A new amendment of the Hiring and Union Security provisos of the agreement between San Francisco-Local No. 3 and the Associated General Contractors of America, Inc. was signed on April 7. The amendments in the agreement were put into effect with the signatures of (front row, from left) Local 3 Vice President Jerry Dowd; J. Paul Edgcombe; and AGC representative Jack Coddrislake. The amendment was put into effect immediately upon ratification by the membership of Local 3.

In keeping with the policy of Local 3, the representatives called a meeting of the employees labor record, Gaffney Assemblyman Treasurer of the Executive Committee, who was not supporting labor as Caples, chairman of the Sacramento Labor Management Committee, was reported to the meeting by a number of the delegates in the Sacramento area.

Pursuant to the investigation of the Labor Management Committee, the General Contractor's Company, which was held by the administration of Local 3.

The general election held by Local 3 last November has been officially canvassed by the Department of Labor.

The Department of Labor reported that its complaint was not justified.

Clearance by the government agency was received in a letter to the complainant, J. R. Burchell, of San Francisco. The answer was signed by D. R. Hudson, the Director of Labor.

"Pursuant to your complaint, this Bureau conducted an investigation into the election of the officers conducted by Local 3, International Union of Operating Engineers, 474 Valencia Street, San Francisco, California, which was completed on November 29, 1962."

"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 employees of Local 3 in Sacramento.

24 Cent Plot Old at Vernal

VERNAL, Utah—A bargaining representative agreement was concluded March 6 by the National Labor Relations Board for the employees of the San Francisco Chemical Company plant to serve Operating Engineers Local No. 3 an overwhelming majority. Although four unions participated, Local 3 got majority, 2% times as many votes as any other union.

"After presentation of their ideas, the union entered into a very close understanding with the company. They result (Continued on Page 6)"

New Features Starting in Your Paper

Starting with this issue, your Engineers News is full of new features!

There is a new editorial page with comments on issues of importance to Engineers and to Local 3. It also has a cartoon and two features of interest to the whole district—Sidney Marx's political cartoon about the consumer and Jane Goodall's column about problems around the house.

There also is a new page devoted to the larger news of the month and business matters. In addition, there is a special report from Business Manager Al Crenn.

Other features and new improvements will be added in the future to make Engineers News a more useful publication for the members of Local 3.

Building Trades Meet in Sacto

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

Thomas Pitts told the 38 dele- gates that he has introduced 289 labor bills so far this ses- sion, many of which were from the Building Trades Depart- ment.

He was one of several speak- ers who addressed the confer- ence—the first ever held—at the El Dorado Hotel. Bryan Deavers, president of the State Building Trades Council, was chairman.

C. F. Flower told the delegates that this is a year for re- dusting Labor has a good chance of securing a large number of ' restricted' Representatives elected to the Legislative Assembly. The Assembly will consider some 400 bills before the end of the session, he said, adding that most Industrial Compensation Laws will be assigned to a committee "where the Assem- blymen will play a game with them until the end of the ses- sion."

CRITICISM

Assemblyman Edward Gaffney of San Francisco told the delegates that he felt Governor Edmund G. Brown's administra- tion was not supporting labor as fully as it might. Because of the heavy workload, he said, labor should be alert when the Democratic administra- tion approaches for help in the next election.

Comments by Lt. Gov. Glenn M. Anderson, however, were tempered by the point that the administration program was "helping ev- ery segment of the people. The legislative process is suffering, he said, because of the long del- lay between introduction of bills and their final passage."

The delay comes, he said, in the inevitable committee hearings.

Other speakers were B. A. Caples, chairman of the Sacramento Building Trades Council; Assemblyman George E. Brown; Jack Hennes, chief of the Division of Industrial Relations; Richard C. Jordan of the Department of Commerce; Richard C. Jordan, director of public affairs.

TOONEY

Tommy spoke of State con- struction projects as they con- tribute to more employment. Governor Brown, he said, has directed every State department to review its capital equity pro- gram and give priority to areas

(Continued on Page 7)
Recession in Hawaii
But 'List Is Steady

By Harold Lewis, News-Times

The weather is back to "Hawaii Standard," but the demand for Operating Engineers is nil. 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 held to only a few for the last few months. Those that are here are in big trouble. A lot of you will recall the times when we were out in the field and at the meetings about such things. Many of you have loaded and straightened yourselves out, you were smart.

Days are back when you will have paid the full dues under the new dues structure. The old dues structure will now be "in effect, no more." There are two answers to that: the first is to get out of the meetings 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 the "Policy and Planning Committee," met last month. This committee employs a full-time union man to have a check on all union activities, their benefit to the community and the work we are doing. Their salary and office expenses are paid from voluntary contributions by AFL-CIO members.

This land reform bill which is before the House at this writing will not pass. Because COPC does not have enough votes to pass this bill, it is known it should do; the same will undoubtedly happen to a CAW supported anti-trust bill which is before the House and is due to be in print soon. This bill book; the same will happen to many other proposed bills if we have one-third of the crew still working. It is suggested that each Operating Engineer, for your local and branch, present one dollar per month to help the movement. The resulting business results are taking minks and dimes steadily through the grocery and clothing stores.

Now, if you want to save a buck and have a couple hundred.

M & K is about done on its airport and Nite-Hercedes job, which is very small, but they don't come up with more work, a few more brothers will be laid off the "list."

Howl Thompson is holding on to his small General Contractors job and has picked up on the Island of Hawaii.

