spent nationwide on the inter-state highway system between now and 1972.

We had some problems with Nelson Brothers' sewer job in West Bountiful. Brothers Dominic Perrelle, Ted Baca, LeRoy Stone, Joe Widdison, Jack Bona, Glen Lemmon and Bennie Pine-

Enough to Eat?



NEED FOR RAISING minimum wage to \$1.25, to help low-paid workers afford plain but adequate diet, is emphasized by Sen. Paul H. Douglas (D-Ill.) who displays grocery items needed to maintain basic weekly dietary standards. Many of the foods, Douglas said, are beyond the pocketbooks of workers making less than \$1.25 an hour.

gar were on that job and cooperated fully.

NORTHERN AREA

Things in the Northern Area are slowly beginning to get in gear. The jobs that were shut down during the winter are starting up and some of the old hands are being called back. A couple of new jobs have started.

The Tempest Company has started its gas line job at Hyrum. This should be a very good job for the next three or four months. Brother Dick Cazier is pushing the job with Brother Kerry Young and Don Wilson on the wheel-diggers. Lee Torman on the hydraulic backhoe and Brother Jewel Shields on the side-boom.

Steel Erection has started a job at Thiokol, with Brother Vic Bronson operating their crane and Bob Lewis doing the oiling.

Over on Jarman Steel and Erection, Brother Ray Barnes is operating the crane and Wayne Barnes is doing the oiling. Broth-

Zimmerman is on the A-frame.

This project has been moving very slowly, but we hope the good weather and change of supervision will speed things up.

WILLARD BAY

Out on Willard Bay, Keith Merrill and Miles & Sons have called back all their old hands and are moving along at a rapid pace. They had a change of superintendents on Miles & Sons. Brother Bos Wass was sent to the job at Farmington, New Mexico, and Del Snyder was sent back here. Looks as though Brewster will have their sauermans back in operation by the time this reaches you. We sure are glad to see them get started again as it will call back a number of the Brothers. This is a very good job for the Brothers as they are getting some good hours here.

Jack Parson has work at Hillfield, Thiokol, Elwood and Logan Canyon. Dean Morrin has

don H. Ball jobs on Highway 40. In Napa County, they have the material on the Fredrickson Bros. freeway job and the material on the George Slinsen job on the Old Sonoma road. It looks like a busy year for both the plants, and the construction crews.

SONOMA ROAD

George Slinsen of Napa is working on the Old Sonoma road job, and they have just moved in on the Springtown Junior High School job a block from our office and on the Solano Junior High School job in Chabot Acres. There are about 60,000 yards of dirt to be moved on these two jobs. Slinsen also has a few street jobs for the City of Napa.

Bil Gattung, Inc. has subbed the paving, excavating and related demolition from Jordan Co. on the Wherry Housing at Travis.

Basalt Rock is finishing up the paving on the Fredrickson & Watson job, and they also have the paving and material for the Charles Harney and Gor-

started his new shopping center in North Ogden with Fred Carey and Skip Bartlett on the job at this time.

PROVO AREA

Uintah Basin and Flaming Gorge work is starting to roll a little with Arch Dam Constructors having almost a full quota of Engineers. The barracks are full and the company is in the process of adding a new wing to the present facilities. Local 3 has more than 60 Engineers on this project.

The Stanaker Canal project is getting underway with Vernal Sand & Gravel Company doing the major part of the excavation. They have all of their old crew. Art Cramer is superintendent.

A & B Construction Company from Helena, Montana, is the prime contractor on the Stanaker job. They brought two rigs down and leased another from Western Knapp.

Horner Construction Company from Denver has the concrete structure work on this project with a Lorraine Motor Crane. However, they have been waiting on the other two companies to get some laterals opened before they can begin pouring.

NEED ROCK

Thorn Construction Company still has ten men working on the Provo River channel project near Woodland. They have had quite a problem finding suitable rock for rip-rap near the job; consequently, they have had to put their northwest model 6 at Peoa, which is about 16 miles away.

Ford Construction Company has a contract on the Provo River just below Thorn's job, but has subbed out all of the work except for the rock and are having a hard time finding someone who will take on this task. L. A. Creer is doing the excavation, with Bill Creer, Burdell Sabey and Rex Sabey on the payroll.

Tiago Construction Company has been going full blast at Daniel's Canyon. This job is a problem because of the traffic. "Tex" Henry is back on a Pioneer dozer after his "trip" off the side of the mountain.

The work situation in Utah County has been in a slump. Prospects look good, but there have been several postponements on freeway work and Geneva Steel work.

Consolidated Western Steel has had a few little jobs around Geneva, but has had nothing to really get their teeth into. No further word has been received as to the re-build on the blast furnace. Jess Harrington, superintendent for CWS, said they have a good chance overhauling the equipment that has been on their job at South Dakota for the last three years.

SOUTHERN UTAH

We suppose you boys on construction are wondering what has happened to your Business Agent. There are about three months in the Spring of the year when we are able to organize the unorganized—and that's just about the size of it. However, contacts will be made on the jobs soon.

