



Huge Turnout for Safety



BIG CROWD—Here's the throng—or a good part of it—which enjoyed safety dinner at Redding. More than 1,200 turned out for the event in the Veterans Memorial Hall. It was termed "splendid example of community activity."

Redding 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 the night of April 7 in Redding.

The attendance came primarily from the six Northern California counties embraced by the Engineers' Redding District—Shasta, Trinity, Siskiyou, Lassen, 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 leaders of union 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 full-course dinner. The hall could care for table-seating of 750 persons, so that "shift-feeding" was necessary to serve the overflow crowd.

It was the second of a series of dinner events marking the co-operative effort of Local 3 and Northern California contractor employers in the field of on-the-job safety.

The enthusiasm and teamwork displayed through the Redding event drew praise from the various speakers. Included was commendation linking the program to the basic themes of labor-employer cooperation advanced in the recent Governor's Safety Conference in San Francisco and the President's Conference on Occupational Safety held in Washington, D. C.

Following the "shift service" dinner and the speaking program in the jammed hall, the good-natured crowd—Engineers, their wives, contractor representatives and their wives, the speakers, public officials and other distinguished guests—enjoyed several hours of dancing.

'SPLENDID'

"This is a splendid example of community activity," declared George Sherman, chief of the State Division of Industrial 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-

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New Term, Honors For Lawrence

State officials, union representatives and other friends turned out last month to honor Frank A. Lawrence, who was sworn in for another four-year term as a member of the Industrial Accident Commission.

Lawrence, presiding commissioner of Panel No. 1, covering all of Northern California, was reappointed by Gov. Edmund G. Brown for a term running to January 15, 1966. He first was appointed by Gov. Earl Warren, now Chief Justice of the United States, and then received appointments from Gov. Goodwin Knight.

Last month's swearing-in ceremony was held in an auditorium of the State Building Annex, with San Francisco Municipal Judge Leland Lazarus officiating. More than 150 persons were on hand.

LUNCHEON

This was followed by a testimonial luncheon for Lawrence at Rocco's Restaurant. About 130 were there.

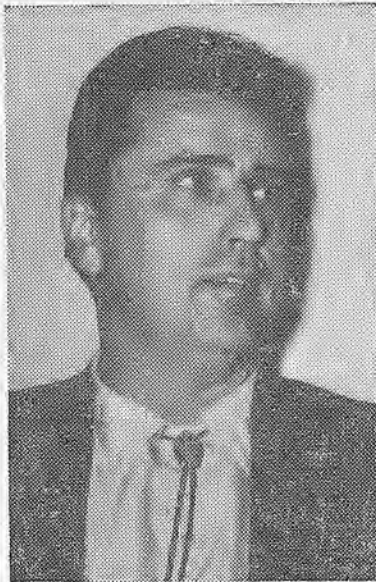
Those taking part included John F. Henning, state director of industrial relations; Newell J. Carman, vice president and regional director of the International Union of Operating Engineers; Al Clem, business manager of Operating Engineers Local 3; Bryan Deavers, president of the California Building and Construction Trades Council; Lee Lalor, international vice president of the Laborers; Attorney General Stanley Mosk; Lowell Nelson, chief of the Division of Housing; Joseph Diviny, international vice president of the Teamsters; San Francisco City Attorney Thomas O'Connor,

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More On Your Officers



ERNIE MILLER



DON KINCHLOE



BILL MINAHAN

(This is the third group of sketches in the "profile" series covering officers and Executive Board members of Operating Engineers Local 3.)

Ernie Miller, District No. 2 member of the Executive Board of Operating Engineers Local 3, is a veteran of the craft.

He's also a veteran in point of service to his union.

He was elected to the board of trustees in the first election of Local 3 and was a delegate to the international conventions held in 1951 and 1956.

Miller was born in St. Paul, Minn., on June 10, 1900.

He started work in Northern Minnesota, hauling water and coal to the old steam trenchers in 1918. He moved up to fireman and began operating ditching machines in 1922 and shovels and drag lines in 1925.

In 1934 he joined the old Steam Shovel and Dredgerman Local 45A in Los Angeles. He has worked on all types of construction in various parts of the State.

It was in 1939 that Miller and his wife, Marge, moved to Oakland.

Don Kinchloe, who has served as district representative of Operating Engineers Local 3 in both Oakland and Sacramento, was elected conductor of the union in December, 1960.

Kinchloe has headed District No. 2 (Oakland) for two years and has been a member of Local 3 for 21 years.

He was an Oakland business representative from January, 1955, to September, 1958, when he took over as district representative at Sacramento.

In point of membership, the Oakland district is the largest within the jurisdiction of Local 3. It includes all of Alameda and Contra Costa Counties.

Kinchloe, 42, started work in the craft in Oakland. He was an operator of shovels, clamshells, draglines, backhoes, skid and scow rigs driving piling and also did crane and derrick work.

There was a break for military

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W. V. (Bill) Minahan assumed the position of recording-corresponding secretary of Operating Engineers Local 3 after service as a business representative and district representative of the union.

Minahan was employed as a business representative in June, 1951, and assigned to the organization of the Technical Engineers.

In 1953, he was appointed to head Local 3's Sacramento office as district representative. He was re-assigned to serve the Technical Engineers throughout the union's jurisdiction in 1955.

He was named to the post of recording-corresponding secretary by International Vice President Newell J. Carman in February, 1958.

ELECTION

He was elected to the position by a substantial majority in the balloting preceding the restoration.

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San Francisco

Area's On the Move

By JERRY DOWD and
GEORGE BAKER

Job opportunities in the San Francisco area are picking up.

New projects include the following:

Fay 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 sea water 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.

PIPE-LAYING

At the National Ice Company's new building site, Third and Carroll, demolition is finished, rough grading has been done and the sand pad for the pipe has been laid. The pipe-laying 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 Embarcadero in the vicinity of Townsend Street.

Here are progress notes on other projects:

Hoist, guy derrick and crane operators, compressor men and welding machine operators, are being employed in increasing numbers on the multi-storied building projects of Cahill Bros., Dinwiddie Construction Co., Haas and Haynie, Rothschild, Raffin 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 contracts plan to use such equipment in the near future.

HARNEY JOBS

Charles L. Harney Company has various contracts which are employing a sizeable number of operating engineers in this area. Operations include the San Francisco-Oakland Bay Bridge tunnel job, the crusher and shovel work in the Candlestick Point area, the Double Rock project, Lowell High School site grading, the shop, batch plant and hot plant at Fifth and Berry Streets, and the Alemany Freeway project (two sections). A million yards of dirt is being hauled away in the second section. A total of 500,000 yards will be used on site-grading.

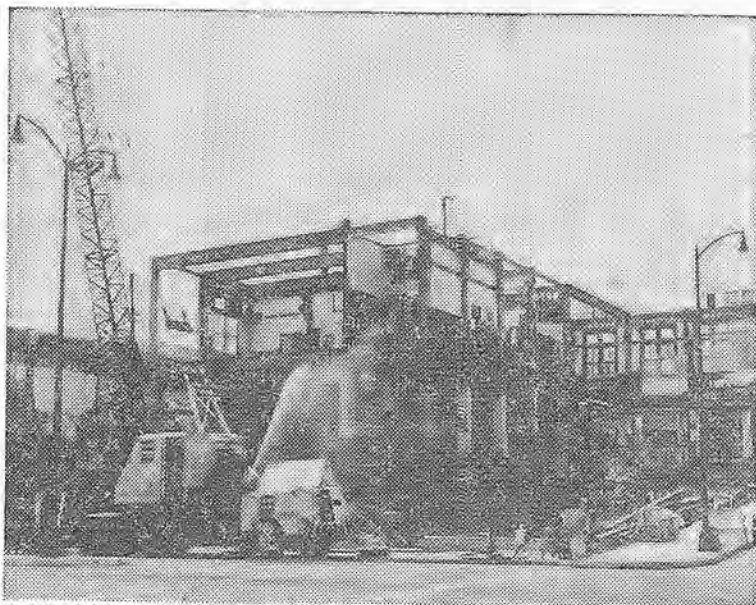
Eichler Homes' Diamond Heights homes and apartments project is a bee-hive of activity. Eichler's Western Addition project also is furnishing considerable employment for our members. And we understand a large project in Visitation Valley will start shortly.

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 Ray Jones.



DEMOLITION OF LANDMARK—A 50-year San Francisco landmark, the old San Francisco Building and Construction Trades Temple at 14th and Guerrero Streets, has been destroyed to provide a site for a 40-apartment building project. The building was sold by the Building Trades Council after fire destroyed the roof and third floor. Demolition work was done by Bayshore Wreckers, whose truck crane is shown here. Other demolition contractors are removing various other landmarks in the city to make way for progress.