Kaiser Hawaii Yak project is moving steadily along, more or less. There is a change in the company, that company haven't been any new hires lately. Kaiser Hawaii Yak Concrete Officials have closed all structures in its new black hollow block and pipe plant, Kaiser's dredge is out of work again, and is hopeless in that yard for necessary repairs and new hired hands. Kaiser is now trying to work out a deal with the State to lay a sewer line to his yard area at Kailua in regard to sewage. The latest word on this is that Kaiser will purchase at a cost of 20 cents a yard. If this deal goes through, it would mean years of dredging work for our Kaiser Dredge workers.

The gravel operators at the Pu'uanika gravel pit has gotten the go-ahead light on the Whale's Tale edge job when it gives our brothers there at least another year of work with the gravel possibility of additional help. They are on line.

If you can get on line a Kaiser's job here in the Baobab job is going great guns in laying all that rock and dirt. It's all necessary, but it's very hot. Good, these brothers may wind up a month ahead of schedule.

Brother Pulimo is said to be enjoying his new local 40 and doing well. His old job, Brother Messiah is still taking it in stride. He is known to be on Mr. White's Pet, where he is removing the pipe line jetty.

The G&H is picking up its Dena Beach job and now our brothers are back in action. There is almost all work.

By Paul Edgecombe, Jerry Dunn & George Baker

S.F. Labor Seeks Okay
Of Freeways

Latest reports on the exception of the San Francisco freeway program is still high on center and, in all probability, will remain high. The Labor official satisfies some of the organized groups.

The Planning Commission has approved revised routes and sent them to the Board of supervisors for a recommendation to spend $100,000 in a model study.

The San Francisco Building Forces Council met jointly, and both agreed to endorse the freeway project. This action was taken by the Board of Supervisors.

The clearance of streets will continue in a curvilinear system, thus averting the possibility that the roads will already be appropriate for freeway ways in the San Francisco area.

In the Diamond Heights residential project, secrecy last year, Guy F. Atkinson Company has installed many streets, underground utilities, lines and sidewalks.

The referendum, agency has authored 60 per cent of the 216 lots, for a total of $350,000 to various builders, including Joseph B. Richler.

Chase plans to build many of the remaining lots, the estimated cost for a four bedroom, two bath home is about $11,000. The builder Agency plans to sell lots and houses to the builder.

State will Publish Technical Rules

By Al Hoardman and Art Peabaker

The long struggle to have the State Highway Department publish the weight scale of technical engineer classifications bears re- sults this month.

The California Department of Highways, division of contracts, agreed that the rates were as published in the present Master Agreement.届时.

Contractors would include the classification of party chief, instrument man and local chairmen in future ad- vertised bids.

This, in effect, binds the con- tractor to pay the weight rate on all survey work in conjunc- tion with State Highway con- struction. 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 usual scale per page.

Much credit should go to our legislative representatives in Sacramento, Ted Heislip. His un- ceasing efforts brought this about.

We were disappointed when the Bay Counties Civil Engineers and Land Surveyors Association recently published a study entitled "A New Look at Engineering Classifications.

This study, made necessary by the extreme shortage of surveyors, was made to clear the clouds of inequity, and to help those who are caught in the thickness of the train.

Congress Urged to Enforce Principle of Equal Time

Congress has urged to test the principle that radio and television stations, in a com- petition for their listeners, must appeal in "equal and appropriate time" for both free and paid political discussions in ad- vance of national, state and lo- cal elections.

Testifying before a Senate subcom- mittee, Martin Novak, radio and television consultant to the AFL-CIO, pointed out that during the three months out of 313 radio stations affiliated with a local radio station, the National Broadcasting Co. network refused to carry a political series paid by a group opposed to the union endorsement.

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

The House of Representatives and Senate are scheduled to vote on S 172, a bill which the AFL-CIO regards as a "giant step" toward fair treatment of union stations in radio competition.

Progress on the Golden Gate- way Project has been hampered because of the delay in replacing the Pacific Gas and Electric Company's ren- tening towers from buildings about the project, and because of the removal of buildings about the project. A new group of workers is busy knocking down buildings about the project.

By Joe Ballinger, Western Demolition and Remodeling, Cranes, and Clevel- land Wreckers.
$1 Million Highway Job
Set to Go in Redding

By J. L. Jennings, S. N. Mor- 
brooke and K. A. Roob

A million dollar job in Shasta 
roads is due to start. Bids for 
the project on the Redding 
highway in Shasta county, will 
be opened during the next 
30 days in Sacramento.

A two lane section four 
 miles long has been 
 between Anderson and Cottonwood to make Highway 99 four 
 lanes. This mile of the "Clear Highway" will be strengthened, widened and paved to complete improvements 
 to a country road between 
 Redding and Whittmore. Bids on another section of the 
 project were opened April 28 
 at the Whittmore-Millville project 
 will be for the county 
 and county undertaking. Bids 
 will be opened May 4.

This project is budgeted at $444,000. 
 Work on these two projects will 
 begin sometime in May.

NEW BRIDGE

The final steel section of the 
 Redding Highway bridge was 
 swung into position over the 
 Sacramento River. The main 
 structure will be 98 feet high, 
 and the bridge section, 97 feet 
 in length, will be 12 feet wide.

To bring to completion the 
 job, the workers worked 
 steadily on the bridge, 
 building it during the week 
 and closing it for the weekend.

The bridge will be opened 
 to the public by July 1.

LEWISTON AREA

Work has started this week on 
 the construction of the new 
 Lewiston Dam and the 
 railroad bridge, under 
 federal aid.