The Floyd Whiting Construction Company has started the job at Thistle, Utah. The following Brothers have been called back to work: E. A. Williams, Guy Sorenson, Clark Evans, Homer Jenkins, Danny Bertelson,

Clarence Prettyman, Lou Christensen, Elmer Wiscombe, Jess Shepherd, Delbert Curtis and Clyde Green. This job is getting off to a slow start.

W. W. Clyde Company has his job started at Moab. At this writing the job has not been awarded, but this company has started a small crew on pioneer work and brushing. They are only working 40 hours a week until the company gets the award. The following Brothers starting the job are: Odell Anderson, foreman; Roy Phillips, mechanic; Jack Majors, Harold Hayes, Joe Baker and Paul Lindsay on cats and Clyde Everett doing the greasing. Bill Clyde is superintendent.

AROUND MOAB

Jim Reed Construction Company still has a good crew of Engineers on his road job between Moab and Monticello. The Brothers on this job have lost several days through the winter months because of bad weather.

Starns Rogers Company is getting off to a slow start on its Potash Mill job at Moab. This job is 18 miles west of Moab and getting to and from the job is quite a task. The road is very bad.

Harris International Inc. was the successful bidder on the shaft job at Moab. At this writing we have not been able to contact this company for a meeting.

Whiting and Haymond Company has a very nice camp and has kept 15 to 20 operators employed all winter on their job at Capitol Reef.

L. A. Young Construction Company at Richfield has now purchased a hot plant. By the time this paper reaches you they should have it set up on his road job at Joseph, Utah.

Sumison Construction Co., Strong Construction Company and Stratton Construction Company should all have their jobs going full blast by May 1.

Stout Construction Company and L. C. Stevenson Construction Company have now completed their excavation and are putting on the gravel on their jobs between Hurricane and Shortcreek.

V. C. Mendenhall Construction Company has kept 22 of the Brothers working steady since the first of the year on their job at Leeds.

Utah Iron Mines has increased their operation and put on some new employees. We are hoping this good news continues.

Hal Molitor and Mr. Douglas, representatives of the Continental Insurance Company, have attended some of the local meetings to answer questions regarding the Health and Welfare Plan. These meetings will be continued and we are looking forward to seeing all of the members in attendance.

Lockout News

ELKHART, Ind. — Some 500 employees of Continental Can Co. may collect as much as \$500,000 as a result of an Appellate Court ruling upholding the Papermakers and Paper Workers Local 1049.

The court upheld a union contention that a 1958 shutdown of the plant, sparked by a protest against the firing of a worker, was prolonged by a lockout.

The court, reversing a lower court decision, held that the workers were entitled to jobless benefit.

Operator Shortage in Vallejo As Contractors in Full Swing

By Aaron Smith

Most of the Vallejo-Napa area contractors are in full swing, and it looks like it will be a very busy year. The out-of-work list is down to less than 90 "A" Operators and we are running short of operators in several classifications, especially rubber tire operators and grade setters.

But, Brothers, keep in mind before you sign the list that practically all the work is in double time area. Therefore, the jobs are only eight hours a day, five days a week, so don't waste time and telephone calls signing in if you are just looking for jobs with overtime.

Both Gordon H. Ball and Charles Harney have started back, and are going full swing on their Highway 40 jobs. These jobs should run all summer.

Wunderlich Co. is in high gear on the job on Highway 40, with 40 engineers working at present. This is a three-year

job.

Fredrickson Bros. has started the job at Mankas Corner, awarded last winter, and they should be starting the highway job at Napa any time.

SCHOOL JOB

Syar & Harms has subbed the excavation, grading, and paving for the Dan Mini school, and has all the dirt work on the Capehart Housing at Travis A.F.B. which they have just started. N. P. Van Valkenburgh has subbed the underground work on the Capehart Housing at Travis and should be moving in soon.

Bil Gattung, Inc. has subbed the paving, excavating and related demolition from Jordan Co. on the Wherry Housing at Travis.

Basalt Rock is finishing up the paving on the Fredrickson & Watson job, and they also have the paving and material for the Charles Harney and Gor-

