Huge Turnout for Safety Event Big Success

The key word was safety —and an overflow crowd of more than 1,200 turned out for a dinner event sponsored by Operating Engineers Local 3 and contractor-employers within the night of April 7 in Redding.

The attendance came primarily from the Northern California counties embraced by the Engineers’ Redding District—Shasta, Trinity, Siskiyou, Lake, Modoc and Glenn.

Some union members and their wives traveled 150 miles to attend the safety dinner in the Redding Veterans Memorial Hall and hear addresses by leading of unions and management, safety experts and officials of State and Federal agencies.

COMMITTEE

A Local 3 dinner committee including more than 100 members and their wives planned, prepared and served the safety dinner.

The hall could care for table seating of 750 persons, so that “shift feeding” was necessary to serve the overflow crowd.

It was a second of a series of events and the 21st years of cooperative effort of Local 3 and Northern California contractor employees in the field of on-the-job safety.

The enthusiasm and camaraderie displayed through the evening’s event drew praise from the various speakers. Included was mention linking the program to the basic themes of inter-employer cooperation advanced in the recent Governor’s Safety Conference in San Francisco and the President’s Conference on Occupational Safety and Health in Washington, D. C.

Following the “shift service” dinner, the upcoming program is the jammed ballroom, the good-natured crowd—Engineers, their wives, contractor representatives and their wives, public officials and other distinguished guests enjoyed several hours of dancing.

SLIPPED

This is a splendid example of community activity,” declared George Sherman, chief of the Shasta County Division of Safety. “This is where real accident prevention takes place. It’s a job that must be done by everyone.”

Sherman, who extended the greetings of State Director of Industrial Relations John F. Hen-
San Francisco Area's On the Move

By JERRY DOWN and GEORGE BAKER

Job opportunities in the San Francisco area are picking up. New projects include the following:

For Improvement Company, starting a seven-to-nine-month underground job in the area between 34th Avenue and Great Highway on Vicente Street. This is a pipeline project.

R. B. McNair and Sons, beginning a 14,000-foot sewer line from Ocean Beach through Golden Gate Park to the Aquarium.

Dan Caputo Company, starting on Fremont Street ramp project. There's little activity at the moment, but operations should be in full swing in the near future.

Pipelaying

At the National Ice Company's new building site, Third and Carroll, demolition work is on. Grading has been done and the sand pad for the pipe has been laid. This grading is expected momentarily and then the major job of building construction will start.

W. C. Cole has moved in equipment to start his North Point sewer project on the Einkhaber in the vicinity of Townsend Street.

Here are progress notes on other projects:

Hoist, gysperrick and crane operators, compressor men and welding machine operators, are being employed in increasing numbers on the multi-stabled building projects in Caballero, Divisidride Construction Co., Hams and Wrekk and Werrick and other contractors.

In San Francisco, as in other areas, there's a greater use of German and Swedish-type cranes. Several of the local contractors plan to use such equipment in the near future.

HARNEY JOBS

Charles L. Haney Company has various contracts which are employing a sizable number of operating engineers in this area. Operations include the San Francisco-Oakland Bay Bridge tunnel job, the crane and shovel work in the Candlestick Point area and the Double Track project. Lowell High School site grading, the shop, hatch plant and hot plant. Fifth and Twenty Streets, and the Alameda Freeway project (two sections). A million yards of dirt is being hauled away in the second section. A total of 600,000 yards will be used on site-grading.

Bidwell Homes' Diamond Heights homes and apartments project is a beehive of activity. Eichler's Western Addition project also is furnishing considerable employment for our members. And we understand a large project in Visitacion Valley will start shortly.

Smaller projects are keeping owner operators and contractors busy, with more jobs for many of the brothers.

A reminder to all brothers. Our blood bank needs donors—blood saves lives. Become a donor if you can.

Vacation Checks

Vacation checks, from Associated Pipeline, Inc., are being held by the San Francisco office for Brothers Adolph C. Wagner and Roy Jones.

MONSTER'S HEAD—See Oakland report, Page 6.

The Word Is Safety With Cooperation

By DALE MARR

Safety Engineer

Safety's an important word for the brothers employed by the San Francisco Chemical Company at Vernal, Utah.

Group meetings of Engineers and management are held once a month. There's a committee of three engineers which serves as a safety panel each month. Before the regular meetings, complete surveys of work areas are made by the committee chairman and the plant superintendent.

When the meeting is held, the chairman reports the findings and a full discussion is held. Management keeps a record of the suggestions and plans of polls for corrective action if it's indicated.

A new member is appointed to the employee committee each month, to serve for a three-month period, the last month as chairman.

I attended the last safety meeting at Vernal and impressed by the spirit of cooperation between the Engineers and management.

OTHER PROGRAMS

There's a great need for the expansion of safety efforts in other parts of Utah.

Lloyd Grisam, Leroy Mitchell and Roland Johnson are the operators.

Wall Christiansen of Christiansen and Paulson, the prime contractors on this job, hope to keep all those pouring concrete. They have a good system started. Jim Foreman is on the batch plant with Joe and Swinn on the track crane. These cranes are so arranged as to cover the whole building. We hope for pictures for the next issue.

POWER HOUSE

Jacobsen Construction Company's job on the power house at the University is just about completed, but the big dipper behind this job has not been let as yet. Jelco is supposed to bid on this job and they already have some equipment on the campus. This is going to be rough one to dig because of the dancing.

CRANES

The three Linden cranes on the Medical Building at the University are in operation.

SAFETY MEETING—These Engineers employed by San Francisco Chemical Co., at Vernal, Utah, attend monthly safety meeting to hear reports on job safety checks and to discuss problems with management. Photo was taken at the April meeting.

Den Del Carlo Returns To Building Trades Job

Den Del Carlo has returned to the top job in the San Francisco Building and Construction Trades Council.

Del Carlo, who has been serving on the State Industrial Accident Commission, was nominated and elected without opposition to succeed the late A. F. (Al) Mullhous as council secretary-treasurer and business representative.

Brother Mullhous died March 8 at Sacramento as a result of injuries suffered in an accident.

A special meeting of the Building Trades Council was held April 3 to fill his unexpired term.

Del Carlo, who previously served the council for many years as business representative and secretary, resigned his position as industrial accident commissioner and resumed council duties on April 16.

Governor Edmund G. Brown Jr. appointed Del Carlo to the State Industrial Accident Commission.

Workers Travel In Bay Area

One out of every five San Francisco Bay Area workers travels outside his home county to get to his job.

This is highest commuting rate of any metropolitan area in the state, according to Maurice L. Gerchman, chief, Division of Labor Statistics and Research of the California Department of Industrial Relations.