For the dam site is clear, 
 they will start winning in 
 tons and loads of earth 
 will be transported into an 
 embankment for the river. 
 The Lewiston Dam will be 70 feet 
 high and will divert part of the river in one 
 of the 911 mile Clear Creek 
 through the Sacramento Valley.

The earth and rock for 
 the dam will be hauled in 
 from the river banks. Two 
 rearing ponds, each 100 feet 
 long, will be hauled 
 and lined with concrete. 

The project will employ 250 
 and 80 men at the peak of 
 construction.

STEEL BRIDGE

A $110,000 steel bridge 
 will be built 313 feet over an 
 embankment of Trinity 
 Lake in the summer.

This bridge will join portions of 
 a county road which the Bureau 
 of Public Roads has 
 to replace sections which will be 
 flooded by the rising lake.

The work will be done in 
 the late summer. The 
 project is in charge of 
 Mr. and Mrs. Hartman 
 and Mr. and Mrs. 
 Hartman.

HIGHWAY 99

Sheriff, "Mr. Murchison is 
 full operations and just recently 
 completed the building of the bottom of 
 the new bridge made of steel 
 water from Trinity to Shasta county.

Winston, Green, Drake Spring 
 Creek tunnel is in full swing 
 and the project is due to go on their 
 tunnel job. Numerous engineers 
 are working here.

Johnston has a 
 good start on their 
 Keckwork powerhouse and have about one 
 more year to go before completion.

Water will then flow from 
 Sacramento to 
 River.

Gibbons & Reed are still 
 on the 37th operation at the 
 location of Highway 99. With 
 this job and the Whiskeytown 
 Dam project will be about 
 150 brothers employed.

99 NORTH

State, Hall & Hamilton job is 
 well under way on their free 
 way job at Castella. The 
 boys started working 9-4 last week and are doing such 
 work permitting.

The Trinity and 
 county jobs were both in opera 
 tions. The jobs are 
 well under way and the 
 hands will be going back to 
 complete these jobs.

THE NEWS -- The Airline ticket 
 distribution service has 
 affiliated with the 
 National Workers Union of America.

Labor's 8-Point 
 Program for Congress

This is the eight-point program of labor legislation pre 
 sented to delegates to the Seventh Annual AFL-CIO Legis 
 lative Conference in Washington:

1. Failed Slice Bill

This bill would reverse the Denver Building and Trades 
 Rule and give our building trades crafts the same rights 
 others union now have in regard to picketing. In the 
 words of the bill, employers shall not "be entitled to 
 employ the right to picket sites that require to him work-side-by-side 
 with non-union members."

2. Davis-Bacon Amendments

This bill would repeal local wage structures from being 
 undetermined. It would eliminate the Davis-Bacon Act, so 
 non-union contractors now enjoy. At the same time, it would 
 protect the "true wage scale" that fringe benefits would be 
 preponderant, as well as the dollar wage scale.

3. Medical care for the aged

This bill would provide medical care for the aged through 
 the three-tested Social Security System. Only in this way 
 could the unemployed ever become 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 bil 
 lion during the next three years for classroom construc 
 tion or teachers' salaries. It would extend the present college 
 building program for dormitories and loans for acad 
 emic buildings, and provide scholarships for 25,000 to 50,000 
 students, and would create an advisory committee to 
 evaluate the National Vocational Education Act.

5. Public relief

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; it would provide a program of vocational re 
 training for jobless workers; would provide for technical 
 surveys of areas 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 week work.

6. Minimum Wage or Fair Labor Standards Act

The provision of this bill will bring the mini 
 mum wage to $1 a day, an increase of $3 in 
 million persons not now covered, this bill would include a 40 
 hour provision and require it as a whole. As 
 the Act now stands, women may work seven days on the 
 job without getting overtime.

7. A Comprehensive Housing Program

The AFL-CIO has urged Congress to enact comprehen 
 sive housing legislation for workers, including 
 authorizing the construction of a minimum of 
 2,250,000 homes a year instead of the 1,280,000 com 
 pleted last year. The major features of such legislation 
 should be:

(a) Effective provisions of public funds, including 
 the necessary appropriation, to permit construction as 
 soon as possible of the needed thousands of homes of 
 adequate quality and for low income households.

(b) Authorization of $3 billion a year for urban renewal 
 as a first step to assure meaningful progress toward eliminat 
 ing slum decay and rebuilding American cities.

(c) Provisions of low-interest federal loans for 
 housing for rent and sale as well as cooperative 
 housing. These loans are to be made available to 
 families and individuals, including elderly persons able to 
 obtain decent homes with 
 in their means otherwise.

(d) Authorization to continue FHA mortgage insurance 
 for single-family home and multifamily housing projects.

(e) Expansion and improvement of cooperative 
 housing programs.

(f) Adequate funds and positive encouragement for met 
ropolitan planning.

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

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

6. Full Construction of Airports and Roads

The Department of Labor is authorized to 
 the building of the interstate highway system and modernize our 
 airports. The primary purpose of modernizing roads and air 
 ports is to make them safe and sufficient for transportation 
 and defense.

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

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

(Continued from Page 1)

program. He urged them to make clear to their Congress 
 men that they were in Washington 
 to represent the rank and 
 file instead of "the 
 with a guarantee not to 
 limited to items of special interest to the con 
 struction industry.

The Program

The legislative program in 
 cludes proposals on education, 
 housing and slum clearance, 
 medical care, a wide range of 
 depressed areas, an increased 
 minimum wage, and other 
 matters.