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SONOMA ROAD

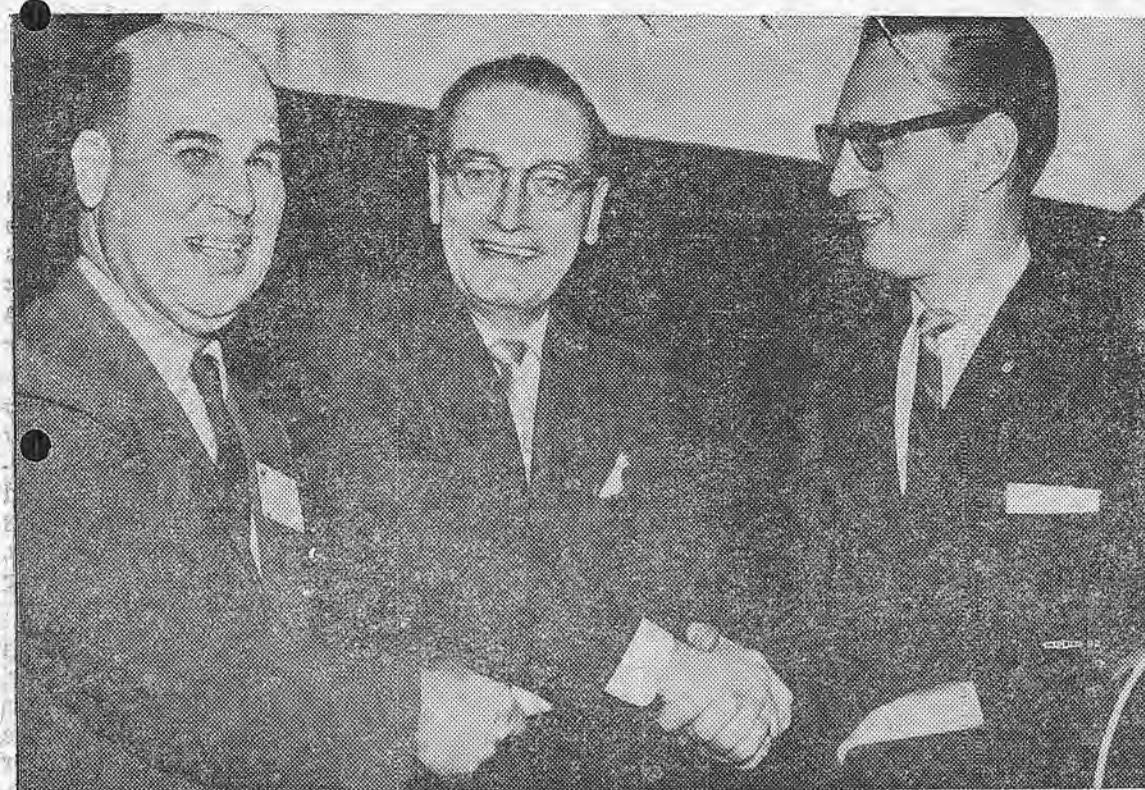
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Brother Frank McElwain was in the other day and signed a contract with Local 3. He recently purchased a cat and says he has all summer's work lined up for it.

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FORMATION OF United Federation of Postal Clerks from merger of AFL-CIO Post Office Clerks and unaffiliated United National Association of Post Office Craftsmen is celebrated with a three-way handshake. Left to right, UNAPOC Pres. Joseph F. Thomas, who becomes organization director of the merged union; E. C. Hallbeck, president of the Post Office Clerks and its successor union; Pres. Paul A. Nagle of the Postal Transport Association. A Postal Transport convention, called to act on joining in the merger, referred the issue to a membership referendum after immediate amalgamation narrowly failed to get the required two-thirds convention vote.

Grading Is Underway On New Mateo Subdivision

By Bill Raney and Dan Matteson

Work has started on grading for another new subdivision in San Mateo. It will be adjacent to the proposed cloverleaf at the 19th avenue extension near to the new San Mateo College. There will be half a million yards to move plus all the street and underground work in the first increment of this job.

This will be approximately one-fifth of the total work involved. The work will be done

for the San Mateo Development Association by a joint venture of Fisk, Firenze and McLean and the Irv Varwig Company. They hope to use a few DW 21's and will have to put at least 15 operators on the job.

BREWER ISLAND

This fill work is still being negotiated. Rumors are still flying regarding it being a dry-fill instead of wet. Latest, and only a rumor, is that it maybe a combination of wet and dry. It has been estimated that when this job gets going, there will be an

average of 1400 building tradesmen on the job, per month, for 14 years.

There is still much to do over details between Callan and South San Francisco. It appears as though they will be building homes there soon.

DOELGER'S

Buzz Haskins has started moving dirt for Doelger on this proposed 500 home addition, southwest of the Edgemar Skyline interchange. This will go for certain if the State does not change the last proposed extension of the new road to connect Juniper Serra and Skyline Boulevard. (See Editorial page.)

Waterworks Construction Company nailed a nice \$250,000 pipeline job and has already gotten underway. We do not anticipate any problems on this job.

BUILDINGS

A great many commercial buildings are going up all over San Mateo County, as we have been reporting from time to time. The new Emporium in Hillsdale on El Camino Real has now been started by the Dinwidie Construction Company. L. C. Smith has the excavation work, with a couple of loaders and a Model 6 Dragline. Total cost will run in the neighborhood of \$3,500,000.

Pombo has a nice job going on the San Mateo Bridge approach, but in answer to many inquiries, it will be on the Hayward side of the Bay.

COASTSIDE

The Breakwater job will taper off after June of this year but we can see the growing pains starting all along the coast. Many small subdivisions have started and larger ones are imminent. Wharfs and business establishments are proposed that will make the 19th Avenue Freeway to Half Moon Bay a necessity long before the State has the plans drawn.