Only 17 per cent of all workers in the San Francisco-Oakland Metropolitan Area use public transportation to get to work, while 68 per cent ride in a private automobile or car pool. Less than 8 per cent walk to work.

These facts were revealed in statistics just released by the Bureau of the Census, based on data collected in the 1960 Census of Population.
Named To New Term

Frank Lawrence Is Honored

Continued from Page 1—
and other industrial accident
commissioners.

Lawrence, who represented
Engineers' locals in both the
southern and northern parts of
the State during his long career
in the labor movement, was
president of the Tri-County
Building and Construction Trades
Council. Later he moved to
Sacramento.

He is a past president of the
Tri-Counties (Placer, Nevada and
Yuba Counties) Building and
Construction Trades Council and
the Sacramento-Yolo County
Building and Construction
Trades Council. He served as a
member or chairman of the
Sacramento-Yolo Counties Port
Commission from 1942 to 1961.

He now makes his home with
his wife, Anne, in Milliken.

New Cross For Easter

A work shop day was held last
month on a hill in back of Red-
wood City that had real signif-
icance for residents of San Mateo
County.

A large concrete cross was
erected to replace one which
was destroyed some years ago.

The labor and other donations
of a large group of citizens went
into the project. Those who set
up the cross included Brother
Leo Mundel, president of a 45-ton
Concrete crane; Oleo Jess Garret;
Brothers Earl Bean, superin-
tendent of E. H. Bean Trucking
and Crane Service; Brother E. H.
(Tex) Bean, owner; and Brother
Robert Leeman, who was the caisson
from Douglas and Woodhouse Company.

Our hats are off to these
brothers who donated their
services for the pre-Easter commu-
nity endeavor.

"Good Record"
The record of labor-manage-
ment relations is one of
construction of the Golden Gate Bridge has
been "in all candor a pretty good
record," Labor Secretary Arthur J.
Goldberg, former steel worker
recalled.

"I am thoroughly convinced"
that the labor-management
relations and the solid stand on
the strike line "should be handled
willingly by both the Presi-
dent's Missle Sites Labor Com-
nittee, General International
Union, AFL-CIO, and the

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State CPOL Endorses

The California Labor Council
on Political Education held its
1962 Pre-Primary Convention in
San Francisco April 11 to give
endorsements to 1962 candidates
for statewide and district offices
in the June 5 primary.

Gov. Edmund G. Brown and
his running mates for state con-
situtional offices got the Cal-
ifornia CPOL-CIO's official
backing in the State

San Rafael Report

BY T. L. STAPLETON

With good spring weather, op-
erators and equipment are scat-
tered all over Marin County.

Watkins and Simball are doing a
job in Larkspur at the Redwood
High School with Brothers
"Willy" Lorey on blade, Paul
Buch on cat tamper.

Chiloto Bros. are about fin-
ished with their job in Tiburon
and will be moving in on their
0.8 mile job at Waldos Tunnel and
Golden Gate Bridge. This job
went for $260,977.

J. W. Lee has started its 800-
yard job at Marin Bay.

Brother Odell Phillips is push-
ing with Brothers S. R. Mondol,
doeze operator, Charlie Snyder
on dozer; Charlie Chancellor,
elevator; O. R. "Buck" Buchanan
on pull; Jesse Badenote and Ray
Bannister on DW 20's, and A. "Pea-
nuts" Wheeler on grease truck.

C. O. Jones is keeping Brothers
Bob Bennett (foreman), Woody
Baker on loader and Atkinson
bus on their Woodland Ave. job.
They have been having their
problems with rock on this job.
C. O. Jones is starting the job at
Tamalpais High and should have
some of the brothers working in the
next future.

Brown-Ely doing road work
around the Civic Center. They
have Brother Morgan as foreman.
Tiemann as grade checker and Joe
Perry on roller. They also have
some brothers on their road job
at Strawberry Point.

Linscott has started its new job
in Homestead Valley. This is a
water line job and the following
brothers are on it: Frank Zach-
icky, Dillon, Gibson, Vernon
Zoppi.

Eugene Lateh and Elmer
Wendt job at Sausalito High is
going full blast with 4 DW 21's,
7 dozers, 7 cats. Happy to report
that they were convicted Unit 3
of this job which consists of
1,200,000 yds. of excavating.

S. A. Rohrbach progressing nicely
with a good crew of brothers on
the Lucas Valley job. Helen
Brown is doing the cleaning for
Rohrbach.

APPROACH—Massman Construction job, width of the Golden Gate Bridge from the north abutment to the first anchorage. They have 2 Bigge Cranes—one in the 90-ton class and one in the 60-ton. On the 90-ton P & H with 190 tons, the brother operating is John
Brothers Rex Stanberry, operator, and Charles Holmen, brother, Dutch Franks is operator and Don
Freitas offer on the 60-ton American with 160 feet of stick. They are working for Massman Construction's subcontractor, R. C. Mahon, doing the structural steel erection. The steel is supposed to be completed by June 1. Compressor operator for Mahon is Brother P. E. Evans.

Phil Delaney In New Post

Secretary of Labor Arthur J.
Goldberg, named George P.
Delaney, former Vice President and
organized post of Special Assist-
ant to the Secretary for Liaison
with the American Labor Move-
ment.

The position was established.
Goldberg said, because of the
expanding role of unions in the
Nation's welfare and economy,
as well as the "increasing inter-
relationship of Labor's activities
with those of the Labor Depart-
ment.

"The need for the Department
of Labor to maintain close rela-
tions and Liaison with the Ameri-
can Labor movement is para-
mount to the success of our
programs and attainment of our
goals," the Secretary declared.

Delaney has been with the
Labor Department since Decem-
ber, 1939, when he was Special
Assistant to the Assistant Secre-
tary for International Labor Al-
liance. Prior to that, he held the
post of director of organization
for the International Union of
Copper Workers.

From 1948 to 1958 Delaney was
International representative of
the AFL and AFL-CIO, serving
during that time as U.S. workers'
delgate to the International La-
bor Conference.
Warning Freeway Jobs Face Threat

By A. G. BOORDMAN
Director of Education and Research
California Conference of Operating Engineers

Any attack upon the heavy construction industry is an attack upon the security of the Operating Engineer. It is with some alarm that we view the formation of the California Citizens Freeway Association. This organization, formed for the purpose of combating the construction of freeways, already has succeeded in stalling freeway projects in Monterey, San Bruno, Chico, and Sacramento. They are now attacking the proposal to bring about a state-wide halt to freeway planning and construction. The opposition will probably be with us.