It is intended, in Haggerty's 
 words, "to improve the lot of 
 the people of the nation" 
 with the public interest, and to 
 assure that the economic and 
 governmental system work more effectively for the 
 good of the people of the nation.

Despite the election of a Dem 
 cratic Administration, the con 
 servative-liberal line is up to 
 close that this Congress doesn't 
 look as good for labor as the 
 Congress of a year ago, the dem 
eguotes were told by AFL-CIO 
 President George Meany.

Reclamation is out that despite 
 the weight of the Kennedy Ad 
 ministration, there were 200 
 votes against the change in this 
 Rules Committee.

The message

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

Other speakers

Goldberg was especially 
 keen on the Davis-Bacon and Walsh-Lapham Acts need 
 improvement. He was also 
 to have had some 
 misunderstood upon being 
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Work Up In North Bay Area

By F. A. Lawrence

Work in the North Bay Area has been picking up during the past few months, it seems. I just ran across a couple of new developments in Petaluma and the I-80 corridor.

New developments include a new motel being built in Lake Petaluma and a new shopping center in Rohnert Park. Both projects are expected to be completed by the end of the year.

In addition, there are plans for a new hospital to be constructed in Cloverdale. The facility will feature state-of-the-art medical equipment and provide much-needed healthcare services for the area.

Overall, it looks like the North Bay Area is primed for growth and development in the coming years.
Stoltz-Morrison-Kandoo Company is approximately 60 percent completed on the construction of the West Branch River Bridge near Oroville. This is part of the road location work on the Water Resources Development System. The double-deck bridge will carry Western Pacific trains and Highway 40 traffic around Oroville Reservoir.

The highway portion will be 3,722 feet long while the railroad is 2,843 feet. The total bid on this project was $3,706,000.

**Good Weather Aids Job Outlook In Marysville Area—Dispatch 204**

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

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 they are already starting to show up.

There are 484 opem and 77 miles of out-of-work lines.

American Bridge Company supplied all the steel structure work for the West Branch River Bridge. A total of 22 million pounds of steel will be placed. The total project is approximately $1,300,000. Over 45,000 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 deck will have to be poured after all the steel is placed. This will take about 50,000 cubic yards of concrete.

All the steel is shipped by rail to the yard, located at the request of the contractors. Mr. Ed Williams operates the 200-ton Monarcone and Ken Batter is doing the loading for him. They have the steel structures of Biggs's trucks, which transport them to the job site. So far the heaviest lift has been 105 tons.

On the bridge at present are the following brothers: Terry Barten, operating the 1,000-ton Monarcone with Al Ferr Oil for him; Harry Scheide on the 35-ton Pidd truck crane with Clarence Ferr Oil; Bill See- men on the derreek and Jim pane on the dinkly taking the steel to the crane and derrick. Frank Adtch is taking care of the compressors on this job.

**Joint Union News and Marysville**

On April 17, the majority of the members of Operating Engineers Local No. 2, Teamstere, Local Union Nos. 121 and 165 employed in the concrete piping department attended the Marysville area meeting, met at a special meeting in the Grizzly Memorial Building.

One of the purposes of the agreement, with the decision of the concrete pipe companies.

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

The group observed perfectly the rules which were working, and were prepared to offer practical suggestions for the future. Suggestions offered were discussed in a calm, objective manner and not in a self-righteous way or when constructive criticism was offered based on the expected

**BROOKS VALLEY**

Weblit Brothers and Grizzly have completed their Brooks Valley Job. This job consisted of concrete grading and realignment of a 2.8 mile section of Marysville Road, beginning six miles north of Brown's Valley.

Final operations this month included a grading work of $2,500,000, with a few minor changes on curves that will improve sight distance. Stopping lines 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 area at all times. Completion is expected around August 1. This job is keeping six Brothers busy.

**COLUSA JOB**

The State Building of Highways will open 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 $285,000 in State Highway funds is available for the project. The job will include curbing, gutter, street light and drainage alterations to lower curb height in order to provide four lanes of traffic and parallel parking.

The section of Market Street is too a section of Highway 20.

Veendoris & Mevmin of Sac- ramenteo have been assigned the job on a Marysville and District 3000 improvement project.

The project, scheduled for completion during the current expansion season, will include widening the Marysville levee from the 14th Street ramp square to Kinney Avenue, correcting a seepage condition near the Southern Pacific Railroad crossing; and constructing vehicle- turnaround and full-service on the Marysville levee in that area, as well as the District 10 levee. Work should commence in the near future.

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The $250,500 project also included widening the traveled roadway to 24 feet with three 3-foot shoulders. The general realignment of the federal aid sewer 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 of 7 per cent.

The project was let in a series of stages, the first stage covering the grade change, the grade change, and other communities in northern Yuba County. As part of the P.I. plan 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.

**LINCOLN JOB**

E. T. Haas Company has started work on a road surfacing job in Lincoln. Work is expected to start on Garden Avenue, first, with Riverside Avenue and Argo Road being the next streets to be resurfaced.

Streets in Linda were torn up for the installation of the District's new water sewer system. Permanent repairs are not permitted delayed because of winter conditions.

Oroville Project Contractors on the Oroville-Wyoanette Irrigation District job are getting ready for a big year. They have 400 engineers working now, planning to have all the work within the next two to three months and the weather. This job will go through the mechanics and the concrete grading and realignment. The tunnels are also working throughout the month. This job is important for Enterprise to come into the area, because there is an uncomputed list of approximately 800 in the Marysville area.