Plans for \$600,000 worth of pier improvements in the Half Moon Bay Breakwater have been ordered after a meeting of the County Harbor Commission. Indications are the main part of the harbor will be completed about June 15, and pier work should start ninety days after June 15. Cost will be approximately \$600,000.

EXPERIENCE

But the bill's supporters noted that teaching experience counted even more than study, and that in the case of newer teachers they would be encouraged to extend their studies and meet the requirements of the new credentials, if they felt this desirable.

Democrats Carley Porter and Jack Casey voted to send the bill to interim committee. The following Democrats have shown support for the bill so far: Hanna, Garrigus, Bee, George E. Brown, Ed Elliott, Gaffney, Hegland, Porter Waldie and Winton.

ELEMENTARY

In the case of elementary school teachers, they would be required to study subject areas as the major part of their college training courses instead of

Personal Notes

AROUND OAKLAND: Brother Terry E. Fisher is on the out-of-commission list, recuperating at Merritt Hospital. Speedy recovery, Terry! . . . Brother Mike McGreevy, from Hayward, has left his job to go to Indianapolis, where he will try to qualify for the Memorial Day 500-mile race. He's been racing for 14 years, and in 1956 and 1957 won the A.R.A. Championship for sprint cars. He was driving a car owned by John Pestana of San Leandro Pipeline Inc. Mike also won the B.C.R.A. standing in 1960. In 1958, 1959 and 1960 he was second in the indoor midgets at Oakland Auditorium . . .

Brother Richard Rodibaugh, working for P.C.A. at the Leslie Quarry Plant, is back to work after six weeks off with an eye injury . . . Brother Sud Moore, working for Case Hood in Livermore, joined the "bird gang" a couple of weeks ago. Rolled his blade, but was not hurt . . . Brother Harry O. Burke is putting in a tough shift—sitting on a powder box watching Brother Charlie Johnston dig ditch with a 95 N.W. on the Case-Hood job . . .

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HERE & THERE: San Francisco brothers are congratulating Brother Joe Basler with one neat phrase: "You sure can pick the 'Irish' horses in the sweepstakes, Joe!" . . . The men around Redding wish a speedy recovery to Brother Willie Vardenago, who soon will undergo surgery . . . Redding is holding checks for Brothers J. Ennis, H. Hampton, L. Toth, F. Mann, John Geddes, W. R. McIntosh and Kenneth Hanson . . . In Sacramento, Brother Don Whitmore was critically injured when he tangled with the boring bit and auger on an underground boring machine on Freeport Boulevard . . .

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FRESNO FINDINGS: Everyone at Fresno was sorry to hear of Tiny Helling's illness. If all goes well, he'll be back in harness soon . . . Jack Avery, a member of the Grievance Committee, lost a finger in an accident . . . Brother Joe Miller has been transferred to Nevada temporarily . . . Brother Ed Hearne is taking Miller's place . . .

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MARIN MUSINGS: Brother Charles England, from San Rafael, is in the Virgin Islands operating shovel for Pullmen Builders, relieving Brother Guy Slack, who has returned . . . Brother Mel Gross was recently hospitalized . . .

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HAWAIIAN HUNT: Four brothers, who made up the hard corps of the labor movement two decades ago, are being congratulated for 20 years membership. All four, Brothers Dick Richardson, Tom Kilaona, Eddie Ulmer, and Joseph Waiwaiola, were transferred from Local 635 to Local HB3. Congratulations also to Brother Barney Olds, who will have in 20 years service in November . . . Brother Kenneth Wong, an employee of Hawaiian Dredge in Japan, tells us he and his family may be there another four years. Brother Wong is on the dredge "Gulfstream," which has already pumped 4 million yards through a pipeline nearly 10,000 feet long . . .

The dredge "Norfolk," working in Taiwan, has completed a 6-million-yard job and will soon start on 6-million more . . . Brother Peter Kahananui has invited all brothers and their friends (male) between the ages of 17 and 22½ to participate in the A.A.H. football league on the leeward side of Oahu. Brother Pete is coaching the Leward Allis, and recruits may sign up by telephoning him at 288481 . . . Condolences to Brother John Kepilino, whose wife died early last month . . .

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AROUND UTAH: Best of luck to Brothers Al "Ham" Cripp and son Walt in their new venture. They have a Hancock Scraper and a John Deer dozer. Anyone with work to throw their way should phone them at TA 5-3006 . . . Congratulations to Brother Henry Gwynn and his wife for their twin girls, born April 3 . . . Also to Don K. Olsen, Grievance Committee member, and his wife—a baby girl . . . Regrets to Brother Evan Street, who has had to give up work because of crippling arthritis . . . And to Brother Lynn Margets, Kennecott member, who recently was operated on for a back injury . . . Condolences to the families of Brother William Callaway, who died recently, and Brother David Tullis, who was killed in an airplane accident . . .