Working back into legislative districts, the power to allocate construction funds and the determination of highway routes. For many years, it has been known, beyond any doubt, that California highway development must be free from the domination of partisan politics and sectionalism. Highway planning can only be successful when local opposition is organized and united. Long range planning has made our highways safer, more efficient, and designed to provide the greatest good for the greatest number of California citizens. To turn back the clock and make freeway routes selection a political football, is almost as old as the industry.

Under existing legislative policy, the cities to be joined by a freeway are chosen by the Legislature. After this has been selected, studies are made with city and county planners and traffic engineers. This is to determine the area needs and general plans. Local government agencies and their technical staffs are used in the preparation of surveys, and economic studies. These studies provide the necessary facts for the project's success. This follows the same process of preparation and evaluation of various alternate routes which might be considered.

Some alternatives may be undesirable because they would endanger valuable property, such as schools, hospitals, cemeteries, recognized landmarks, or recreation areas.

After public hearings, the State Board of Public Works decides whether or not it should accept the planning. If it does, it makes its route decision, based on the recommendation of the State Board of Public Works. It is the board's job to bring its recommendation on the route from the standpoint of traffic volume, service, and community or area benefits.

The Commission is compelled, by law, to make an agreement with the local governing bodies setting forth legal agreements and adjustments to the freeway. This gives local agencies an voice in design factors, such as the location of over passes, under passes, and traffic separation structures. Having had some personal experience in these matters, we feel that there are adequate safeguards against high-handed methods by government agencies.

We know that the State of California is unable to afford to make a political football out of its highway program.

To illuminate the Operating Engineers' state in a planned highway program—the 1963-1965 highway budget provides funds for 220 projects, including construction of 276 miles of multi-lane highways and expressways, with 116 miles of two-lane expressways. Any political roadblock to a program could mean unemployment to the Operating Engineers.

Survey Notes

By ART PENNEBACHER

About 40 Technical Engineers came out of the hills around Oroville and Marysville to attend a special meeting for field surveyors.

Oroville received over 100 people interested. It is an old grievance with us, and it seems we will have to face it sooner or later. It is the same old complaint of the Operating Engineer. Boyles Bros. job salesmen are told that there is a lack of new survey work to be done.

At the meeting, the presidents of the various districts was 73.

There is considerable concern among the membership regarding the trend of Northern California negotiations between the construction industry employers and the four other basic crafts. It should be noted that our initial meeting in the Northern California industry bargaining is scheduled for May 7. We are planning to hold meetings with the Nevada and San Francisco locals.

The number of members of the Board of Directors is increased by the addition of five new members.

This is the time of year when everyone looks forward. Work is beginning with a burst of energy that, barring unforeseen events, will be a good season throughout Local 9's jurisdiction.

The past month has had a full measure of activity, with the April 7 Redding safety dinner sponsored by the Contractor-employers and the Engineers representing one of the most important dates on the union's calendar for 1962. Everyone in the union can take pride in the enthusiasm and hospitality which marked the work of the Brothers and their wives who served on the various committees.

The Redding event an outstanding success. We know from the comments received from outside sources that the many public officials who attended the dinner were impressed. It truly was a milestone in the cooperative program of the Engineers and progressive management in the field of on-the-job and off-the-job safety.

George Sherman, chief of the State Division of Industrial Safety, sounded the keynote. He called attention to the fact that this was a safety meeting which included those who are the "major subject" of industrial safety conferences—the people who face accident hazards.

We're looking forward to seeing our Sacramento area brothers at the safety meeting to be held the night of May 4 in the Sacramento Civic Auditorium.

It's a pleasure to note that contractors and our union have received the green light to hold a safety meeting in the new passenger terminal at Metropolitan Oakland International Airport on June 30. An OK was given by the Oakland Board of Port Commissioners. The terminal is expected to be completed June 22. Committee work is under way for the safety program.

During the past month I visited the Marysville office in connection with problems in the Marysville-Oroville area. Also made a visit to the Sacramento office. In addition, there were Washington, D.C., sessions of a negotiating committee appointed by the General President Joseph J. Delaney. I was a member of the group which completed a tentative national agreement with pipeline contractors.

Back to the subject of safety: In Los Angeles on April 17, there was a coordinating committee meeting of the Governor's Industrial Safety Conference. The chief of the State Division of Industrial Safety was chairman of the session attended by more than 20 chairman and co-chairmen of various sections. It is my pleasure to serve the mineral extraction section. The Los Angeles meeting discussed the Governor's Industrial Safety Conference held this year in San Francisco (the total registration was 1,259) and discussed plans for next year's conference. It was decided to hold the 1963 meeting February 7 and 8 at the Hotel Biltmore in Los Angeles.

The number of members of the Board of Directors as of April 8 was 2,716.

The number of short form agreements throughout the various districts was 73.

Vote In the Primaries
Marysville Wins Election

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

Operating Engineers' Local Union No. 3 was the victor in a bargaining agency election held Tuesday by the Plumas Development Corp. in Yuba City for the construction of the Yuba City Scrap and Steel Company, Yuba City. The election was conducted by a representative of the California State Construction Division.

This election, held April 24, was the result of some months of personal contacts and work among the employees of this company, who were represented by their present representatives in this office.

It is our hope that now that election is over and our union is clearly the victor that we will be able to immediately sit down with the representatives of the company and come to an agreement that will bring to these workers the working conditions and benefits that are enjoyed by our members in similar plants.

DAM WORK

Virginia Ranch Dam — What is one man's meat is another man's poison as aptly illustrated on this job being done by William and Burroughs of Balcomnt. The farmer has been promised rain and snow and he got it, at least in February, but it has delayed the start of several jobs especially this one, because of the high moisture content of the material.

As soon as the dampness allows them they expect to run two good sized shifts (two skeleton shifts are working now) and this will help the cut and work to some extent. In the meantime they have been making good progress on the concrete work, which has kept a few of the brothers busy.

OROVILLE PROJECT

This project has been moving along at a steady pace all winter with the concrete and earth work. Come the mercy month of May they tell us they expect to get the concrete work underway. Holdup has been because of the run-off. This is the last dam of this project.

The company has kept a good sized crew working all winter and we have kept it busy the past week. While this company has been slowly adding to the payroll, the good majority of them have been recalls. Some of the recalls have been to replace the Brothers who have left the company.

Feather River Canyon — Fraser-Davis has apparently overcome the main difficulties on that company's Oroville Dam diversion tunnel job and is going head. The company is also making good progress on the Fish Hatchery job above the bridge over the Feather River above Oroville. Roger's Materials is pouring their batch plant to furnish the concrete for both of these jobs.

Morrison-Knudsen Co. is making good progress with its tunnel job near Oroville and is also getting under way in the railroad sidings job for the Western Pacific Railroad near Poe.