'Springtime In Rockies' —A New Look In Utah

By JAY NEELEY,
M. F. BOWMAN,
JOHN THORNTON,
VANCE ABBOTT and
LAKE AUSTIN

Jobs are opening up and those that were set down through the long cold winter are starting to roll once more.

Rust Engineering is about through in Garfield as far as operators are concerned but Talbro and Harlin have started their warehouse, so some of our Brothers will be able to work on these jobs.

Fred Berquist has some equipment working at the Kennicott Smelter and the Brothers are working steady trying to get this warehouse ready for concrete. At the pre-job conference with Talbro and Harlin, we were told that these warehouses would be a \$1,200,000 job and were to be completed on schedule.

CRANES

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

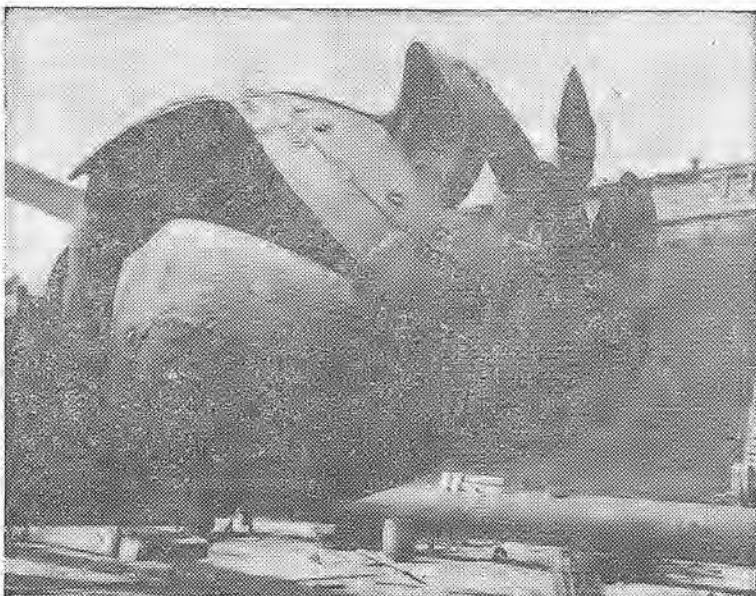
Lloyd Grimm, Leroy Mitchell and Roland Johnson are the operators.

Walt Christiansen of Christiansen and Paulsen, the prime contractors on this job, hope to keep all three pouring concrete. They have a good system started. Jim Foreman is on the batch plant with Joe and Swinn on the truck 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 ditch behind this job has not been let as yet. Jebco is supposed to bid on this job and they already have some equipment on the campus. This is going to be a rough one to dig because of the donicars.

State Wide Construction Company has started in Wood's Cross on the sewer job. We should have about eight engineers on this job.



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 tells of plans 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 was 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.

With Jay Neeley and Lake Austin, I met with representatives of the Building and Construction Trades Council in Salt Lake City and discussed a plan for a cooperative program with others in the building trades. We're expecting future action by the council on our proposal.

Changes in Utah state safety orders are upcoming. District Representative Neeley is serving on a special committee which will present recommendations.

Here it may be well to note that safety order changes also are on tap in California and Nevada. We want the brothers to send in suggestions which we can try to get into the orders.

REPORT

A recent report by the Labor Department's Bureau of Labor Statistics showed that 47 per cent of all injuries to catskinners, blade operators and crane, shovel and drag-line operators occur when a man is getting on or off the machine.

This is just a word of caution: As tough as our work is, it seems a shame that the simple act of getting on or off equipment should be a major hazard. We can't be too alert.



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

Dan Del Carlo Returns To Building Trades Job

Dan 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) Mailloux as council secretary-treasurer and business representative.

Brother Mailloux died March 8 at Sonora as a result of injuries suffered in an accident.

A special meeting of the Build-

ing Trades Council was held April 5 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 named John A. Bohn, city attorney of Benicia and a resident of Piedmont, to the commission to succeed Del Carlo. The appointment is subject to Senate confirmation.

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 the highest commuting rate of any metropolitan area in the state, according to Maurice I. Gershenson, 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 63 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 State Building Trades Council at the time of his appointment to the Industrial Accident Commission. That was in 1951.

EARLY SERVICE
A native of Kansas, he came to California in 1913 and became a member of the International Brotherhood of Electrical Workers in 1915. He joined Engineers Local 235 at San Pedro in 1921 and became secretary and business representative of the local in 1922.

He came to the Bay Area in 1926 and during his service with the Engineers was president of the Contra Costa Building and Construction Trades Council.

Later he moved to Sacramento. He is a past president of the Tri-Counties (Placer, Nevada and El Dorado Counties) Building and Construction Trades Council and the Sacramento-Yolo Counties Building and Construction Trades Council. He served as a member or chairman of the Sacramento-Yolo Counties Port Commission from 1942 to 1951.

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

New Cross

For Easter

A work shop day was held last month on a hill in back of Redwood City that had real significance 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 Les Mundell, operator of a 45-ton Koehring crane; Oiler Jesse Garner; Brothers Ernie Bean, superintendent of E. H. Bean Trucking and Crane Service; Brother E. H. (Tex) Bean, owner; and Brother Robert Lehman, who was the catskiner from Douglas and Woodhouse Company.

Our hats are off to these brothers who donated their service for the pre-Easter community endeavor.

'Good Record'

The record of labor-management relations in construction of the nation's missile bases has been "in all candor a pretty good record," Labor Secretary Arthur J. Goldberg told labor reporters.

"I am thoroughly convinced" that the problem of work relations and work stoppages on the missile sites "should be handled voluntarily" through the President's Missile Sites Labor Commission, Goldberg said.

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CONGRATULATIONS—Here (from left) are State Director of Industrial Relations John F. Henning; Al Clem, business manager of Operating Engineers Local 3; Frank A. Lawrence, who was sworn in for another term on Industrial Accident Commission, and Newell J. Carman, regional director of the International Union of Operating Engineers.

San Rafael Report

By T. L. STAPLETON

With good spring weather, operators and equipment are scattered all over Marin County.

Watkin and Sibbald are doing a job in Larkspur at the Redwood High School with Brothers "Woody" Lievsay on blade, Paul Bach on cat tamper.

Ghilotto Bros. are about finished with their job in Tiburon and will be moving in on their 0.8 mile job at Waldo Tunnel and Golden Gate Bridge. This job went for \$206,977.

J. W. Lee has started its 800,000-yard job at Marin Bay. Brother Wendy Phillips is pushing with Brothers S. R. Mondot, dozer operator, Charles Snyder on dozer; Chuck Chandler, elec. pull; O. R. "Buck" Buchanan on pull; Jesse Bowden and Ray Ransom on DW 20's, and R. A. "Peanuts" Wheeler on grease truck.

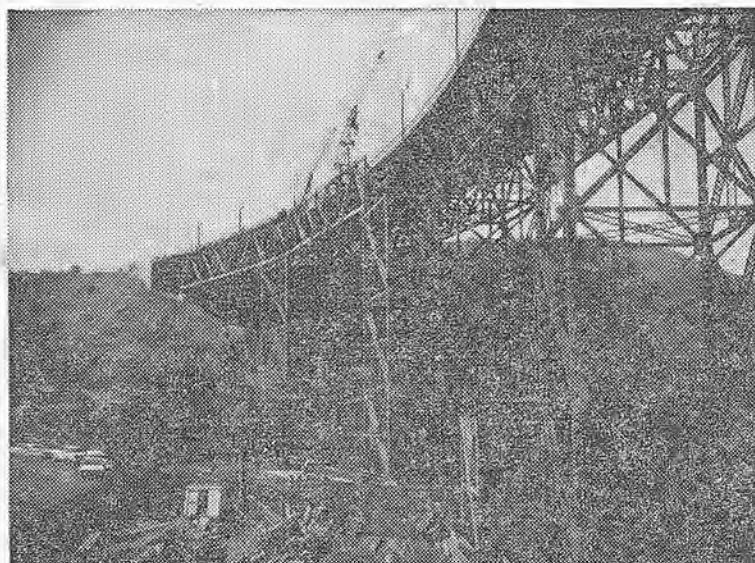
O. C. Jones is keeping Brothers Bob Rometti (foreman), Windy Baker on loader and Atkinson busy on their Woodland Ave. to 101 approach job. The brothers have been having their problems with rock on this job. O. C. Jones is starting the job at Tamalpais High and should have some of the brothers working in the near future.