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MARYSVILLE MUSINGS: The past month has been tough on the boss men. First, John Perry, general superintendent of Gladding, McBean & Co. plant at Lincoln made the hospital for an operation. Now, happily, he's back on the job. (Try to keep him away!) . . . Then, at about the same time, Cecil Brophy, field superintendent at the Yuba Consolidated Gold Fields at Hammonton, underwent an operation. He was expected back to work in time to sit in on negotiations for the next agreement . . . Brother Eddie Borden, the ramrod on Butte Creek Rock Company's plant at Chico, also had an operation . . . Brother William Clark's wife reported that he is hospitalized and expected to be transferred to a Veterans' Hospital soon. He retired after serving 36 years for Yuba Consolidated.

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Brother Jack Slade, Executive Board Member of District II having recently returned from an extensive tour of the Southern and Eastern States and is very thankful that he is covered by our working agreements.

'Right-to-Work' Drives Again

The "right-to-work" movement, given up for dead after disastrous setbacks in 1958, is building up for a comeback.

The movement's goal: To spread to more states the union shop bans already enacted by 19. These laws prohibit the union shop contract, widespread elsewhere, that requires all of a company's employees to join the union after a specified period.

By next year right-to-workers expect major efforts in California, Oregon, Washington and Wyoming.

Spearhead of the revived campaign is the Washington-based National Right to Work Committee.

In its new affluence, the national committee has expanded its headquarters staff, ventured into untried fields of activity, and put a heavier stress on militant patriotism. In the past few days, particularly, there has been a stepping up of committee activities.

TO DENVER

President William T. Hooser journeyed to Denver to address

the national convention of the American Warehousemen's Association.

Newly-hired Education Director Glenn Avant Green is standing by for a probable call to return to Maine, where the bitter legislative battle has prompted frequent missions from Washington headquarters to advise and encourage local right-to-work forces.

New Vice President Lafayette Hooser traveled to Chicago, where he joined a panel of patriotic speakers before the conservative Independent American Forum and New Party Rally (IAFNPR).

CONSERVATIVES

What accounts for this resurgence of the anti-union-shop movement? "I think it's part of the wave of conservative feeling that Sen. Goldwater spoke of, not only in the colleges but all through the country," says Green.

Renewed interest in the right-to-work movement naturally follows a general stirring by several right-wing groups, he said.

Part of the current resurgence results also from dogged, little-noticed campaigning in the last two years to dispel the notion that the movement was through.

Last fall, the committee says, labor union efforts to defeat right-to-work candidates or office-holders in seven states were repulsed. In Indiana and Utah, the unions publicly announced they would get existing work laws repealed at 1961 sessions of the state legislature; both efforts failed.

Right-to-workers maintain they support the right of every worker to join a union if he wishes, but argue that nobody should be forced to join to keep his job. Compulsory unionism, they contend, is a violation of the individual workman's rights.

UNION-BUSTING

Union leaders scoff, though, at this expressed concern for the interests of the laboring man. The right-to-work movement is supported almost wholly by businessmen, they argue, and its chief aim is to weaken or destroy unions. They also contend that

since a union chosen by a majority of workers must, by law, represent all the workers in a bargaining unit, it's not fair that some should reap the benefits the union obtains without helping support the union.

While there are no exact figures on the number of workers covered by union shop contracts, a recent Labor Department study of 7.5 million workers under major contracts (each involving 1,000 or more workers) showed that 74 per cent of them were in union shops.

\$28 DUES

Many right-to-work supporters are businessmen, the Washington-based committee admits, but it emphasizes that it is not subsisting on huge handouts from big business. Annual dues average only \$28 from members in the business community.

Only three or four dues payments are in the \$1,000-plus bracket and there's only one truly large contributor. Members' names are never divulged.

The search for new business members is farmed out now to the Washington public relations firm of Wilson E. Hamilton & Associates, Inc. Hamilton is a member of the national committee's board of directors.

Several thousand of the new members, though, are in a new category, called worker members. They were recruited through one of the committee's recently-organized offshoots, called the National Council for Labor's Rank and File.

To head this department, the committee brought in Hooser, a union member and one-time railroad engineer. In his native Indiana, Hooser helped put over the successful right-to-work campaign in 1957.

Hooser's job is to roam the nation in search of other workers who oppose the union shop, and to enlist them in the movement if possible. The committee hopes Hooser-organized groups will be ready to spring into action as state right-to-work campaigns are launched.

Nine More Join Ranks Of Retired

NORMAL PENSION

Simon, George; \$60.00; June, 1961.

REDUCED PENSION

Cornaglia, Stefano; \$24.00; November, 1960. Graham, John C.; \$43.20; June, 1961. Simpson, Neal; \$36.00; June, 1961. Spencer, Thomas B.; \$38.40; January, 1961. Sweeney, Robert J.; \$38.40; December, 1960.

DISABILITY PENSION

Hansen, Louis; \$40.80; December, 1960.