Balmond Contracting Company has a few small jobs ready for the grading of a filling vehicle storage area at the Alamo, north of Bridge Street, totaling approximately 24,498.75. The work is to be started within the week. The work was also low bidder on art's utility work for the 135 sq. ft. housing unit in the Cart- last housing at Beals. The bid was $24,924.75. The project is let in a series of stages, the first stage covering the grade change, and other communities in northern Yuba County. As part of the P.I. plan 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.

**SACRAMENTO**

The same project at Franey's was awarded the project of the year for 1960 bridge on Pleasant Grove Road in Sutter County. The bid was $24,924.75. This bridge will replace the present Carlin bridge over the American River, the longest bridge in the Sacramento Valley.

**FEBRUARY 204**

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Meeting at the new office for Locals 3 in Ely, Nev., were Business Representative Joseph Miller, President Paul Edgecombe, Business Representative M. F. Boman (Salt Lake City office), International Representative Franklin O. Bradleley, and Business Manager Al Clem.

Members met with officers of Local 5 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, Win. Harley Davidson and Bannoy O. Deese.

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 runways 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 subdivisions in this area and are doing the paving on Donner Ave. At the present time they are repairing the Crusher Plant on the Monterey Highway.

Piazza Paving Company is working in a subdivision on "Peninsula Creek and in another subdivision on Kilkenny 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 Killarny subdivision and the subdivision off Kilkenny Ave. and Prospect Ave.

Ruple Utilities are busy on several jobs in this vicinity. They recently purchased a new Gradall, which is being operated by Brother George Curtis, with Bros. Wondra and Simmons doing the grading. At the present time they are working on three 28-inch water line jobs; located on Saratoga Ave., Tolly Road and Cee Ave. Brother Harold Blinkin is the superintendent for this firm. Some of the brothers working on these water line jobs are: Robert Cox, Harold Pickering, Jerry Bolon, Leslie Haley, Arthur Reynolds, J. C. Barrisford, Tony Oliver and John Regillo.

Sundgren Bros., of M. View, have several crews busy on various jobs in the area. They are busy on the construction of a new cool, near Highway 87, which will relieve the traffic bottleneck leading to the Lockwood 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 subdivision jobs. About 90 brothers working for Sundgren 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.

Wilkie Prandida is using four 50'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 subdivision off Homestead Road and also the new Balfour subdivision in Campbell. It has several jobs in the Palo Alto area.

Santa Clara Sand and Gravel, under the capable supervision of Brother George Doran, has plants working at top speed. Eight engineers are working at the Stevens Creek plant, four Engineers at the Coyote Plant and three Engineers at the Quapaw quarry.

L. C. Smith is showing fine progress on the freeway job under the supervision of Boss and Tony Bruno. The firm has been granted until May 15 to complete the widening of Mimosa Avenue.

RAID 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 Kiekel has a full crew again on this highway job in Scott's Valley. Granite Construction Company is placing the rip-run 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 $512,790. 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.

Crew 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 project at Fort Ord. Another $10,000-000 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-Emerald Street freeway link this fall. Also in this area are proposed freeways from Fort Ord to Salinas.

Ely Copper Workers Ask Union Vote

ELY, Nev.—Officers and representatives of the International Union Operating Engineers and of Local 3 have heldorganizational talks here recently with the employees of the Kennecott Corporation.

Kennecott employees representatives by the union of Mine, Mill and Smelter Workers asked the Engineers to become their bargaining representative.

The Kennecott workers met with the representatives at the Ely Theater. At the meeting were Local 3 business manager Paul Edgecombe, International Representative Frank O. Bradleley and Representatives Martin Bowman and Joseph Miller.

Brother Clem said a petition would be filed with the National Labor Relations Board, requesting an election to determine which union employees of Kennecott desire to have as their representative.

As a demonstration of the better service the Engineers will offer, Local 3 opened an office at 432 Aultman Street here.

Unemployment Fight Planned

SANTA BARBARA, Calif.—Labor leaders here have mapped an eight-point program in combat what they call the "worst unemployment situation in 25 years in some areas of the state." APL-CIO delegates at a Monday meeting estimated that 26 to 30 per cent of some of their member unions are out of work.

Granite Construction Company is on time with 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 Kingwood, Butler & Fox and Donahue also are busy in the area.

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

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I'm proud to pass along a letter from Robert M. Evenden, safety manager for City 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 California Division, Annual Western Convention last month. I have attached a copy of our program which indicates that Dale spoke on "Organized Labor's Influence on Work Planning.""

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

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

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...with their association with us and the contributions 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."

On the long agenda of business when your Executive Board meets each month are your 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's treasury.

W. E. Carthy Jr. was confirmed 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 new office was made on the north end of the building. This will have a far greater advantage for job opportunities, especially in the event of job cut-backs, since our jurisdiction covers four states.

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

The Local's Executive Board moved to non-concurr in the action taken at the Oroville-Marysville District Meeting on the San Juaquin Valley line to the Tunnel and Rock Workers of America strik.

The Local, on motion of the Executive Committee, officially demanded the "illegal, unfair, 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."

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

In the month of February, 126 members were cleared. There were 53 one-page construction agreements and 14 collective agreements signed during the month.

For better service to members in Modesto, it was decided to rent space with Stationary Engineers Local 20. This will allow the office to be next door to the office where they 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.

In April, the Board was advised of the more efficient and expeditious manner in which dues are being processed by the accounting department. The Board also decided the photo of the 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 57 one-page collective agreements, six Utah construction agreements and 12 grand contracts signed in March. Also there were a total of 1,282 men discharged that month.