In the upper country, G. S. Herring Co. is working on a bridge job east of Portola on Highway 79. This isAbout Westside and has five of the Brothers busy. We expect that this area will produce more than the usual amount of work this year. However, most of it will be out in the sticks and a long way from home.

HIGHWAY 65A

As you can see from the photo, Harris Bros., B. C. Richter, H. Earl Parkers and Lord and Bishop are moving right along with this job. Some 60 of the brothers are working on this one and when the water goes fairly low they can get to work on the bridges, more engineers will no doubt be put to work.

Morrison-Knudsen, which was working when they closed down and this adds up to a fairly good-sized crew. There is another project to be let here at a later date.

Chicago Bridge and Iron Co. on the tank farm job south of Chico on the old highway is really getting into high gear. Nine tanks are under way and there are eight more to go. Norman Peterson of Oberlin is doing the underground work. This one should keep the Brothers involved busy until July.

BLACK BUTTE DAM

It looks now as if it will be the first and last for M. Brewster & Son gets this job back in gear and poor Maxwel becomes involved again in the high run-off and he is going to be the minority content of the material.

It is planned by the company, so we are told, to use seven rubber tbedired cigs on a two eight-hour shift basis. These are:

Sims, Robert H. 7/62 Stout, Joner G. 6/62
Blake, Burdine 3/62 Canby, A. J. 6/62
Schumacher, Herman 4/62 McAllister, Ross 3/62
Broderick, Walter L. 7/62 Wilson, Sam B. 6/62

NAME DATE

Page 5 of 5

E ngineers News

May, 1962
Oakland Builds A 'Big One'

By DON KINCHLOE,
L. L. (TINY) LAUS,
NORRIS CASKY,
FRAN WALKER

In the Oakland area out-of-work men will be operated by Associated Dred- ging Company to get the job for San Mateo County’s big Foster City (Brewer Island) project.

The suction dredge has been constructed at Oakland’s former Moore Dry Dock plant—at a cost estimated at nearly $31 million.

“By my knowledge,” says con- struction superintendent Charles B. (Chuck) Woolie, “this is the first dredge to carry two full suction units, or ladders.”

Associated will operate all of the dredging equipment for the Foster City project—a residential development project in San Mateo County’s Brewer Island area south of the San Mato Bridge.

HOUSING PROJECT

The planners envision a city of 20,000 persons. There have been estimates that its completion will take, from 12 to 14 years and the cost will reach $300 million.

And some quarters have estimated that an average of 4,000 building tradesmen will be employed during the bulk of the construction period.

The Oakland-built dredge, which represents an advance­ ment in dredge designing, is 320 feet long, including the digging ladder on the bow, it has a beam of 48 feet.

The “mud ladder” projects 65 feet from the bow and weighs approximately 60 tons. The sand ladder, 85 feet long and weighing 75 tons, is in a well within the hull.

There are 24-inch pumps on both suction units. Each has an engine and they can be driven together or separately.

“MONSTER”

The huge cutter head on the bow ladder has the appearance of a prehistoric monster. The unit will be used to remove the overburden of mud to get at the sand underneath with the long ladder—the 85-footer.

On deck there are two 10-ton capacity derricks, each with a 50-foot boom. Hydraulic motors on the cut­ ters submerge with the ladders.

“It’s an advantage to have hydraulic gear,” says Woolie.

“You can turn the cutter at any speed and have full forearm.”

Woolie says the dredge is probably the longest of its type in the world.

Ninety per cent of the Job was done in Moore Drydock No. 5, which Associated bought from Schiller Bros. The dry dock will be moved to the San Mateo proj­ ect site to be used in the sand handling plant. Two pipes—26-inch lines—will be installed on the floor of the dock for the re-handling operation. They will have a total of 60 suction gates.

The dry dock will be sunk close to the island. The dredge will be operating up to three and a half miles away, loading barges to be moved by tug to the re-handling plant.

The discharge line from the pumping plant will be up to 10,000 feet long at times, according to Woolie.

CONTROLS

The pilot house on the dredge will have a master control panel for five anchor winches, the two suction and cutting units and the hoist gear to raise and lower both ladders.

Woodie reported men were employed in construction as the job neared its target date for completion late last month. Engineers operated the Portola Clyde whirly crane at the dock on day and swing shifts.

Some were employed in the sand and water damming, is ex­ pected to employ about 75 engi­ neers. About 25 were employed by Associated in labor and channel work in April.

Gravity Construction Company has been digging lagoons in the area.

FROM THE FRONT—Here’s a bow view of the double suction dredge built in Oakland by Associated Dredging Co.

LADDER—This is the mud ladder of Associated’s big dredge, built for the Foster City project.

Cochran & Celii
Recap for Economy

STOP

DONT TAKE CHANCES WITH SMOOTH TIRES!

we use... Volt
America's finest Retreading Rubber

Case-Hood at Livermore is try­ ing to finish its job and “sell” it to the State. It hopes to be fin­ ished and gone within the next month. This has been a good job for the brothers on it.
By BILL RANEY and
DAN MATTESON
Famed Peninsula Blood Bank To Get A Lift
The Peninsula Memorial Blood Bank will hold the biggest "Blood Letting Dance" ever dur-
ing the week starting Monday, May 28. It will be known as 20th Anniversary Blood Week. Culfuming Saturday morning, June 2, with the Building Trades Biannual Blood Drive Luncheon.
The whole affair is to be dedic-
ed to Les Sinbord Jr., Build-
ing Trades Business Representa-
tive for San Mateo County, just 20 years ago, May 23, 1933. Brother Sinbord gave the first pint of blood to the honor after the grand opening of the build-
ing just finished by donated la-
er from the building trades. "Les" has served on the board of directors since that time.
The Peninsula Blood Bank has achieved fame as the best-oper-
nated, staffed, and most efficient blood bank in the United States. It is probably the only blood bank with labor people as direc-
tors.

AWARDS
Every Blood Bank Day, awards are given to the "Top Man" of the bank, one who has the most blood donated and still another award for the local union officer of the year.

The San Mateo Operating Engi-
ners have had the latter ignoble honor for the last three years. It is our fervent hope that we can this year, lose our "dignified" motion of the Tetanus, Pals, place, and with the help of the brothers attain our place at the "Top of the Tetan, Pals" to-
gether with all the appropriate honors now being held by the Carpenters and Teamsters, who tied for first place last time.

As you no doubt remember, on "P" Day, the Business Represen-
tatives of all Building Trades Unions, set up the entire show, each the sausages and eggs to order for you, serve the "re-
freshers" that is so vital to the donor. The girls from the various union offices and wives of the Business Representatives, serve you the food and refill your cups.