Brown-Ely doing road work around the Civic Center. They have Brother Morgan as foreman, Tieman 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 Zachary, Dillon, Gilson, Veronda, Zoppi.

Eugene Luhr and Elmer Wendt job at Bel-Mar Keys is going full blast with 4 DW 21's, 5 dozers, 7 cats. Happy to report that they were awarded Unit 3 of this job which consists of 1,200,000 yds. of excavating.

A. G. Raisch progressing nicely with a good crew of brothers on the Lucas Valley job. Heim Bros is doing the clearing for Raisch.



APPROACH—Massman Construction job, widening approach 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 feet of stick are Brothers Rex Stanberry, operator, and Charles Holzen, oiler. Brother Dutch Franks is operator and Don Freitas oiler on the 60-ton American with 160 feet of stick. They are working for Massman Construction's sub-contractor, 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. C. Evans.

Deaths

Name	Initiation Date	Died
Raymond Vallero	9/ 2/50	3/31/62
Robert C. Furze	11/15/40	4/ 3/62
Norman Wall	4/24/44	3/26/62
T. M. Peterson	12/ 5/53	4/ 5/62
Lewis M. Fleming	4/ 1/62	4/ 7/62
Henry Stevenson	3/ 5/55	4/ /62
Stanley A. Baer	11/ 2/56	4/ /62
Gus Stalnaker	1/ 5/46	4/ /62
George M. McLane	3/ 2/57	4/ 8/62
Louie J. Duarte	8/17/40	4/18/62
Joseph Friedman	4/27/42	4/ 9/62
Raymondo Lauron	1/ 5/57	4/15/62
Charles E. Smith	6/ 4/49	4/21/62
Don L. Rutledge	11/19/61	4/ /62
Roland J. Jeppesen	10/ 7/42	4/20/62
Cecil Curry	11/ 1/58	4/16/62
Morris Johnson	1/ 8/44	4/ 8/62

State

COPE

Endorses

The California Labor Council on Political Education held its 1962 Pre-Primary Convention in San Francisco April 11 to give endorsement to 109 candidates for statewide and district offices in the June 5 primary.

Gov. Edmund G. Brown and his running mates for state constitutional offices got the California AFL-CIO movement's official backing in the State COPE's largest convention.

More than 700 delegates attended the meeting.

The major endorsements:
Governor: Edmund G. Brown (D).

Lieutenant Governor: Glenn M. Anderson (D).

Attorney General: Stanley Mosk (D).

State Controller: Alan Cranston (D).

State Treasurer: Bert Betts (D).

Secretary of State: Don Rose (D).

Secretary of Public Instruction (non-partisan office): Ralph Richardson.

Richard Richards was endorsed for the U. S. Senate.

Other action covered Congressional districts, Assembly districts, State Senatorial seats and the Board of Equalization.

Francis Dunn, Alameda County supervisor, former state Assemblyman and a member of Painters Local 127, won endorsement for the new Ninth Congressional District. Rep. George P. Miller of the Eighth District, a member of the Engineers, was among the others endorsed.

Phil Delaney

In New Post

Secretary of Labor Arthur J. Goldberg named George P. (Phil) Delaney to the newly established post of Special Assistant to the Secretary for Liaison with the American Labor Movement.

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 Department.

"The need for the Department of Labor to maintain close relations and liaison with the American labor movement is paramount to the success of our programs and attainment of our goals," the Secretary declared.

Delaney has been with the Labor Department since December, 1959, serving as Special Assistant to the Assistant Secretary for International Labor Affairs. Prior to that he held the post of director of organization for the International Union of Operating Engineers.

From 1948 to 1958 Delaney was international representative of the AFL and AFL-CIO, serving during that time as U.S. workers' delegate to the International Labor Organization and as a member of the ILO Governing Body.

Warning

Freeway Jobs Face Threat

By A. G. BOARDMAN

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 specific purpose of combatting the construction of freeways, already has succeeded in stalling freeway projects in Monterey, San Bruno, Chico, and Sacramento.

They are at present attempting to bring about a state-wide halt to freeway planning, their goal being legislation that would take from the California State Highway Commission, the power of designating freeway and highway routes. They propose to toss back into legislature the power to allocate construction funds and the determining of highway routes.

Past history has proven, beyond any doubt, that California highway development must be free from the pressures of partisan politics and sectionalism. Highway planning can only succeed when based on state-wide need and benefit. Long range planning has made our highways safer, more efficient, and designed to provide the greatest good for the greatest number of Californians. To turn back the clock and make freeway route selection a political football, is almost inconceivable.

Under existing legislative policy, the cities to be joined by a freeway are chosen by the Legislature. Before any route is 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 are notified that route studies are starting. Local agencies and their technical staffs are used in extensive traffic, engineering, and economic studies. These studies provide the facts necessary for the projection and evaluation of various alternate routes which might be considered.

Some alternates may be undesirable because they would adversely affect such "controls" as schools, hospitals, cemeteries, recognized landmarks, or recreation facilities. Other routes will be impractical for engineering reasons, or because they would cost too much in relation to anticipated benefits; still others will be unsatisfactory because they will not provide adequate traffic service.

After public hearings, the State Highway Commission makes its route decision, based on the recommendation of the State Highway Engineer, who bases his recommendation on the route from the standpoint of traffic service, economy, and community or area benefits.

The Commission is compelled, by California law, to enter into a freeway agreement with the local governing bodies setting forth local street adjustments for the freeway. This gives local agencies a voice in design factors, such as the location and type of interchanges, and traffic separation structures.

Having had some personal experience in these matters, we feel that there are adequate safeguards against high-handed meth-

ods by government agencies. We know that the State of California cannot afford to make a political football out of its highway program.

To illuminate the Operating Engineers' stake in a planned highway program—the 1962-1963 highway budget provides funds for 202 projects, including construction of 278 miles of multi-lane freeway and express-way, with 110 miles of two-lane express-way. Any political roadblock to such a program could mean unemployment to the Operating Engineer.

Survey Notes

By ART PENNEBAKER
and HOWARD WYNN

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

Of particular concern was the increasing use of governmental employees to perform survey services for various government agencies. This is an old grievance and will probably be with us for some time.

With Brother Al Boardman working as the Director of Education and Research for the California State Conference of Operating Engineers, we hope to keep our finger on this problem and take whatever steps are possible to eventually overcome this situation.

WORK PICKUP

Work in the various areas has picked up considerably. However, it is the same old story—you must be mobile to work steadily. The metropolitan areas are running out of vacant land and vacant land means development, which means Field Surveyors.

As the offices run out of a certain classification, they are putting out a radio call to the other offices to fill jobs. As the experienced chiefs of party are used up, there will be many opportunities for the alert and knowledgeable chainman to advance.

It would be worthwhile for the chainman to take advantage of the apprenticeship program. When the opportunity arises—BE READY. Applications for the next test will be received until June 29, 1962.

Each year, at this time, along with the increased amount of work, there always is an influx of new survey firms.

If you should happen upon a

Sac. Area Gives Job Rundown

By E. M. NELSON,
EDW. G. HEARNE,
WM. E. METTZ and
A. V. DALTON

Boyles Bros.' job on the Forest Hills Divide for the future Placer County water department is beginning to go again.

They are flying the men into the job with a helicopter. This country is straight up and down. It takes 10 minutes to fly the Brothers in, whereas it would take at least two hours to go in by jeep.

A. Madonna has started the job on the north shore of Lake Tahoe. This is left over from first year and consists of four miles of shoulder work and paving.

Briggs-Conely-Dennis are putting their mechanics and welders back to work to get the equipment ready. This job should be well under way by the first of June if weather permits.

EQUIPMENT

R. E. Heintz Construction Co. starts moving equipment in after the first of May to finish the Prosser Creek Dam job. Looks like a short but sweet job.

Guy S. Atkinson has called back about 50 operating engineers for the Emigrant Gap job and is getting ready to finish the job at Soda Springs. The Soda Springs job will be of short duration as it does not include the paving.

G. S. Herrington is well along on the job between Lincoln and Auburn. It consists of grading and paving and two box culverts. Joe Chedreaux is remodeling his plant on the Bear River. This is a yearly event in order to meet the ever-changing specs required by the State Highway Department and contracting firms.

SUNSET CITY

A. Teichert is well under way on the Sunset City project near Rocklin. This will keep some of our Brothers busy most of this season.

Granite Construction also has a job for Grading and Paving and underground work at Sunset City. A good crew of Brother Engineers is at the controls.