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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 H. P. Whipple.

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 which enables it to carry on the fight, that must provide 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 is always available, was especially useful in our recent organizational victory at the San Francisco Chemical Plant in Vernal, Utah. Long International service to guide locals which must be in great need. Such was the case when our own Local 3 was put under International supervision. At that time International Vice President Nevill J. Curnen and the International committee helped keep the battered Local 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 Curnen is director of this region, which takes in ten Western States. Some of the International aides in this region are Jim Estep, J. W. Johnston, B. W. Day and J. A. More.

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

Editorials

Our International—How It Helps Us

Consumer Advice

May Be Time to Buy A Car

By SIDNEY MARGOLINS

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 15 percent below normal year 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 soar 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 really old cars would be scrapped.

Certainly there is a big market for cars if prices were lower. Last year's scrapage rate was the lowest in seven years. Average car on the road now is seven years old. Rambler & Co., automotive accountants, suggests that heavily used cars might well be traded in after three years. At that point, Rambler 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 since the war, fewer than half the new cars sold recently have been eight-cylinder models. In comparison, in 1947 four out of five cars were bought with eight-cylinder engines. Similarly, compact-car buyers are sticking to standards instead of automatic transmissions.

The compacts also have cut into sales of small family cars. Those now are 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.

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 for the first time from April 3 to April 8. The following brothers attended and were issued completion certificates:

Al Oughton, Sacramento area. Gerry Farahan, Stockton-Merced area. Jack Burohan, Fresno area. Everett Grell and Victor Donches, Sausalito area. Don Homan and Gerry LeBoux, Oakland area. Hal McNichol, San Francisco area. In addition to these Local 39 members, Brother Fred Wend, Business Manager of Local 129, San Diego, and Brother Bill Raney of Local 3, attended the course 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 83%. Local no. 39 class office is now in the process of assisting these men in the training and selecting teaching credentials and we expect to have classes under way in all areas beginning with the fall school semesters.

All of those brothers are devaling 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 Technical committee and in the fields where stationary engineers are operating 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 your officers, coupled with the willing assistance of individual members, as typified by the above group.

—Al F. Borch

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 wait no longer, and I am ready to speak a few words on the subject myself.

So start away your hububism, kiddies, and lay aside your pious glass space helmets, no matter what your age, 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 accuracy insight into parenthood psychology. You know, with that sure touch of genius, the precise moment to employ the temper tantrum, the delaying art, the blushing bob, and the sudden fever.

You, those 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, hurdle through space or fire somersaults.

We are phlegmatic creatures who do not panic and quail. You are happy when you are bopping a ball, inhaline a machine gun and watching Gummie, 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 aeroplane sticks, 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, that when your parents aren't thinking about you they are worrying about something else. They are bothered with feelings that people are talking about them, and they forget to disconnected 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 going into the eyes of your own true-born, eyes that look back at you with a soft, baby stare.

You'll think those eyes look innocent. Just you wait!
Labor Hails Court OK of Hiring Halls

Labor leaders throughout the country and the Labor-Management Relations Court are hailing the court's recent decision which is expected to save labor contracting companies millions of dollars a year in court fees and other expenses involved in defending themselves against charges of wrongdoing.

The court's decision will enable labor contractors to use hiring halls in any part of the country, so long as the 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 union members are protected by irrevocable agreements against interference.

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

The board ordered nondiscrimination provisions into the contracts of 150 cases following a test decision in 1957.

In addition, as a means of enforcing its controls, the board in 1959 ordered hiring halls re-funded to all employees working under a hiring-hall agreement. But the United States Supreme Court has found the court's order to be wrong in both instances.

The Labor Hall OK of Hiring Halls will not apply to labor contractors who are not union members.
The work situation in Utah at this time is not as bad as we anticipated but quite the opposite is evident. Several things contribute to this situation.

The Western Contracting Corporation, in its effort of moving the two big shoosl to the west side of the Bingham job and the other to the east side of that job, has laid off until the transfer has been completed and the shoosl removed.

This company intends to operate one shoe until the Bingham is overhauled, at which time the first shoe will go down for repair. The company has laid off about 50 brothers but has gone through the winter, the completion of this job has been another factor in the condition of our out-of-work list.

TWO SHIFTS

Gibbon Railroad at Garfield has moved into high gear. The operation is now going two years with the new system of running two shifts a week. This company was the successful bidder on the jobs at Gibbon. This job is to be supervised by Brother Grant Cox, who has been in charge of the highway job by Brother "Chico." The company has recently advertised for a man to operate their new equipment to start moving April 24.

The Kennecott dike job is the only job in northern Utah that has made any progress in the last report. The first to eighth section south of the railroad has been completed, and work is expected 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 $45,000,000 for a four-year period. The bill amounts to about $12 billion to be spent nationwide, and a new system between now and 1972.

We had some problems with Nelson Brothers' shoe job in West Valley City, as reported by Brother N. F. Penna, of Glen Lamm and Bonne Pine.

Job

Frederick Bros. has started the job at Maple Cornor, awarded last winter, and they should be starting the highway job at Napan any time.

SCHOOL JOB

Syrac and B. Harms has started the excavation, grading and paving for the Don McNeil school, and has all the dirt work on the Capert Hill job at Travi. They should be moving in soon.

Bil Gattung, Inc., has started the paving, excavating and rear-

ditioned demolition from Jordan to the Winery Housing in Travi.