BASIC PENSIONS

Pasco, John; \$30.00; June, 1961. Thompson, Roscoe; \$30.00; March, 1961.

DECLINATIONS

Dunn, Frank H. — Employed as a superintendent; not under the provisions of the Collective Bargaining Agreement.

Furrer, Walter — Insufficient years of Pension Credit for a Basic Pension.

Hester, Edgar A. — Insufficient years of Pension Credit. Years used for credit in the International Pension Fund cannot be used for credit in this Pension Fund.

Too Much May Have Been Paid To the State

If you worked for two or more employers last year, too much may have been deducted from your pay check for disability insurance premiums. If so, you are entitled to a refund from the Department of Employment or anything over \$36 deducted for that purpose—that is, if you apply for the overpayment before June 30, 1961.

Under California law, an employer withholds one percent of the first \$3600 paid each worker. This money is paid to the state, or to a voluntary insurance plan carrier, to pay for temporary disability insurance coverage against non-occupational illness or injury.



PRES. KENNEDY, who has long gone bareheaded even in harsh weather, is now beginning to like wearing a hat, Alex Rose, president of the Hatters, reported following this White House chat with the President. Rose said that Atty. Gen. Robert F. Kennedy, however, "still needs a little education" along the hat line.

Rain Slows Redwood Empire

By Warren LeMoine, Dist. Rep., and Bill Tomberlin, Bus. Rep.

It looked like things were really going to start good in the Redwood Empire area. The office was very busy dispatching men to various jobs when heavy rain and snow again slowed work.

About April 19th Fadel Granite, joint venture on Ruth Dam, started a double shift, anticipating 10-hour days. At present about 40 pieces of equipment are working. This job is supposed to be completed in December of 1961.

Rain and snow have hampered this job the past week. There was about a foot of snow at the Dam site.

The Mechanical Department will possibly go on a three-shift basis soon.

Henry J. Sparks of Oroville has rented equipment on the State Route 36 realignment job between Budgeville and Densmore. Marlin Tryon has his dragline on this realignment work, also.

The Clifford C. Bong Company started all their equipment to work on the 101 Fortuna By-Pass job, with several overhead structures being erected. This put about 15 Engineers back to work after the winter. It is hoped the weather will not slow this job any more until the next winter season.

Mercer Fraser is busy making approach fills to the overpass at Hookton Road. This is part of the Mercer Fraser-Morrison Knudsen joint venture at Fields Landing. Morrison Knudsen put their equipment to work this past week: 3 T.D. 24's, 3 dozers, a push cat and a blade at the present time.

At the P.G.&E. Buhne Point job, Bechtel Corporation, General Contractors, Ben C. Gerwick is sub-contractor on sinking caissons. They will start 3 shifts around the clock this week on their Manitowak Crane, which is used on this job.

Mercer Fraser have again started work on the North Jetty repair work at the entrance to Humboldt Bay. The rock for this job is coming from Liscombe Hill Quarry.

Slate Hall and Hamilton are on the Weitchepac, Orleans road job. The work is expected to be completed and the company moved out by June.

The Or Bet Corporation at Pecwan are progressing good with approaches and bridge, working all the time that weather permits.

Between Hoopa and Willow Creek, Arthur B. Siri and Louie Connor are doing realignment work on State Route 96.

Morrison Knudsen started clearing on the approach job for Oregon Mountain Tunnel at Hazelview Summit, Highway

Miller Company Job Progresses in Reno

By H. L. "Curley" Spence

The George E. Miller Company is well along with its job at the Reno Airport. Willis Brothers did some of the grading on the job, but have now completed the sub-contract and have returned to their yard in Winnemucca, Nev.

The Miller Co. has quite a bit of work at Stead Air Force Base, north of Reno, and I understand it is going to move part of the crew to the Truckee, Calif., shortcut very soon, weather permitting.

Brother Don Bruner has his

regular crew at the Fallon, Nev., Naval Air Station, where they are putting in the water and sewer lines and doing some of the street work for a new housing project. With all the work Miller has around the area, the Brother Busch Boys and Brother "Peewee" Galleron have plenty to do in the shop and out in the field keeping all the equipment rolling right along and everything going according to schedule.

Helms Construction of Reno has most of its rubber-tired equipment at Lake Tahoe, working near the new disposal plant. The rest of the regular crew is working out of the Reno yard.

Brother Jim Snowden, the super for Eckley and Frazzini, is well along with the Peavine Dam job. This is a joint venture for these two Reno contractors. Eckley has the landscaping and grading for the new school, located near the Reno Airport on East Plumb Lane.

At Orovada, Nev., Brother M. C. Christian has his three 20's doing the grading for Ready-Mix Paving on its road job on Highway 95. Brother Don Gordon is boss on this job. Brother James Lilly is on one of the 20's, and Brother Ray Duval is holding down the blade work. This job ties in with the other stretch of roadwork on Highway 95 that Ready-Mix started last year.