P. E. Hardiman at the Lincoln Missile site has one engineer on the job. The maintenance is divided between the Early Engineering Company and Wismer and Becker.

All in all it looks like an average work season in the Sacramento area.

Attend all safety meetings on the job and special ones called by the Engineers.

new firm or recently established L.S. or R.E. tags which you are not familiar with, pass the information along to the nearest area office so that we can check them out. Working together we can insure the work will be done by Operating Engineers working for fair firms.

Memo from the Manager's Desk

By AL CLEM

This is the time of year to which everyone looks forward. Work is beginning to break. We expect that, barring unforeseen events, it will be a good season throughout Local 3'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 and made 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 involved 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 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 chairmen 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 1,226) 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.

* * *

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're planning to hold meetings with the Nevada employers as quickly as possible.

* * *

The number of members dispatched throughout our jurisdiction as of April 23, was 2,716.

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

Vote In the Primaries

SANTA ROSA-UKIAH

'Getting Up Head of Steam'

By R. F. SWANSON and LOU BARNES

Santa Rosa-Ukiah like a steam boiler—yes, it appears that we are getting up a head of steam and should be at full power soon.

The anticipation for work is real good but as said, we are still in the process of firing the boiler. Fredrickson Brothers are at work on the dirt portion of their \$2 million job in Ukiah with a number of other contractors as subs, including Huntington Bros. on the base, Avsco Paving on the hot paving, Fredrickson & Watson on paving and Heim Brothers on the clearing, etc.

OVERPASS

Peter Kiewit was the successful bidder at \$4½ million on the Sebastopol overpass job in Santa Rosa which includes about nine bridges and about five miles of

highway work not started as of this writing.

On May 16 the bids will be opened for a section of Freeway north of Hopland, with an estimated price of more than \$2 million. The successful bidder to work on the road to the P. G. & E. Plant and site preparation work estimated at half a million, and the flood control dam job in Santa Rosa estimated at \$1 million should be known by the time you read this.

WATER JOB

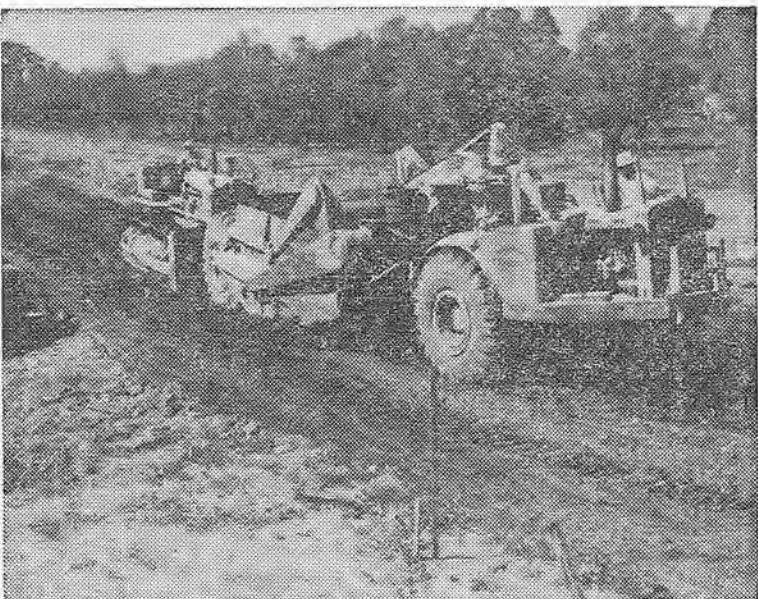
A good underground job coming up on the 14th is the water supply job for the City of Sonoma, which is estimated at over a million dollars. This writing in million-dollar scales is certainly something which has been unusual for this district during recent years, and we hope (and

there certainly is the possibility) for such writing as this for many years to come.

There are numerous small jobs including subdivisions, road dams, highways, etc., which should be going shortly.

Lake County is beginning to move. Pug Hastings of Lakeport was awarded the Morrison Creek job at \$79,871. This job has started. Lee Mac Paving having been awarded a \$47,961 job on St. Helena Mountain for turnouts at various locations.

The Plumas Development Corp. has started its Highland Creek Dam job. It has about 60 days to go. The season for work is slow in getting started but once started those in the area should be quite busy throughout the year.



IN MOTION—Guy F. Atkinson at Ukiah is once again in motion. Clarence Torgelson is on the 21 and Joe Cagle is shown on the cat.

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 bagaining agency election held among the employees of the Yuba City Scrap and Steel Company, Yuba City. The election was conducted by a representative of the California State Conciliation Service.

This election, held April 24, was the result of some months of personal contacts and work among the employees of this company by your 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 work out 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 is aptly illustrated on this job being done by Williams and Burroughs of Belmont. The farmer has been praying for 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 out-of-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 canal work. Come the merry month of May they tell us they expect to get the Ponderosa Dam under way. 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 around the main shop and yard. While this company has been slowly adding to the payroll, the great majority of them have been recalls. Some of the recalls have been to replace the Brothers who have left for Pakistan.

Feather River Canyon — Frazier-Davis has apparently overcome the main difficulties on that company's Oroville Dam diversion tunnel job and is going ahead. 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 erecting a 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 with the railroad siding job for the Western Pacific Railroad near Poe.

In the upper country, G. S. Herrington Co. is working on a bridge job east of Portola on Highway 40 Alternate and is keeping 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 40A

As you can see from the photo, Harms Bros., B. C. Richter, H.

Earl Parker 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 lowers so they can get to work on the bridges, more engineers will no doubt be put to work.

Continuing Westward — R. S. and L. A. Crow have started again on that company's Forrest Ranch highway job. The company has called back most of the crew 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 Oakland 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 of the month before George M. Brewster & Son gets this job back into gear and puts the Brothers back to work. This is chargeable to the high run-off and the high moisture content of the material.

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

West Side — South: Baun Construction Co. of Fresno which has done a lot of work in this area has started up on the Maxwell to Colusa Highway job. Five brothers at this writing have been dispatched to this job and more will be dispatched.

Valley Engineers, also of Fresno, are putting in a gas collecting pipeline for PG&E in the Meridian area. So far they have 16 engineers on the job.

Speaking of pipeline jobs the W. M. Lyles Co. is going along in high gear on the Southern Pacific Railroad's pipeline job between Gridley and Beale AFB. Around 30 of the Brothers are working on this one at this time. This has been a good one because it has worked rain or shine.



BIG JOB—Progress of the Harms Bros., B. C. Richter, H. Earl Parker, Lord and Bishop's highway 40 Alternate relocation job near Oroville is shown here. At center, underpass for the Oroville Lateral is nearing completion. Farther up the Montgomery Street underpass is taking shape. At the top is the Feather River crossing, where a new bridge is scheduled to be constructed. (Photo by Business Air Photos and Story Studio.).

Pensions

NORMAL			
Name	Effective Date	Name	Effective Date
Giovanetti, H. M.	5/62	Vagadori, Louis	4/62
Kazar, N. C.	4/62	Dwyer, George F.	5/62
Petschaver, R. J.	4/62	Layne, James H.	6/62
Schumacher, Herman	4/62	Wilson, Earl R.	6/62
REDUCED			
Blake, Burdine	3/62	Clancy, A. J. Thomas	6/62
Booker, A. H.	4/62	Farris, Hop Lee	6/62
Farlee, Arthur N.	5/62	Gilliam, Glenn C.	7/62
Klingman, J. C.	3/62	Jackson, Howard	7/62
Lewis, Fred U.	4/62	Peers, Perry L.	4/62
McAllister, Ross	6/62	Tyler, Victor J.	6/62
McFate, L. D.	4/62	Wheaton, Cleeve J.	5/62
Phillips, S. R.	5/62	Wilson, Sam R.	5/62
Broderick, Walter L.	7/62		
EARLY RETIREMENT			
Sims, Robert H.	5/62	Stuart, Joner G.	6/62
DISABILITY			
Ginesi, Fred	10/61	Lowry, Harols F.	1/62
Kendall, Eugene C.	4/62	Mauer, Carl H.	1/62
Breshears, Sam F.	2/62	McNeely, Clayton E.	11/62
Brown, Ralph H.	5/61	Pugh, Purn G.	7/62
Dias, Frank X.	3/62	Wilcox, Richard	12/61

Oakland Builds A 'Big One'

By DON KINCHLOE,
L. L. (TINY) LAUX,
NORRIS CASEY,
FRAN WALKER and
LOU BARNES

A double-mouthed monster will be operated by Associated Dredging Company to get the fill 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 \$1 million.