Basil Rock is finishing up the parking job on the Frederick Bros. and Waton job, and they also have the paving and material for the Charlie Harroy and Gor-

Operator Shortage in Utah

As Contractors in Full Swing

By Alous Smith

Most of the Utah-Napa area contractors are in full swing and probably the best of the work season.

The out-of-work list is down to less than 2,000 "A" Operatives. This is a great improvement in the field of short of operators in several classifications, especially for the owners and grade setters.

But, Brothers, keep in mind that most of the Southern Utah contractors are in a great deal of trouble. This is because practically all the work is in double time area. Therefore, the work is only one day, five days a week; so don't worry about taking time off the job that you are signing in if you are just looking for jobs with overtime.

In Salt Lake City, Charlie Harroy and Charlie Harve have started back, and are going full swing on the Kenyon-Ispo jobs. These jobs should run all summer.

In the Salt Lake area, the high gear on the job on Highway 40, with 40 engineers working at present, has started to move. There are shortages in the job on Highway 40 in Nampa County, they have the material on the Frederick Bros. freeway job and the material (on the George Slimon job) on the Old Sausalito road. It appears the power plant is in a hurry for both the plants, and the construction continues.

WORLD ROAD

George Slimon of Napa is working on the Old Sausalito road job, and they have just finished up the contract. The Junior High School job is in progress, and the Tunnel at Chabela. There are about 90,000 yards of dirt to be moved on these two jobs. Slimon has a few street jobs for the City of Elko, and Elwood and El-
Grading Is Underway On New Mateo Subdivision

By Bill Haney and with a word and more, San Diego The 4th
work to simplify and strengthen an area to allow its full development.

SACRAMENTO — One of the most important pieces of legislation currently
in progress is the education reform bill (SB 37) that is being
debated by the State Legislature. The bill is aimed at improving education in the state and
is supported by many educators and students.

The bill includes provisions for increases in funding for public schools,
the establishment of new school districts, and the creation of a system for
the selection of school board members. It is hoped that these changes will
improve the quality of education in the state.

The bill was introduced by Senator Jane Hill, who is the sponsor of the
measure. She has been working on the bill for several years and is
confident that it will pass this year.

The bill is expected to be debated in the State Legislature over the
next few weeks and is expected to be signed into law by the Governor
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The "right-to-work" move- ment, given up for dead after disastrous setbacks in 1950, is building up for a comeback. The recent election of a new governor of Oregon, who has promised to support a "right-to-work" union shop contract, widespread else- where and the fact that some of a company's employees to join the union after a specified period. By next year right-to-work pressures expect major efforts in California, Oregon, Washington and Wyoming.

Spearehead of the recent campaign is the Northwest National Right to Work Committee.

The new afiffniss, the na- tional committee has expanded into a 17-state effort, ventured into a field of activity, and put a heavy stress on mili- tary patriotism. In the past few days, particularly, there has been a stepping up of activities.

TO DENVER

President of the Committee, Mr. Harrington, journeyed to Denver to address the national convention of the American Warehousemen's Asso- ciation.

Newly-elected Education Direc- tor Glenn Avant Green is standing by for a probable call to re- turn to Miami, where the bitter struggle of that state has prompted frequent ministrations from Wash- ington headquarters to advise and encourage local right-to- work forces.

New Vice President L. K. Hooser traveled to Chicago, where he joined a panel of ar- tistic speakers before the con- servative Independent American Forum and New Party Ballot (IFANP).

CONSERVATIVES

What accounts for this resurgence of the anti-union-shop movement? "I think it's a part of the wave of conservative feeling that Sen. Goldwater spoke of not only in his Ran- dom House speech, but also after his recent trip through the country," says Mr. Green.

Regarded interest in the right- to-work movement naturally fol- lowed by 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 dampen the notion that the movement was through. Last fall, the committee says, the members, Fraser, Morris, McKenzie and several other right- to-work candidates or office- holders in seven states were opposed. In Indiana and 17th, the unions publicly announced they would get out. As reported in 1961 session of the state legislature, both started strong.

Right-to-work backers maintain they support the right of every work- er to join a union if he chooses. "But why should anyone argue to join to keep his job?" Compulsory unionism, they contend, is a violation of the indi- vidual's freedom.

UNION-BUSTING

Unions have been, though,

PRES. KENNEDY, who has long ago bared backed even in harsh weather, is now beginning to like wading a bit. Alex Rose, presi- dent of the union, is now doing that and is preaching as the President. Rose said that Aty. Gen. Robert F. Kennedy, how- ever, "still needs a little education" along the line. The search for new business is still on, however. New word, which was according to the Washington public relations firm of Wm. H. Hamilton & Co., these two firms contain a member of the national commit- tee.

Several thousand of the new members, though, are in a group formed by members. They were recruited through the committee brought in Hooser, a union member and one-time railroad engineer, his name was listed. Hoofer helped put over the first new right-to-work bill in 1957.

Hooser's job is to round the in- terests in search of new members who oppose the union shop, in effect to move in the direction of the latter.

The committee for the Hooser-organized groups will be particularly active in states where right-to-work campaigns are launched.

Miller Company Job Progresses in Reno

By H. L. "Carley" Space

The George E. Miller Com- pany, in good standing at the Reno Airport, Willis Brothers did some of the grading, the road building, and also the street construction. All of this work has returned to your yard at Warner, Wyo.

The Miller Co. has quite a bit of work at Star Air Force Base, north of Reno, and it is planned that this is going to move part of the crew to the Truckee, Calif. road job and then work putting.