Wells-Cargo's job, west of Lovelock, Nev., at 20-Mile Hill on Highway 40, is moving right along. The grading is finished on the east-bound lane of the four-lane highway, and they will be putting the gravel on it when you read this. The traffic will then be routed on these lanes and work will start on the west-bound lanes. This is a part of Interstate 80 across the Silver State, and, as they term it, "an other Wells-Cargo."

Part of the grading crew is working at the Leviathan Mine out of Gardnerville, Nev., and Wells-Cargo can get the traffic routed over on the east-bound lanes, at which time they will return to the highway job.

Every Member An Organizer!

Full Time Utah Safety Program

By Dale Marr

A full-time safety program for members of Local 3 has been set up during the past two months in the State of Utah.

Meetings were held with V. J. Pett, head of the Industrial Safety Department, and Local 3's program was outlined. He attended several meetings around the State and told the members that he thought the program would be a real help to the safety effort of the state. He assured the members of his department's full cooperation.

Meetings also were held with the most of the major contractors and with Horace Gunn, manager of the AGC. Without exception, they all welcomed the safety effort.

Most recently, a call came from members in Utah for help in establishing a safety pro-

gram for some of the "small" contractors.

Meetings were held at Logan, Utah, Salt Lake City, West Jordan, Provo, Cedar City, Vernal, Flaming Gorge and Moab.

* * *

Local 3 also took part recently in the Northern California

section of the National Safety Council, meeting in Berkeley.

Many favorable comments were passed on to Local 3 for its safety program and many delegates expressed the hope that more labor organizations will start a similar safety effort.

On April 14 Local 3 took part in the first meeting of the Nevada Section of the Safety Council. Most attending the meeting—representatives of industry and management—were not aware that any labor organization was working on a full-time safety program.

A safety meeting in Fallon, Nev., on the night of April 14 was attended by Business Manager Al Clem, President Paul Edgecombe and Curly Spence.

* * *

Many calls have come from men in the field recently reporting unsafe conditions. Most have been settled on the job and those that weren't have been turned over to the State Safety Department.

* * *

There are still many violations of the electrical safety code. Several Local 3 men have come in contact with high-voltage wires. Members who work close to electric lines should call the safety officer. Each man, as you know, is responsible for the safe operation of his equipment around high voltage lines.

Work Lags Around Sacramento

By E. M. Nelson, C. E. Cockayne, W. E. Metz and Al Dalton

Work in the Sacramento area is getting off to a slow start, but it looks as if it will be a good year when it gets going. We still have a long out-of-work list, but we are going to have a lot of work in some areas later this summer.

In the area south of the American River there's considerable activity. At Folsom Boulevard and Citrus Road, Granite's job is getting in high gear. About 5 Operating Engineers are stirring up the rock piles for the & E Construction Co., out of San Jose, which has subbed the

Around the east side of Folsom Lake, Cherf Brothers & Sandkey have a road job going and about a dozen Engineers at work. The work situation is improving. Gordon Ball has quite a few operations back on the South Freeway.

JOBS GOING

Harms Brothers is just busting loose on its Fruitridge Road job and there are a number of small jobs getting started or becoming reactivated, all of which is a good effect on the out-of-work list. Utah Construction is low bidder—\$375,000—for the balance of the work from the locks on up to the river. Quite a bit of activity on the Frederickson Watson & Jones solo Causeway project on Highway 40 West.

The Briggs-Conley-Dennis Conner Summit job is off to a slow start. Some of last year's crew have been called back and a few new men have been hired.

Excess moisture seems to be the cause of the holdup. The inspection is tough to meet under such conditions.

Clements and Co. is going to put a floating dredge in operation in order to get enough material for the sand rock and gravel operation. It should be in the water by July 15. They have sand deposits 90 feet deep with water within ten feet of the surface.

R. A. Heintz will not start rolling for some time yet. There are no mechanics on the job now. This will be a two-shift job.

Isabella Construction Co. will start on the sub-grade as soon as possible. Most of the rock here is waiting to be laid down.



THE UNION SHOP card that Barber Thomas F. Hunt, left, has displayed for most of his 76 years of labor got into the picture when Hunt closed his shop in Sacramento, Calif. The 90-year-old Hunt is shown with Walter Rickett, former financial secretary of Carpenters' Local 2170 and a customer since 1906.

They have plenty of time to finish this project.

CLEARING

Ed Doolittle is getting along ahead of schedule on the clearing job for Guy F. Atkinson. Guy F. will get rolling sometime in June. They have until next year to complete the stretch of highway.

Madonna's Monte Vista Highway 40 job is going pretty good now with most of the old crew called back. The base rock is next in line with the paving to get started by July. The job is to be completed by December this year.

A Teichert's job on Watt Avenue is well along on schedule with 160 working day time limit. They are also progressing rapidly on the freeway widening job between Arden Way and Marconi Avenue. All old timers are at the controls.