"To my knowledge," says construction superintendent Charles B. (Chuck) Woodle, "this is the first dredge to carry two complete suction units, or ladders."

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

CITY PLANS

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 \$500 million.

And some quarters have estimated that an average of 1,400 building tradesmen will be employed during the bulk of the construction period.

The Oakland-built dredge, which represents an advancement 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 pre-historic monster. The unit will be used to remove the



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

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 cutters submerge with the ladders.

"It's an advantage to have hydraulic gear," says Woodle. "You can turn the cutter at any speed and have full torque."

Woodle 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 Schnitzer Bros. The dry dock will be moved to the San Mateo project site to be used in the sand re-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 Woodle.

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.

Woodle reported men were employed in construction as the job neared its target date for completion late last month. Engineers operated the 50-ton Clyde whirly crane at the dock on day and swing shifts. Leon Muzzy and Wally Gibeson were the operators from Local 3.

San Mateo District Representative Bill Raney reported in mid-April that pre-job conferences for the big operation already had been held with Associated Dredging. He said the dredging operation, including pumping, levee work and sand dumping, is expected to employ about 75 engineers. About 25 were employed by Associated in levee and channel work in April.

Granite Construction Company has been digging lagoons in the area.



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



CUTTER—The rotating cutter-head for the mud unit is shown in this photo taken at the old Moore Dry Dock plant.

Job Calls On Increase

The Oakland area out-of-work list has dropped in half, due to the brothers being called back to previous jobs and many orders for men coming in.

During the month of April, approximately 640 men were cleared. At the present time, there isn't a demand for any particular work classification. Orders for almost all work classifications are coming in. So, we're off to a good start.

In Southern Alameda County, the ground is finally dry enough to work, and by the looks of things, everyone is taking full advantage of it. Everyone seems to be starting at once and it looks like a real good season.

A. Teichert & Sons has been successful in getting a few jobs around the Livermore Valley. At this writing it has three small dirt jobs and one pipeline going. It is doing the grading for the new Portola Drive School. On the hill we find Brother William "Dubb" Coleman on a Wagner Compactor, Brother A. J. Sanders on the blade, with Brother Boyd Cole setting grade. The dirt is being hauled from the California Rock Co. pit between Livermore and Pleasanton. Here on a

dragline we find Brother Bill Albright operating and Brother Sal Mauro oiling.

HOUSING PROJECT

Doing a housing project on the outskirts of town for Teichert, we find Brother Vern Holmes, foreman, with Brother Anthony Silva on a roller, and Brother Jess Willingham on a blade. Brother Holmes, as many will remember, served as a rank and file member of the executive board from the Stockton area for some time.

Around the corner from the other jobs, and still for Teichert, we find Brother Blahard Noah, foreman on a sewer line. He has with him Brother Frank Joaquin as a trencher operator, and Brother Forest Shellabarger as his oiler. He also has Brother Jack Ryan on an 85-A Michigan loader. Jack is an owner-operator; he has a modified Hopito backhoe unit that fits on the back of this loader. He claims in just a few minutes he can either hook or unhook from this unit. It looks like a real nice outfit.

In charge of the whole operation for Teichert, we find Brother Joe Baxter, superintendent. Covering all the jobs in the

grease truck is Brother Dave Brown.

Granite Construction Co. has finally received delivery on its pipe and is going full blast. On this job laying a 27 inch pipe line near Livermore we find Brother Richard Caporale as foreman, Brother Troy Carrigan on a 250 Parsons Trencher, with Brother Gary Blackwell his oiler, Brother John Bybee on a Michigan loader, Brother Cloyce Turley operator, and Harry Houseman, oiler. Brother Robert Sanchez is doing the mechanic work.

FULL BLAST

Everything is going full blast at the G.M.C. Plant. Varwig is back on full two-shift basis. P & Z Drilling has all its rigs going and hunting more. Bethlehem has three cranes hanging steel. L. C. Smith has his crew on streets. Schlegel Plumbing and Automatic Sprinklers Co. are trying to get the underground work finished. Everyone is in a hurry here.

Case-Hood at Livermore is trying to finish its job and "sell" it to the State. It hopes to be finished and gone within the next month. This has been a good job for the brothers on it.

Cochran & Celli

Recap for Economy



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Oakland

San Mateo Report

Famed Peninsula Blood Bank To Get A Lift

By BILL RANEY and
DAN MATTESON

The Peninsula Memorial Blood Bank will hold the biggest "Blood Letting Binge" ever during the week starting Monday, May 28. It will be known as 20th Anniversary Blood Bank Week, culminating Saturday morning, June 2, with the Building Trades Biennial Blood Bank Day.

The whole affair is to be dedicated to Les Simonds Jr., Building Trades Business Representative for San Mateo County. Just 20 years ago, May 23, 1952, Brother Simonds gave the first pint of blood to the bank, after the grand opening of the building just finished by donated labor 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-operated, staffed and most efficient blood bank in the United States. It is probably the only blood bank with labor people as directors.

AWARDS

Every Blood Bank Day, awards are given to the local union that has the most blood donated and still another award for the local union with the least donations. The San Mateo Operating Engineers have had the latter ignoble status for the last six months. It is our fervent hope that we can, this year, lose our disgraceful "Bottom of the Totem Pole" place, and with the help of the brothers attain our place at the "Top of the Totem Pole." together 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 "B" Day, the Business Representatives of all Building Trades Unions, set up the entire show, cook the sausages and eggs to order for you, serve the "refresher" 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 Camino Real, Burlingame, at the

entrance of the Peninsula Hospital, 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 "B" 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 themselves or some member of their family may need blood, which they would be unable to obtain otherwise. If you wife 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 Brewer Island in San Mateo. By early summer it should be quite an operation. Check the Oakland 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 back of South San Francisco is certainly a beehive of activity. Stoneson's Monte Verde Tract adjoins it, with Liebman's Pacific Heights just across the road. Between these three large projects all within a mile circle are at least 100 Operating Engineers, working for dozens of subcontractors such as Buzz Haskins Co., L. Brown Co., Harvey Connor, Weldwood Structures, Al Goodin Crane Co., C. W. Patterson, Callan Enterprises, Nick Ratkovich, Varwig, E. T. Haas, Bragato Paving, Nagel Associates, Bauer Concrete Co., to name a few.

L. C. Smith Company's 19th Ave. Freeway should be going two and maybe three shifts by the time you read this issue of the paper. A major portion of this job must be completed by September in order that free access be available to the new college site.

A large shopping center is proposed for that area next to Bayshore just north of 19th Ave. This could eventually be another Hillsdale-type project. This job would cover 19 acres to start with and would no doubt bring lots more money to the area, together with a good many more jobs.

See the picture below of a project just winding up on Tunitas Creek, down the coast. This project involved a many-stepped cut of one-half million yards, and a new bridge. Bellicitti and Pellicioti, from the San Jose area, had a large crew of engineers there for the past nine months. Bragato Paving Co. did the resurfacing. Basalt Rock cast the stringers for the bridge—four feet by 19 inches by 75 feet long, by 24 tons.

Kelly Bros. crane service had its two 80-ton P&H rigs there to hoist these beams into place with Bigge's rig assisting. Brother Fred Hoermon and Darrell Wilson on the big rigs for Kelly, Don Patters and Al Gifford oiling. Bigge's men were Brothers George Phillips, operating and Frank Brakovich oiling. These large concrete beams had to be hoisted as high as 90 feet from odd positions that required real skill and daring by our brothers. Brother Al Veseley was kept busy building roads and towing trucks.

Naval Reserve Openings Cited

San Mateo Naval Reserve Construction Battalion 12-19, a unit of the famed Seabees, has openings for journeymen and apprentice equipment operators with or without prior military experience.

Valuable training, pay and retirement benefits can be earned through the Naval Reserve by attending one drill each week and two weeks of active duty each year. For details contact the Seabee Recruiting Office, 124 Baldwin Avenue, San Mateo, on Monday nights or telephone DIamond 2-4137.



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

Personal Notes

San Rafael

Best wishes to Brother Tony Argento, recently hospitalized at Queen of Valley in Napa—minus his appendix. Brother Harry Cahill, who was recently released from the hospital, has had 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 recently. Even made the local papers.

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

Brother Frank Suega is still in Peninsula Hospital in Burlingame. He has been there for some time. He would welcome a visit from some of you brothers. Hugh Meara is still recuperating and doing real well. Henry Sauermilch 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.

Many thanks to brother Earl M. Callaway, our one and only blood donor for the month. To the rest of you brothers: don't forget June 2 at the Blood Bank.