If you are unable to make it to the Blood Bank, 1791 El Ca-
mino Real, Burlingame, at the entrance of the Peninsula Hos-
pital, on Saturday, June 2, you can go at any time during that week, at your leisure, and the blood donation will be credited to Local No. 3 Blood Bank, as if given on "P" Day. As you know, this blood is used specifically by members of Local No. 3 and their families in this area. It is wonderful insurance, as one
never knows when either some-
times or some member of their families may need, a job which they would be unable to obtain otherwise. If you wish would care to be a donor, bring her along. Your San Mateo staff will be there to welcome you, and your wives and friends on June 2.

HIGHWAY
At this writing, we still have not heard from the State Division of Highways as to whether we will have a North County east-
west highway lateral at San Bruno. We can only hope that the need will be realized.

Activity is increasing at Peninsula Blood Bank. By early summer it should be quite an operation. Check the Blood Bank office report in this paper for details of the double ladder dredge built in that area for
this job.

The Westborough job off Junipero Serra blvd of South Pan-
insula is certainly a boisterous of activity, Stinson's Monte
Vista Yard Trainer adjoins it, with 20 large units. The oper-
atcs are working on details of the double ladder dredge built in that area for this job.

Naval Reserve
With the 201st Job off Junipero Serra blvd of South Pan-
insula certainly a boisterous of activity, Stinson's Monte
Vista Yard Trainer adjoins it, with 20 large units. The oper-
atcs are working on details of the double ladder dredge built in that area for this job.

San Mateo Naval Reserve Con-
struction Battalion 12-19, a unit
of the famed Seabees, has open-
ings for journeymen and ap-
prentice equipment operators with no prior military ex-
perience.

Vallejo
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Our sympathies to the children of Ray Valero and his son, who were electrocuted while repairing a well March 31. Brother Valero was a valued member of many children, his wife having been killed last summer in a train car accident.

Also, sympathy to the family of T. M. Peterson, who died April 5, 1953.

Santa Rosa-Ukiah
Blood donations were received by Brothers Charles Norton and John Dawson. Disability Refund forms are still available in the Santa Rosa office. The deadline for a refund is June 30.

TUNITAS CREEK—THE DAN CAPUTO JOB
75-Foot, 24-Ton Concrete Beams; Kelly Bros. Rigs

Personal Notes
San Rafael
Best wishes to Brother Tony Argesco, recently hospitalized at Queen of Valley in Napa, he is doing well. Brother Harry Cahil, who was recently released from the hospital, has a slight set-back and we hope it is not too serious.

Brother Hans Stern is still talking about the big one that got away. But he is rather proud of the 61-inch sturgeon he caught in the Bay last season. We hope we get a copy of the local paper.

Brother Howard Sampson has purchased his own blade and is ready for business. We wish him luck.

We wish to remind the brothers who have vacation pay due—the forms to request payment of pay are available at your union office.

San Mateo
Frank Suenaga is still in Peninsula Hospital in Burlingame. He has been there for some time. He would welcome a visit from one of you brothers. Hugh Mecra is still recuperating and doing real well. Henry Saurermilch in Palo Alto Veterans Hospital, and doing better. Carl Roberts also has been hospitalized. Harold Logue is getting the final repair job on his eyes. Brother Cliff Blake is still on the sick list, still fighting to get in shape to get back on that blade. We wish all of you brothers a speedy recovery.

San Jose
Brother Claude Hunt is recovering from a back operation and will be laid up for about five months. Brother Joe Mathias is confined to the hospital due to an injury to his back. We are happy to report that Brothers Jim Carson and Chuck Bese, who were injured on the job last month, have both been released from the hospital. Brother V. Christiansen has undergone surgery. Our best wishes for a speedy recovery.

Blood donors include Ian Scott, Howard Canidill and Robert E. Martin.

Stockton
There is NO supply of blood in our Blood Bank Club due to the unusually heavy demand from various members who have been hospitalized. Brother Harlan Shackelford, who has had recent surgery, received the last order for blood from our bank last month.

Oakland
Brother Donald McManus and his wife, Sharon, are the proud parents of a 3 pound 8 ounce baby boy, Randall J. Congratulations.

Blood donors include Russell C. Lowery and William A. Thomas.

Hawaii
Sincere condolences to the family of the late Brother Raymond P. Lawson, Special recovery to Harry Cheng and Brother Henry Maxwell.

Santa Rosa-Ukiah
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Get well soon G. M. Stover, from surgery. Also to James Wafford, surgery.

Fresno
Brother Joseph Scheidel is home from the hospital and is doing fine.

Eureka
Sorry to inform the members that two of our Brothers from this area have passed away; Morris Johnson, who was retired after working many years for Arthur B. Siri, and Don L. Rutledge who was a new member last year.
Work Shows Upright

By J. B. JENNINGS and associates

The "out of work" last is still quite long in the Redding offices. However, the last two weeks a number of our men were dispatched to various jobs. Most of the contractors are returning back to work with the crews they had last season.

State, Hall and Hamilton--North of Castella--Freeway job was finally back to work.

McBroom and Watson--99 South--Red Bluff Freeway job is working. Shirley, Horace, and Wally are busy with their Trinity Clear Creek and Spring Creek Power installations.

Dona Projects

Gibbs & Company Reed--209 West of Redding--have three in 13,500 deaths, 80,500 cases of temporary, and $380,000 temporary work injuries caus- ing an inability to work for one day or more.

The totals for the last decade, he said, were 141,000 deaths, 1,113,000 permanent impairments, and more than 18 million tem- porary disabilities of one or more days.

The Administration proposal would authorize grants for the States for their safety pro- grams that have been in effect for 10 years or more, and that have spent $650,000. This is for 5,500 jobs to be graded and sur- faced; also drainage facilities to be installed.

Ray Kizer of Yreka will soon be the new job of $34,000, for earthwork, surface and relocation of the Brenny Creek Road in Tehama County.

SURFACING

Harms Brothers and M. W. Brown were the low bidders on the surface job of 209 miles of existing roads during the past year in Butte, Plumas, and Colfax in Modoc County.

Telechert and Son, Inc., from Sacramento received the low bid for $1,200,000 of resurfacing, including conversion of inter- state will proceed.

The Administration will be run by Helen Latham, Al Lampley, and Fred W. McRae to music.

May, 1962

continued

Kinchloe Sketch

continued from Page 1

Profile: Minohab

continued from Page 1--

of local autonomy 16 months ago.

Minohab began his union service after long administrative experience in the construction in- dustry. During World War II he was director of personnel for the Northern California section of the International Union of Bricklayers and Allied Craftsmen, Inc., in Oakland. He also served with Stone and Webster Engineering Corporation in Boston. During the war, he was a construction supervisor for the Federal Works Administration.