The subdivisions in the north suburban area are showing some life with most of the local contractors taking a part. The underground pipe work is increasing each year with bigger and better storm drain systems and waste line.

POLLOCK PINES

The Pollock Pines area on Highway 50 is finally opening up and getting some of the brothers off the out-of-work list. The Peter Kiewit Union Valley Dam job is working mechanics three shifts and skimmers two. The new rubber rigs are in full swing.

The Piombo Construction Co. is back at Stumpy Meadows. It, too, has a dam job and a fair crew of No. 3 men working. This

construction company has got a job going in Placerville freeway and also a pipeline job on Highway 50.

Harper & Baxter with three N W shovels is making an easy job out of a tough one on this pipeline job going on in the Tahoe area.

La Grange Construction Company has worked in the Tahoe area and is working on two or three jobs in that area. This work around the area of Tahoe Valley is not new to La Grange.

GOLF COURSE

The OK Construction Company is still on the job at the Placerville golf course and also a pipeline job. This small company came from the Bay Area.

The tunnels are going strong and are drifting faster. The men that work in the tunnels are a cross between a dirt stiff and a tunnel stiff. Which makes them a pretty tough bunch of Local 3 men. The B. A. claims he likes to work with them. They keep him on his toes. He too was once one of them.

The Boyles Brothers are finished on the Sand Creek core drilling for the new dam site and have had a number of jobs in this area.

Union Construction Company is in full swing on Highway 50 and has called a number of men back. They are widening the road in different places all the way from Pollock Pines to the summit and are having quite a difficult time because of the traffic, but with the help of these good shifters they will manage to get the job done in good time.

Big Firms Plan Move to Stockton

By W. M. Talbot, Al McNamara and Glenn L. Dobyns

Apparently the San Joaquin Valley is reaching its prospective goal of industrialization. We have boasted for some time of being California's Inland Port, and the availability of rail facilities, with three railroad companies in Stockton.

This, in addition to its central location, has been Chamber of Commerce propaganda for many years. Evidently the idea is finally taking root as several giant companies have either made plans to locate here, or have already advertised for bids.

Libby-Owens-Ford is planning a \$10,000,000 glass plant on 800 acres of ground south of Stockton. The plan is to award the job this summer. A plant of this size should create many jobs, both before and after completion.

BIDS LET

Owen-Illinois Glass Company has let the bids on April 12 for the new \$4,000,000 glass container plant at Tracy. The low bidder has not been announced at this time, but there were 14 bids presented, all from large companies. There will be quite a bit of excavation, grading and crane work on this job that will keep some of the brothers busy for some time.

It Costs More To Be Sick

It costs more and more all the time to be sick.

It also costs more and more to keep well.

The cost of medical and hospital care, as a matter of fact, has gone up faster in the last ten years than that of any other category in the Government's cost-of-living index.

Medical care now costs \$15.94 for every \$10 that it took in the period from 1947 to 1949.

Social Security

WASHINGTON — Rep. John D. Dingell, Michigan Democrat, has introduced legislation in Congress that would reduce the social security retirement age for men to 60 years and for women to 55.

He said that today's conditions forced many men and women to retire before they reach the present retirement age of 65 for men and 62 for women.

Claude C. Wood Company, of Lodi, was low bidder in the amount of \$328,924 for 2.3 miles of grading and surfacing of Highway 16, in Amador County. They will probably have a full crew working by the middle of May. Woods has kept quite a few of the Brothers working around the Lodi area this year. They are moving the dirt for Leedham & Roebelen on the Turner Road underpass in Lodi. This consists of building the shoo-fly for the Southern Pacific railroad and digging out the old underpass.

C. K. F-M, Graver Tank & Manufacturing Company will start digging on the East Bay Municipal Utility District pipeline between May 1 and 15. There are eight engineers working on the equipment at the present time, getting it ready to start to work.

HOGAN DAM

Up at Hogan, Green, Winston, Tecon have the same crew stripping and building haul roads. There will not be any fill moved onto the dam site until the cement drain is put in. The clearing at the quarry is finished and in the next few weeks they will move a shovel in to start the stripping.

Granite Construction on Highway 4, between Angels Camp and Murphys is moving right along when the spring rains don't shut them down for a few days.

Barker Corp., at Sutter Creek, has completed the sub grade and is getting ready to start crushing rock for the County road job. At Pine Grove, on Highway 88, Barker has Al Haworth moving the dirt with his cats and cans.

LEVEE JOB

A. Teichert & Son was low bidder on the levee job north and east of Tracy. This work consists of levee construction and stone protection. The bid, Schedule 1, \$627,619, and Schedule 2, \$572,662.

Independent Construction Company, of Oakland, was low bidder on 2.3 miles of road on Highway 120, east of Groveland. This should be a good summer job, not too much rock, and high enough to cool off at night to sleep well, besides the fishing is good up there.

Fredrickson & Watson and Lew Jones Construction Co., in the amount of \$1,173,693, was low bidder on the frontage road on Highway 99, between Modesto and Ceres.