* * *

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 Beebe, who were injured on the job last month, have been released from the hospital. Brother V. B. Christiansen has undergone surgery. Our best wishes for a speedy recovery.

Blood donors include Ian Scott, Howard Caudill 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 McManamy and his wife, Sharon, are the proud parents of an 8 pound 3½-ounce baby boy, Randall J. Congratulations.

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

* * *

Hawaii

Sincere condolences to the family of the late Brother Raymondo P. Lauron. Speedy recovery to Brother Harry Chong and Brother Henry Maxwell.

* * *

Santa Rosa-Ukiah

Blood donations were received from 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.

* * *

Vallejo

Brother Strickland on the Fredrickson and Watson job took a real wild ride on a roller. He managed to ride it down a 25-foot bank. The pin holding the front roller severed, causing the roller to break loose. We are glad to report that Brother Strickland was not injured, nor was there serious damage to the roller.

Our sympathies to the children of Ray Valero and his son, who were electrocuted while repairing a well March 31. Brother Valero leaves behind three minor 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 of a stroke.

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 Upturn

By J. B. JENNINGS and
S. N. McBROOME

The "out of work" list is still quite long in the Redding office. However, the last two weeks a number of brothers have been dispatched to various jobs. Most of the contractors are returning back to work with the crews they had last season.

Slate, Hall and Hamilton—99

North of Castella—Freeway job is back to work. Fredrickson and Watson—99 South—Red Bluff Freeway job is working. Shirley, Gunther and Lane—299 West—are busy with their Trinity Clear Creek and Spring Creek Power installations.

DAM PROJECTS

Gibbons & Reed Company—299 West of Redding—have three

Dams working, Debris Dam, Whiskeytown Dam and the Lewiston Dam. All of these jobs are in full swing with the Whiskeytown Dam and the Debris Dam going two shifts.

M. W. Brown—Beegum-Platina job—is busy with approximately 45 men working at the crusher plant and road job. Approximately eight men are working on M. W. Brown's Corning job.

NEW JOBS

Oliver DeSilva of San Leandro expects to be starting his new job at Likely by the first of the month. The bid was \$560,370. This is for 5.3 miles to be graded and surfaced; also drainage facilities to be installed.

Ray Kizer of Yreka will soon be starting the new job for \$265,032, for earthwork, surface and relocation of the Brandy Creek Road in Shasta County.

SURFACING

Harms Brothers and M. W. Brown were the low bidders on the surface job of 20.3 miles of existing road between Eagleville and Cedarville in Modoc County.

Teichert and Son, Inc., of Sacramento received the low bid of \$436,752 for construction of irrigation system at Proberta in Tehama County.

Aid Measure Backed

Secretary of Labor Arthur J. Goldberg appeared before a House subcommittee to urge that the Federal Government "lend a helping hand to the States in their efforts to finance occupational safety programs and to make them more effective."

He supported legislation proposed by the Administration which would authorize the Secretary of Labor to make grants to the States for their safety programs on the basis of the number of wage earners, special hazards in industry, the extent and adequacy of existing State safety laws in industry, financial needs of States, and other factors.

The Secretary pointed to the high toll of occupational accidents, which last year resulted

in 13,500 deaths, 80,500 cases of permanent impairment, and 1,836,000 temporary work injuries causing an inability to work for at least a full day.

The totals for the last decade, he said, were 141,000 deaths, 812,000 permanent impairments, and more than 18 million temporary disabilities of one or more days.

The Administration proposal would authorize grants for the first two years of up to 75 per cent of the total cost of the State plan; for the second two years of up to 66 per cent; and thereafter up to 50 per cent. State safety plans under which the Federal aid would be allocated would have to meet certain criteria.

Redding Story—More On Program

Continued from Page 1—

ning, noted that in past years he has attended numerous conferences dealing with safety problems—but "something was missing."

"I wondered—where was the man who got hurt, the man who was the major subject," he said. "I thought there was something missing. I can see now that labor has moved with great speed to fill the void in accident prevention."

Lowell Nelson, chief of the Division of Housing of the State Department of Industrial Relations, represented Gov. Edmund G. Brown at the safety event and, as did other speakers, complimented the committees responsible for the "marvelous turnout."

'CONTRIBUTION'

"I can't think of any better contribution to the development of sound safety programs and practices than meetings such as this, meetings at which labor and management work together toward the solution of problems of pressing concern to both," he asserted.

"It has been the position of this administration that California's primary need is to conserve and develop our resources, and that our conception of our resources must include not only our minerals, our water and forests, but also our vital and important industries and the good business climate so necessary to the prosperity of us all.

"But above all, we must conserve our human resources—and in this, safety plays an important part."

Nelson observed: "We must not let ourselves be misled into believing that studies, statistics and concepts about safety are safety themselves. Safety is personal, concrete. It exists or it does not exist out on the job. If it does not exist, the proof is swift and often tragic."

SPONSORS

Nelson noted the sponsors of the dinner included the Operating Engineers and "a long list of private firms," adding:

"To me, each one of those names stands for a concrete commitment to the maintenance and development of sound safety practices.

"... Every sponsor," he declared, "can be justly proud of being on that list."

Adrian Toolson, vice president of Gibbons and Reed Co., who came to Redding from the firm's home office in Salt Lake City, said:

"The best safety program is the one that spurs you on the most. That's the one you all want."

Business Manager Al Clem of Local 3 observed that "the officers and executive board members of Local 3 view this event as a milestone in our joint effort with construction industry employers."

Clem added:

"Far-sighted employers are really interested in an effective safety program which will prevent unnecessary accidents. These are the type we have here this evening. ...

DEVELOPMENT

"I am sure that by working together ... and with the help of officials of the Division of Industrial Safety and the safety engineers with the different insurance companies ... we can develop a state of mind among all through which 'working safe,' 'thinking safe' and 'acting safe' is not just a slogan but a reality.

"At the bargaining table we may disagree with management about our wages and working conditions, but we know that safety on the job and off the job is one subject on which we have a meeting of the minds."

Joe Roberts, labor liaison rep-

resentative of the State Division of Industrial Safety, told the dinner throng:

"We in the division are proud to be here because you belong to a union that has done a real job in safety. Your union has embarked on a real program."

Roberts noted that the many union representatives in the field have been "instilled with safety." And he also cited the cooperative effort of contractors.

MISHAP COST

Local 3's safety engineer, Dale Marr, said:

"It costs less to prevent an accident than it costs to have one. No employer is too big—or too small—to have a successful safety program."

Marr emphasized the important part played by the wives of workers in developing "safety consciousness."

"Accidents don't happen," he said, "They are caused. They can be prevented."

Howard Latham, of Denver, Colo., safety director for the Bureau of Reclamation, told the crowd:

"The well-being of countless construction employees and their families, together with the continued growth and security of our nation, will improve through

Employer Co-Sponsors

Co-sponsors of the Redding safety dinner included the following firms: Allen and Eastlund, J. W. Briggs Construction, M. W. Brown Construction, B and B Construction, G. L. Compton Construction, Elledge and Davis Concrete, Fredrickson and Watson, Gibbons and Reed Company, Shirley, Gunther and Lane.

Shea, Kaiser and Morrison, L. D. Shilling, Slate, Hall and Hamilton; Tyee Construction; Lee Turzillo; Vinnell Corporation;

Kinchloe Sketch

Continued from Page 1—

service with the 11th Seabee Battalion in the South Pacific—from March, 1942, to May, 1944.

HARVARD COURSE

He attended the Harvard University trade union program—a 16-week course—in 1958, and was elected president of his class.

And during his work as an operator and service as a business representative for the union, he took University of California Extension Division Courses for two years—courses in labor relations, public relations, economics, psychology and labor law.

Back in 1952, he did a hitch for Bechtel Corp. in Aden, Arabia. Bechtel was building for English oil interests.

Kinchloe was appointed to the union office of conductor by Regional Director Newell J. Carman before the election which marked the return of local autonomy.

He also served on the committee which drafted by-laws revisions.

Born in Oakland, he was graduated from the old Roosevelt High School in 1938.

He lives in Danville with his wife, Jean, and two daughters, Terry, 16, and Cherie, 13.

Profile: Minahan

Continued from Page 1—

tion of local autonomy 16 months ago.

Minahan began his union service after long administrative experience in the construction industry. During World War II, he was director of personnel for Hurley Marine Works, Inc., in Oakland. He also served with Stone and Webster Engineering Corporation. Before the war years, he was a construction supervisor for the Federal Works Agency.