Born in Petaluma on September 2, 1905, he attended public schools and later attended Polytechnic Institute for Engineering in Oakland. He is a resident of Contra Costa County in the district of Sunnyside, where he and his wife, Mary, now reside in their home at Sunnyside. They have two sons and four grandchildren.

As a trustee of the California Conference of Operating Engineers he is a delegate to the San Francisco Building and Construction Trades Council.

Committee Aided Dinner

Members of Operating En- gineers Local 3 and their wives served on committees for the second successful Redding safety dinner.


The union, he said, is a welcome guest in his class.

He attended the dinner, Moore, Easley, Howard Loew, and his wife, Jane, with two daughters, Terry, 16, and Cherise, 13.

Employer Co-Sponsors


Shaw, Kaiser and Morrison, L. D. Shilling, State, Hall and Ham- ilton Construction, Inc.

Damas working, Debris Dam, Whiskeytown Dam and the Louis- ia Dam. The bid was $550,000.

M. W. Brown--Beegum-Platia job is busily with approximately 40 men working at the crastian Union's desirable and the At. Approximately eight men are working on M. W. Brown's Cornering Job.

NEW JOBS

Oliver DeSilva of San Leandro expects to begin his new job at Likely by the first of the month. The bid was $550,000. This is for 5,500 jobs to be graded and surfaced; also drainage facilities to be installed.

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**SELLING SAFETY IN A BIG WAY**

Here are many of the Engineers' committee members—brothers and their wives—who volunteered their services for big dinner.

**SPEAKERS AND GUESTS** at the Redding safety dinner included (left photo) Bryan Deavers, Adrian Toolson, Al Clem, Joe Roberts and Lowell Nelson. In right photo (seated) are Shasta County Supervisors Norman Wagoner, John Perez, Henry Keefer and J. C. Tibbitts, and County Clerk Richard C. Brennan. Behind them are Jim Jennings, Al Clem and Dale Marr. Toolson, Clem, Roberts, Nelson and Marr were speakers.

Adrian Toolson, vice president of Gibbons and Reed, addresses throng.

George Sherman, State safety chief, said it was "splendid example."

Vycl Gett served as master of ceremonies for the safety program.

**FIRST INVITATION** to attend the Redding dinner was given to retired member Dick Damon (right) by Jim Jennings.
Moseman been real busy all winter building up a approach, much at the Port of Madera. The project consists of a number of smaller jobs, and they are progressing well. The job is up to at least two months. The spread started off without much rain and is doing a fine job. We have about 65 operators on the two sections at present and they have taken most of the men working there all winter without too much lost time. All are doing well now and some additional hands are being hired.

ROCK PLANTS

Stewart & Nuss Company's rock plants and hot plant have been busy all winter and are still in high gear, as they are supplying all of the base rock and cement aggregates to the M & K Westwood freeway jobs as well as hot plant mix for the approaches, etc. This company is contemplating putting up a new plant operation across the river on the North Dakota County site, and construction start this year if they get some of the red tape untangled.

All of the other rock plants and hot plants in the area are in high gear this winter season, this year. They tell us that they have quite a number of men working, and that are in the bidding stages at present.

AREA GROWTH

The Fresno area is growing quite rapidly, and as a result, much of the area's water and sewer system has been outdated. This considerable amount of work has been created for our membership. Jobs have been let and are now under way on new sewer plants and sewer extensions, as well as placing many miles of new lines to serve the population of the Valley.

Valley Engineers, Fresno Paving Company, Kemper-Hoskins & Finley and Skating Construction are all working on pipeline projects in the area, and are keeping a good number of operators employed. We expect an added amount of work to be done by an expansion program that Brothers employed. We expect an added amount of work to be done by an expansion program that Brothers will undertake soon, due to its increased work load and consumer demand.

Griffiths Company on Highway 99 at Tipton, with two miles of concrete work down, is to start pouring late in April.

Hayden Church has three blading, paving and grading crews trying to stay ahead on the finishing of this job. This work has a completion date of August 15.

TILT-UP

L. E. Dixon, on State Route 18 in Kingsburg has started in on his project, and is working hard. His business is in the hands of B. T. Johnson and are being handled well. The Fresno headquarters of the State Highway Division is asking for bids for the Public Works for all structures between Solano and Kingsburg on Highway 99 for a new freeway. This job will come up for bids in the fall of May.

Every Pipeline Company was low bidder on 69 miles of pipeline for 7.50 per mile. This work will cost approximately 24 million dollars and must be completed by the time the grapes are ripe.

Sunday and Baumoe Company are new completing their canal job in Madera County and have laid off most of their crew.

Construction is moving along at Lone Bros. It looks like things are getting ready for the boom that will come in to this area when the State Route 97 is built, which probably be next year.

Charlie Harvey Company has started back on his levee job in the county and has laid off most of our membership who worked there last year.

Machinery Company has started back on the Grandave road job and has hired a few men. It has $450,000 worth of work on order in the Merced area, all of it small jobs.

PAVING—This photo shows concrete paving operation on the Morrison-Krudens Westwood Freeway project on Highway 99 at River.
San Jose Notes "Marked Improvement"

BY A. J. HOPE, W. H. DAVIDSON and G. L. MOORE

There has been a marked improvement in the out-of-work list during the past month. The demand for men has been gratifying for this time of the year, so we hope that 1962 will be a good year for the Brothers.

A. J. Raisch Paving Company was the low bidder on two grading and paving jobs that went for approximately $200,000. One job calls for grading and paving of the Almaden Reservoir Road from the Kech Lane to Hillside Avenue, in San Jose. The other section includes the improvement of the Almaden Road and Capital Ave. This firm is doing the paving and grading on about four miles of streets in and around the Valley Fair area. It is making good progress on the Valley Road overpass.

Library

Carl Swenson Company is busy on its new yard on Taylor Street. It was the low bidder for the construction of the new Library at San Jose State. Chalmers Bros. is doing the underground work on this job.

Piazza Paving has resumed work on the Monterey Highway and expects completion in about a month. It is working on Brannan Lane and Kooser Road.

Permanent

On July 16, 1962, the first sack of cement was produced at this huge plant. Today this sprawling plant turns out 81,000 barrels of cement annually in the hills of Monte Vista. Owned by Kaiser Permanente, this plant is the largest in the West. Huge power shovels, each capable of handling 3½ cubic yard bites, work in the terraced quarries at the plant, scooping up blasted limestone to provide the basic ingredient for cement.

Many of the Brothers have worked at this plant for the past 15 to 20 years, but Brother Hoge has the distinction of being the oldest employee, 1962. In the Foil Plant, where the well-known Kaiser Aluminum is made and packaged, we have approximately 90 of the Brothers busy on this very large job.

Freeman Pavin is busy on the $623,000 Monterey Expressway between the Raysbor and Alviso Roads. It has been approved for work in Stanford in addition to street work and subdivisions.