Brother Don Bruner has his regular crew at the Fallon, Nev. Shovel Station, putting in the water and sewer lines and doing some of the grading on an air-base construction project. With all the work Miller has going, the area, the company has no trouble. "Peerless" Gallowton have plenty to do in the Reno area also, keeping all the equipment rolling right along and everything going according to sched- ule.

Helm Construction of Reno has most of its equipment on the job at Mayflower. Several of the new work is done near the Reno airport. The traffic is the Mayflower, the traffic of the East Plumb Lane.

At Orofino, Nev., we expect the company to work for the Birdie-Ming on its Road at Birdie, and in the coming months. The company is expected to return to the Reno area.

General H. H. Davis, Jr., with his company, the Davis Co., has been busy with road work on the Birdie-Ming. The company has several groups here at present.


It looked like things were really going to start so good in the legislative Empire area. The ofic- e was very busy dispatching various to workers who had to work and snow again showed up.

About August 14th Past Grand- In joint venture on Rachel Dam, started a double shift, antici- pating a 100-hour day. At present about 40 pieces of equipment are working. This work is in said to be completed on December 1st.

Rain and snow have ham- pered the work the past week, there was about a foot of snow on the ground. The Mechanical Department will possibly go on a three-shift basis to meet the demand.

Henry J. Sparke of Orovile has rented equipment on the State Road 789 repairs. The work is moving along full ahead between Ridgevue and Den- son. The work is being handled by T. T. Noyes Tractors Co. on this realignment work also.

The construction of the C. B. Com- pany started all their equipment to work on the 102. Fortuna B- Pass job, with several overhead bricking structures being set. This job was started back in April, but has in and moved up past the west end of the job in the last weather.

The movement in the Bay Bridge was due to the fact that a lot of other work in the area was slow. The work was moved up to work after the winter. It is hoped the weather will not slow down any job more until the next win- ter season.

Every Member
An Organizer!
Work Lags Around Sacramento

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

Work in the Sacramento area is getting off to a slow start, and it looks as if this year will be a slow year when it gets going, but that is not our fault, but we are going to have a lot of work in some areas later this year.

In the area of the American River, certainly, at Folsom Boulevard and Citrus Road, Granger's job is making a big push. A lot of Operating Engineers are strapping up in that area and are following the Folsom & E Construction Co., out of Iowa, which has taken the order.

The grid east of Folsom Lake, Chever & Brothers & Son have a road job going on about a dozen Engineers at work. The work is in progress and is improving. Gordon Bailey has made several visits back on the Okanogan project.

JOBS GOING

Horne Brothers is just starting off with a lot of jobs. There are a number of jobs scattered over the job now being constructed, all of which have a good effect on the out-

The Brigg's-Cody, Denton Main job is set for a long time running and there will be a lot of activity on the job. The job is held with the Water Company project on Highway 40.

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Your Pension Plan Plan
Questions—Answers

Here are some questions members ask about the Pension Plan supported by labor and management, and some answers.

More questions and answers will be published from time to time. If you have any specific problems about the Pension Plan Fund, 476 Valencia St., San Francisco, will be happy to help you.

Q—When is an Engineer eligible for a normal pension?
A—When he meets these requirements: He has an
total of at least 75 years of Pension Credit; and he has received two quarters of Pension Credit since January 1, 1958.

Q—How much is the reduced pension?
A—To determine a reduced pension, multiply $20.00 by the number of quarters of Pension Credit. For example: An equip-
ment operator retires at age 65 after 32 years of Pension Credit. His Reduced Pension would be $20.00 x 32 = $640.00

Q—Must I wait until I'm 65 to retire?
A—No. You may retire at age 60 if you have ten years of Pen-
sion Credit and have received two quarters of Pension Credit since January 1, 1958.

W. R. WEEKS
SACRAMENTO

Bitter in the Engineers offices
3111 River street or go to the Bank at 2158 Anacostia from 8:30 a.m. to 4:30 p.m. weekdays except Wednesday where the bank is open until 8:30 p.m.

STOCKTON

There have been a great many without jobs and men in the Blood Bank, leaving us a balance of only 820 donors, some of which need as soon as possible.

OAKLAND
Two blood donors in April—Ted Cox and Harold Kerens.

Anyone who can donate Blood is asked to telephone Olympic 4-2924 for an appointment. The Blood Bank remains open on Saturday.

SACRAMENTO

SACRAMENTO
Three donors this month: Nick Evans, Lasu Landes and Noem Young.

BCF is available—anyone between 18 and 60 may give Blood. The Dispatcher has application banks for persons who do not give Blood.

SACRAMENTO
A permanent blood procurement center will be located at 1117 River Street, the new headquarters of the Bernard Memorial Blood Bank. Only the bi-
weekly blood banks at San Ra-
fata General Hospital and Marin General Hospital will be affected by the change. All employees of the blood bank will be affected by the change. The system seeks to rival the Texas “right
to work” law into the State Constitu-
bution.

MAIL DUES Direct for Quick Service on ID

We have recently revised the method in which the mail is being handled in respect to the official copies of the mail to all your dues direct to San Francisco, at P.O. Box 5412, San Francisco, California.

Each month the mail is picked up at 7:30 a.m. and is in our office at 8 a.m. Therefore your Membership identification Card will be in the mail within forty-eight hours. This is a goal we have been working towards for quite some time and we feel, with your cooperation, by returning your billing information of your card with your remittance, we will be able to render more effective service to you.