Born in Petaluma on September 2, 1903, he attended public schools in Sacramento and later attended Polytechnic College of Engineering in Oakland. He made his home in Contra Costa County for more than 20 years.

He and his wife, Mary, now make their home in San Mateo. They have two married daughters and four grandchildren.

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

Committees Aided Dinner

Members of Operating Engineers Local 3 and their wives served on committees for the highly-successful Redding safety dinner.

Those who helped included:

Cloya Jennings, Ann McBroom, Alene Woods, Ilene Coleman, Karnell Hart, Bobby Killough, Geneva Grove, Jeanne Parrish, Larie Melton, Orda Allen, Sadie Franz, Jean Brown, Myrtle Denning, Willie Gardner, Dot Gilliam, Frances Armstrong, Jackie Bowman, Dot Scheer, Everett Hoover, Donna Jewett, Norma Miller, Jayne Jennings, Bonnie LaChappelle, Jeanne Parrish, Wilma Beiers, Pat Easley, Ethel McGettrick, Mildred Feusi, Delores Lewis, Eilene McRoberts, Wanda Belli, Bonnie Proebstel, Helen Waters, Mrs. Don Griffith and Earlene Word.

Tex, Sheeran, Joe Begent, Wally Franz, Al Denning, Paul DeLay, Bob Allen, Joe Belue, Woody Hall, Al Lampley, Delmar Wagner, Cliff Martin, Ted Carson, Jim Binkley, Rober Gibson, Bill Palermo, M. E. Robbins, Jim Darcy, James Darvell, Ed Darvell, Harry Johnson, Olie Olson, Mike Bowen, Carl Anderson, Bill Smith, John DeJong, Gill Bowman, Buck Miller, Francis Bristow, O'Dell Jennings, Frank Youtsey, George Baker, Walt Proebstel, Don Hart, Toni Hart and John Melton.

Barney Word, Dave Tenney, Bert Cordell, Don Hart, Dale Bryant, Paul Easley, C. L. McGettrick, John Jaquysh, Harold Stevenson, Gon Armstrong, Mederick LaChappell, Del Beiers, Veryl Haverly, Ray Mansfield, Wayne Gardner, Robert Johnson, Tony Scheer, Hugh Gibson, James Jewett, Don Griffith, Bill Lewis, Billy Tims, Bill Feusi, Lawrence Sackett, Lee Gilliam, Jack Reichard, Everett Hoover, Howard Arnold, Joe Coughlin, Harry Brandt, George Brown, Tex Miller, Frank Mello, Ed Closs, Ken Martin, Merland Kelstrom, Bert Sample, John Elliott, Wes Kinney, John Haner, Ernie LaFond, Jake Pryor, George McMains.

your dedication and effort to the cause of safety."

Jim Jennings, Local 3 district representative for the six-county area, lauded the work of the committees which made the dinner such a success.

MEMBERS, WIVES

"No one can give enough praise to the members and their wives," said Jennings.

Bryan Deavers, president of the California Building and Construction Trades Council, attended the dinner.

Shasta County officials, including the entire Board of Supervisors, were among other guests at the event. The supervisors include Norman Wagoner, John Perez, Henry Keefer, J. C. Tibbitts and Floyd Morgan. District Attorney Richard Abbe, County Clerk Richard C. Brennan and Sheriff John Balma also were on hand.

Assemblywoman Pauline Davis was introduced and spoke briefly, discussing legislative matters and also endorsing the safety effort.

The dinner throng enjoyed 875 pounds of prime ribs of beef, with all the trimmings. It danced to music provided by the Pedagogues, with the cooperation of Musicians Local 113.

'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.



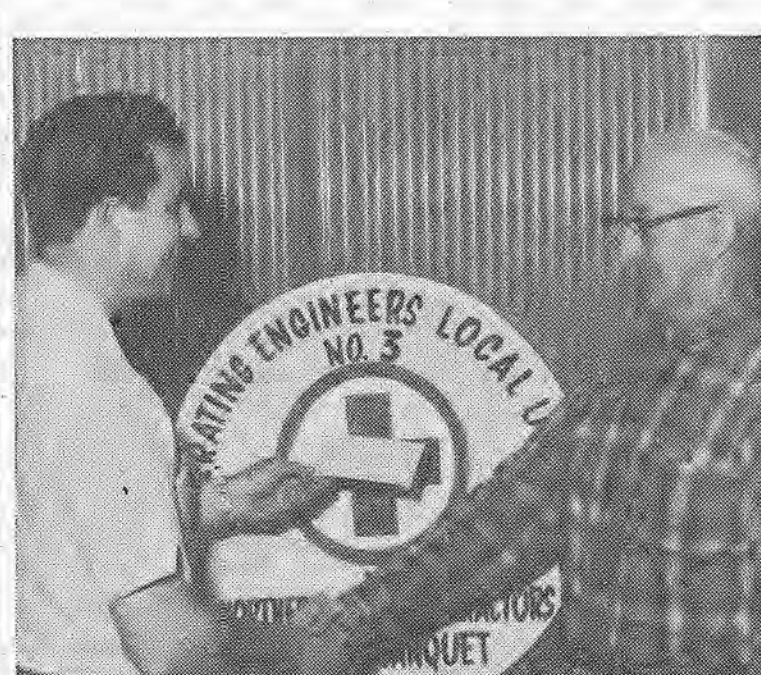
Adrian Toolson, vice president of Gibbons and Reed, addresses throng.



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



Vyril Goff 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.

'Good Season Started': Fresno

By JOE MILLER,
B. F. HELLING and
G. C. MULLOWNEY

This year's work season has begun in Fresno with all freeways in high gear and other projects getting started. Several large manufacturing building jobs are under way, and with the good weather that is here, the job outlook has improved considerably and our out-of-work list has begun to come down.

M & K-Westbrook-Moseman are moving dirt with their pull spread at a very fast rate, and the job is progressing very well. Raymond Pile has completed the pile on this section and the structures are being put in by Moseman, and they are moving along well.

On the first section of freeway at Fowler they have started the concrete paving operation, and at this writing they are doing real fine.

Brothers Gilmore and Nichols are the dual drum mixer operators. Brother Jim Carey is the operator on the slip form (Lewis) paver. Brother Harold Steagel is operating the Lewis float, and Jeff Ringer the spread HDRM. Brothers Jeff Ringer Jr. and Jim Davis are the oilers and George Johnson the gradesetter.

The spread started off without too much difficulty and is doing a fine job. We have about 65 operators on the two sections at present and have had most of these men working there all winter without too much lost time. All are back to work now and some additional hands are being hired.

ROCK PLANTS

Stewart & Nuss Company's rock plants and hot plant have been real busy all winter and are still in high gear, as they are supplying all of the base rock and concrete aggregates to the M & K Westbrook 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 Madera County side, and construction may 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 full production and expect a good season this year. They tell us that they have quite a number of new orders to fill 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 and will not handle the load. A considerable amount of work has been created for our membership as a result of this growth, and jobs have been let and are now under way on new sewer plants and enlarging existing plants, as well as placing many miles of new lines to serve the population of Fresno.

Valley Engineers, Fresno Paving Company, Kamper-Hoagland & Finley and Stockton Construction are all working on pipeline projects in the area, and are keeping a good number of Brothers employed. We expect an added amount of work to be done by an expansion program that P. G. & E. will get under way soon, due to its increased work load and consumer demand.

Griffith Company on Highway 99 at Tipton, with two miles of cement treat down, was to start pouring late in April.

Hayden Church has three blades, three rollers and three gradesetters trying to stay ahead on the finish work. This job has a completion date of August 15.

TILT-UP

L. E. Dixon, on Sun Maid Raisin plant at Kingsburg, has started erecting the concrete tilt-up walls. Kovich Brothers is putting in the

underground pipe. Fresno Paving has most of the dirt in, but still has a Fordson and a Michigan loader working. Gibbs and Sons have two backhoes on this job.

Jolly & Jurkovich on Avenue 384 have the sub-base in and are putting in base rock, and will start black-top soon. This job has been down due to wet weather.

Fresno headquarters of the State Highway Division is asking for bidders at a public auction for all structures between Selma and Kingsburg off Highway 99 for a new freeway. This job will come up for bid some time in May.

Rivers Pipeline Company was low bidder on 69 miles of 20-inch gas line for P. G. & E. It starts at Kettleman, Kings County compressor station, and goes to Morro Bay, San Luis Obispo County, to provide fuel for the P. G. & E. Morro Bay Power Plant.

We are holding a pre-job conference with this company, and should have all of the information for the members by press time.