Sandgroth Bros., at Mt. View is doing some big fill jobs in the Los Altos Hills; also various street and paving jobs.

Early-Stolte and M. K. are off to a good start on their huge $25 million San Jose Disposal Plant. Brothers Skip Pavion, Roy Johnson and Guy Mattingly are operating the equipment with Brothers Jack Mutter, Jack Chamberlain and Hollis Pickle as offers. Brother Bob Long is operating the Hand-Drane and Kent tractor. The equipment in repair are Brothers John May and Glen Wilson. Brother Vic McFarland is the super on this project and Brother Chester Oiler, foreman. Piombo Construction Company is doing the excavation work on this job site. Brother Jim Lewis is in charge. Piombo Construction Company has about 150,000 yards of excavation at Stanford.

Stanford

Alcon-Pacific has started excavation for the Marine student housing at Stanford, with Cecotti & Son doing the underground and cement work. Harry Wilmuth Company is doing the grading on this job site.

Granite Construction Company has started its 300-ton job at Santa Cruz, with Brother Jim Guthier in charge.

Virgil Kester and Bob McGregor have started to curbing on their street job; Pi&E did the underground work. Kester will do the concrete and paving work, which went for $240,000.

Work in the Monterey area is very good. Say & Harma are doing their paving on the Army Housing job. Alcon-Pacific and Granite Construction have started work on the hangar at Fort Ord Airport. Phil Colburn and Granite Construction are working on subdivision in the Marina area.

Granite Construction were the low bidders on the Laguna Seca Ranch subdivision; this went for $174,758. Brother Jim Benson is running this spread.

Madonna Construction Company has a good start on the San Ardo Highway job, with 1,500 yards of dirt to be moved. Brothers Rickner and Magrino are putting in rubber-tired jobs on this very heavy.

Ted Watkins has started his work project in San Lucas. He expects completion in about 30 days.

From the air—huge power shovels, each capable of a 3½ cubic yard bite, work in the terraced quarries of the Kaiser Permanente plant in the hills of Monte Vista, scooping up blasted limestone to provide the basic ingredient for cement.

Leader Makes Labor Appeal On Training

State AFLCIO Secretary-Treasurer Thos. L. Pitts has urged Governor Edmund G. Brown to establish a State Manpower Commission by executive action in order to effectively implement the federal manpower development and training act in California.

Pitts advanced labor's appeal as keynote speaker at the opening session of the California Apprenticeship Conference in Los Angeles. The state's manpower problem, he said, "is essentially a long-term proposition, extending as far into the future as we can visualize."

Here's An Explanation of New Training Act

There have been many inquiries regarding the new Manpower Training and Development Act which goes into effect July 1, 1962. The following outline is given for its information value. This outline does not indicate an application to the Engineers apprenticeship program.

The new program will provide training opportunities for eligible persons during a three-year period ending June 30, 1965. It will cost the federal government approximately $625,000,000 or $35 to $50 per man. The third of this total will be spent on training compensation. This will be on about the same basis as state unemployment compensation. The rest of the money will be allocated for interest and to support training primarily through vocational schools supervised by the Department of Labor. A Department of Labor or Welfare. On the job training will also be envisioned in the program.

Testing

Trainees will be selected through a testing program administered by the U. S. Employment Service and Under Secretary of Labor. The intent is to retain those whose present skills are made obsolete by technological changes and in addition, to equip those who have no skills. Training is to be geared to skills needed as determined by the Labor Department in Labor Market surveys.

Conditions imposed on selection for training and the training itself are these:

1. A worker cannot be selected for training if he can be expected to receive "appropriate full-time employment" without it.
2. There must be no federal aid for training that requires less than two weeks unless there are immediate employment opportunities in the occupation.
3. The duration of any training program must be reasonable and consistent with the occupation for which the individual is being trained.
4. When training agency reports that a trainee is not attending school or making satisfactory progress, he must be removed from the program and will not be eligible for re-entry for a year.
5. The bill carries an appropriation of 80 million for preparatory work in May and June. Maximum training will be limited to 52 weeks, and all of it will not be in skilled occupation.

The above comes from the U. S. Employment Service of the Department of Labor. It is the intent of the legislation that "if a state is reimbursed for paying unemployment compensation to trainees that employers should not be charged with such unemployment compensation payments until the experience rating provision of their law, and that the trainees should not have their eligibility for unemployment compensation reduced on account of the payments they received during training."

To receive a regular training allowance, a worker must have had three years employment experience and be the head of a household.
'Growing Pains'

A strong, democratic union is a must for the American craftsman and his fellow workers in this era of our country's development.

But the labor movement, on the basis of simple statistics, has also made inroads. The American System of Rights and the situation point to restrictive legislation supported by unenlightened politicians, problems caused by automation and other factors.

Not too long ago labor took a critical look at a drop of percentage points in California's union membership base during a 10-year period.

Figures showed organized workers in the State increased by some 400,000 between 1955 and 1960 to a total membership of 1,759,000 — an average annual increase of 2.6 percent. But during the same period the level of organization dropped from 43 percent of the non-agricultural labor force in 1950 to 36 percent in 1960.

IN JULY, 1861, California's labor unions had 1,737,000 members — a decline from the 1960 total. The count came from the Division of Labor of the State Department of Industrial Relations. It reflected a loss in manufacturing industries. Also to be considered, as far as the picture is concerned, is a November report of the Department of Labor's Bureau of Labor Statistics.

This said that estimated membership of national and international unions with headquarters in the United States totalled 18,117,000 in 1960 — an increase of only 38,000 since 1958.

THE REPORT NOTED that for 1959 AFL-CIO membership amounted to 15.1 million, and affiliated unions claimed 3 million. It said the total was 18,169,000, and added:

"A fourth of the Nation's total labor force, and about a third of the employees in non-farm establishments, belonged to labor unions. Although these rates have remained fairly constant since the end of World War II, membership has not quite kept pace with the growth in the work force since 1953."

THE CHALLENGE is there. Organized labor's contribution as a driving force for a progressive America is essential for our continued development.

Your officers and executive board members are proud of the growth record of your union.

Local 3 has continued to grow. Its membership stands at nearly 24,000.

Without being smug about it, we feel that it's because we have a strong, democratic union that strides have been made.

Concluding, our jurisdiction includes two right-to-work States — Utah and Nevada.

PATITNG YOURSELF on the back can be a hazardous pastime, and this we'll always avoid.

But with the lessons of experience, an informed membership and leadership alert to the threats which can come from both familiar and new sources, your union will continue to grow.

And it's our hope that by working together to obtain further economic benefits for the Engineer and his family, we will do our part in helping the labor movement as a whole to expand its contributions to the progress of our Nation and the free world.

By SIDNEY MARGOLIUS

The telephone obviously is a convenience and often a necessity. But in the hands of high-pressure sellers it is also a trap for the unwary. This department gets many complaints about the enticement of working families, to the point where demands are being raised for laws against "boiler room" promotions.

"Boiler room" is the name given to a selling operation that consists chiefly of a room with a lot of phones and a crew of people calling listing lists of names. At one time boiler rooms mainly concentrated on spurious stock-selling schemes and dubious charity solicitations.

But now that wages are higher and working people have more money to be separated from, boiler rooms recently have sold everything from carpeting to dancing lessons and unaffiliated craft unions.

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Eureka: Slow Start
But Good Outlook

By WARREN LE MOINE

The work in the Redwood Empire is getting under way a little slowly but we are looking forward to a better year than last year.

Slate Lake at Miranda is under way at this time with about 40 brothers on the payroll. There is 5 and 8 to 10 miles of four-lane freeway to be completed this year. About 300,000 yards will be moved.

Al Ross Construction Company in Arcata is a new company in the area. We have all the luck to Ali in his new company. Al formerly was with Arthur B. Sirk.

May 1, 1962

STOCKTON REPORT

By WALTER TALTRO, AL MCNAMARA and GLENN

The work picture in the northern San Joaquin Valley continues to brighten with each passing week. The men are still marking time due to snow conditions at the higher elevations, although it is now rapidly melting, and even this work is scheduled to get under way this month.

At this writing we have three jobs in the snow belt that have yet to be started. These are Lake County, above Padding Hill on Highway 68; Cooper Company, between Cottage Springs and Gama Meadow on Highway 4; and A. J. Darn off Highway 120 in Yosemite National Park.

The Cooper Company of Sun Valley, was just awarded the job on Highway 4 & 6 near the Public Roads in the amount of $701,100. Also to be let in June by this same Bureau is the construction of the Big Oak Flat Highway, located about 20 miles east of the Big Oak Flat in Tuolumne County, consisting of six miles of grading and paving with a budget allocation of $1,000,000.

BID CALL

In September the Bureau of Public Roads will be calling for bids on approximately 41/2 miles grade, road grading, and surfacing in the upper Joaquin Valley, 4 miles east of Derrigion, with a budget of $750,000 to do the job.

Jobs now in progress that are still under way include: Hogan Dam — Green, Winston, Teem: Although this job has been in progress over a year, the dam proper is just starting to be poured. Paul Valley Rock has been a contributing factor.

Third, Mokelumne Aqueduct, now being started, is just getting under way with drill- ing operations. Excavation has commenced on the steel gate valve and 2 C. K. P. & Graver Tank. Job is approximately 60 per cent com- pleted. Committee work is to meet to this writing they have those back holes on a two 1/4 shift basis. The Jobs are under- taken.

CROSSINGS

Third Crossing with Upper Mokelumne River Crossings: Healy, Tibbetts and C. K. F. & Graver Tank. This work is approximately 20 per cent complete. Work is going well, and the crossings, San Joaquin, Middle River and Old River with Heley and Snydertown crossings, both floating and crawler rigs.
Battling Fatal Fire

Rescue Role—

A crane operated by Brother Anthony has an essential rescue role in the fatal fire which destroyed Reno's Golden Hotel. April 3 when it was used off the metal loaves that covered the hotel's front windows like impenetrable Venetian blinds.

Firemen backed, pried and pulled at the loaves for more than an hour to free hotel guests trapped behind them.

A Lorain crane crew, pouring cement nearby, was pressed into service. Brother Anthony was the operator and Brother Cyrus Burke was the oiler.

The boom, with its cement bucket, was utilized in battering the loaves to help free residents.

Firemen in the cement bucket, holding a fire hose, was swung out over the blaze, directing the stream to the hottest areas.

Firemen were hauled up in the bucket to view the blaze from various observation points. The boom swung up to dislodge the huge sign over the hotel which threatened to collapse and injure firefighters.

A Grifflin Construction Company demolition crew, including crane, leaders, and dump trucks, swung into action the day following the fire, so investigators could probe the debris of the 205-room hotel which housed 160 persons that Tuesday morning.

One body was recovered the day of the fire; one, later, and four persons were missing and presumed dead, according to the Red Cross officials.

Thirty-two persons were hospitalized and treated for injuries suffered in fighting the fire. Acts of bravery by firemen and spec- torates were numerous.

A total of 60% million dollars will be spent for highways, sewers, parks, government employees' salaries, a month's wage increase for teachers, etc. Regarding the salary increase for teachers, the AFL-CIO in Hawaii lobbied for an across the board increase, but we had no luck in favor of an unfair 5 percent hike.

The State's minimum wage goes up to $1.25 per hour immediately and to $1.25 per hour in 1944. Again, this is not what your union wanted, but it is a step in the right direction.

Job CUT

The plant's success in having their income taxes cut. The saving will amount to six million dollars over a three-year period and the government has not yet formulated a plan for recovery of this loss to the State's income (higher income taxes).

We want to inform the Havana brothers of the formation of an Organizing Advisory Committee (OAC). This committee, whose members are Brother Solomon Mauna Pearl Harbor, Brother John Amano of C. K. Kolak and Brother Oliver Macion of Kaiser's Concrete Products Division, will meet every Monday night to discuss problems of the day and will also aid the union representatives in organizing the unorganized.

Also, the Honolulu office will be open every Monday night from 7 to 9 a.m. to accommodate the brothers who want to come in with their problems.

Employment Figures

Employment rose and unemployment fell by about the usual seasonal amounts in March. Secretary of Labor Arthur C. Goodwin says:

Unemployment declined by 100,000 to 4.4 million. The seasonally adjusted rates were 3.5 per cent, and the non-seasonally adjusted rate, 5.5 per cent, was not significantly changed over the past month, but was down substantially from the 6.6 per cent rate of March, 1961. Total unemployment was down 1.1 million over the year.

The long-term unemployed (13 weeks or longer) numbered 1.3 million in March, 1961, and 1.4 million in March, 1962.

By H. L. SPENCE

We are just pulling out of the worst winter in many moons. However, the snow is mostly gone and the jobs are starting to break, but don't rush us, brothers. The jobs are small, and the list is long.

Going East on Highway 40 in Beloit C.C., with Bill Richards as superintendent and George Bowey assisting, are doing a fine job with a bridge at Widworth. The job has about 35 men.

East of Lovelace at Coal Camp, where he has six miles of road by Andy Drummon.

Several jobs at Humboldt have crushers, base rock hot plant, pipe crew with a nice job underway. There are approximately 50 men and about 12 months to go.