W. M. Lyles was awarded the Goshen Frontage Road project for a bid of about one-half million dollars. The job is starting this week. There will be about 15 or 20 operators employed on this job. It will keep them busy for about six months.

Lyles is going to rent equipment from Fred Galanti for the excavating. This will keep Fred's crew busy for awhile.

RUNWAYS

Gordon Ball is down at present,

but its job of extending the runways at the Fresno Airport will get under way again in about ten days. Fresno Paving Company is doing the excavating and grading, but the ground is still too wet to work and they are waiting for it to dry enough for the pull spread to get back to work.

Bechtel Corporation has started another interesting job in the area at the Ball Winery in Madera. They are doubling the capacity of the plant to crush 750,000 tons of grapes. This job consists of a number of glass lined steel tanks, a still and cooling tower and several buildings. Consolidated Steel has the tanks and Nels Larsen Company the concrete work. This will cost approximately 2 1/4 million dollars and must be completed by the time the grapes are ripe.

Sandkay and Ransome Company are nearing completion of their canal job in Madera County and have laid off most of the crew.

Granite Construction is moving a hot plant to Los Banos. It looks like things are getting ready for the boom that will come to that area when San Luis Dam starts, which will probably be next year.

Charles Harney Company has started back on his levee job in Merced County and has called back most of our members who worked there last year.

Standard Materials Company has started its LeGrande road job and has hired a few men. It has \$450,000 worth of work in the Merced area, all of it small jobs.

VALLEJO AREA GETS NEW CHEMICAL PLANT

By AARON SMITH

Vallejo has been selected as the site of a new \$13 million chemical plant and deep water port by the Cheltor Chemical Corp. of San Francisco. The plant is to be constructed at the foot of Ryder Street and Mare Island Channel. No date for starting or bidding has been disclosed at this time.

Napa River will get a new boat channel. This will be a \$400,000 Federal project to deepen and widen the channel of the Napa River all the way from the Sears Point Drawbridge to the Francis Bridge of Third Street in downtown Napa. The bids for this dredging project were to be opened May 1. The work on this project will begin prior to June 1.

The river will be deepened to 10 feet at low tide for the Third Street Bridge and Horseshoe Street Bridge to Horseshoe Bend, 12 miles north of the Mare Island Causeway. The channel of the river for the same span will be broadened to a minimum width of 15 feet. From Horseshoe Bend to the drawbridge will be dredged to a depth of 15 feet at low tide, and the channel will be widened to a minimum of 100 feet. The entire project is expected to take four months.

BRIDGE

The Napa River Bridge started Monday, April 16, with the preliminary work getting under way on the State Route 48 Bridge over the Napa River, northwest of Vallejo. Contractors are Pomeroy and Gerwick. The preliminary work on this project consists of excavating on the easterly side of the location of the bridge, and the placement of fill material. Actual driving of the big concrete piles is not expected to commence for at least two months.

The Wunderlich job on Highway 40 is back at almost full

swing, with 43 brothers working. They are currently doing excavating, placing mineral aggregates, cement-treated base and asphalt concrete. The concrete for the southbound lane has been poured and the preparatory work for the traffic diversion on the Sacramento end, and the number one detour on the Vallejo city limits end is under way. The construction of the permanent ramp for 7/208 separation on the Vallejo end of the Freeway was the major job for the past week. This project is ahead of schedule.

The Gordon Ball-Syar and Harms job at Fairfield Highway 40 is rolling along. The job is keeping 20 brothers busy. As the work progresses from the sub work to the structural work, they will be using many more Engineers.

CANAL

McGuire and Hester were successful bidders on the South Dully Canal, Solano irrigation project, at a cost of \$655,729. They are currently working on the North Dully Canal, which is a section of the same project. With all the canal work they are keeping 35 brothers busy.

Parish Bros. in Benicia were low bidders for the Travis A.F.B. jobs. One is to replace 15,000 square yards of operational apron at a cost of \$176,488. The other job is for taxi-way repair at Travis at a cost of \$475,929. Parish Brothers are doing the paving on the freeway job at Benicia, and at this writing are paving the approach way to the Benicia-Martinez Bridge. The Goodyear Quarry is running on a much larger scale than previously.

D. D. Altermatt was low bidder on the Solano Irrigation District project at Elmira Road and Vacaville, for the Toleno's Canal area. Cost of this project is \$97,412.

A. Teichert and Sons Inc. were

awarded a contract in Fairfield for the storm drains at Fairfield Avenue Unit No. 1. Cost of this project is \$54,733.

Solano Construction Co. of Santa Rosa was awarded a contract at Imola Avenue in West Napa. This is for the construction of sludge digest, and grit removal facilities for the sewage treatment plant.

Utah Construction and Mining Co. of San Francisco was awarded the deep water ship channel project. This will cover parts of Contra Costa, Solano, and Sacramento Counties. Estimated cost is \$2,667,934. Work on this project should start in the near future.

GRADING

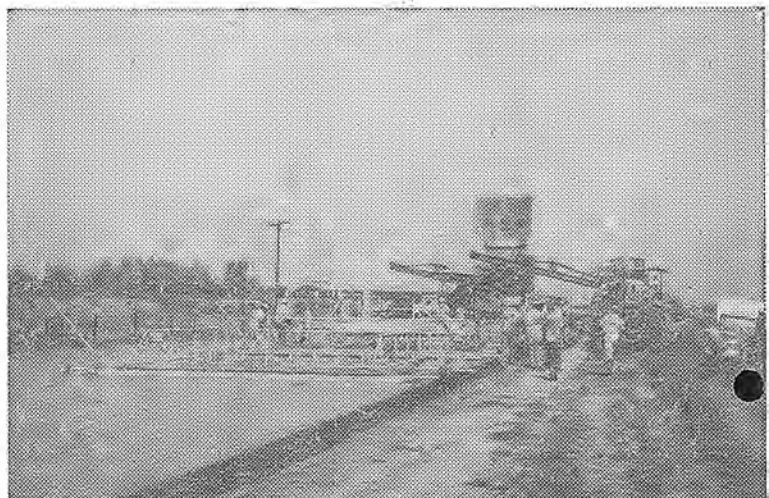
Macal Improvement Co. is doing some grading on another unit, in the College Park job, located in Vallejo. It has about finished the subdivision at Rollingwood Drive, also in Vallejo.

Birdor Masonry has started the third building in the Larwin Plaza shopping center. This project is coming right along, and will bring much improvement to Vallejo.

Basalt Rock has started its second paving crew. It has quite a number of brothers working in the quarry.

George Slinson has a number of small jobs in Solano and Napa Counties. It is currently doing the grading on the Larwin Plaza job, and also the grading on the Tennessee Street and Chabot schools.

Fredrickson Bros. have started up the hot plant and the crusher plant near Winters, using 10 Engineers. Fredrickson Bros. also has the black top work on the Fredrickson and Watson job on Highway 40 at Dixon.



PAVING—This photo shows concrete paving operation on Morrison-Knudsen Westbrook Freeway project on Highway 99 at Fowler.

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SERVICE—

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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 Expressway from Koch Lane to Hillsdale Ave., in San Jose. The other section includes the improvement of McKee Road and Capitol 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 Tully 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 Branham Lane and Kooser Road.

PERMANENTE

On Christmas Day in 1939, the first sack of cement was produced at this huge plant. Today this sprawling plant turns out 8½ million barrels of cement annually in the hills of Monta Vista. Owned by Kaiser Permanente, this plant is the largest in the West. Huge power shovels, each capable of a 5½ cubic yard bite, 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 Hogg has the distinction of being there since November, 1939. In the Foil Plant, where the well-known Kaiser Aluminum is made and packaged, we have approximately 90 of the Brothers busy summer and winter.

Freeman Paving is busy on the \$623,000 Montague Expressway between the Bayshore and Alviso Road. It also is busy on Stanford in addition to street work and subdivisions.

Sondgroth Bros., of 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 Paulson, Roy Johnson and Guy Mattingly are operating the drag-lines, with Brothers Jack Mutter, Jack Chamberlain and Hollis Pickle as oilers. Brother Bob Long is operating the Handi-Crane and keeping 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 has Cats and 20's doing the excavation work on this job site. Brother Jim Lewis is in charge. Piombo Construction Company has about 130,000 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 jetty job at Santa Cruz, with Brother Jim Gaither in charge.

Virgil Kester and Bob McGregor have started to put in curbing on their street job; P&E did the underground work. Kester will do the concrete and paving work, which went for \$249,609.

Work in the Monterey area is very good. Syar & Harms 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 Calabrese and Granite Construction are working on subdivision in the Marina area.

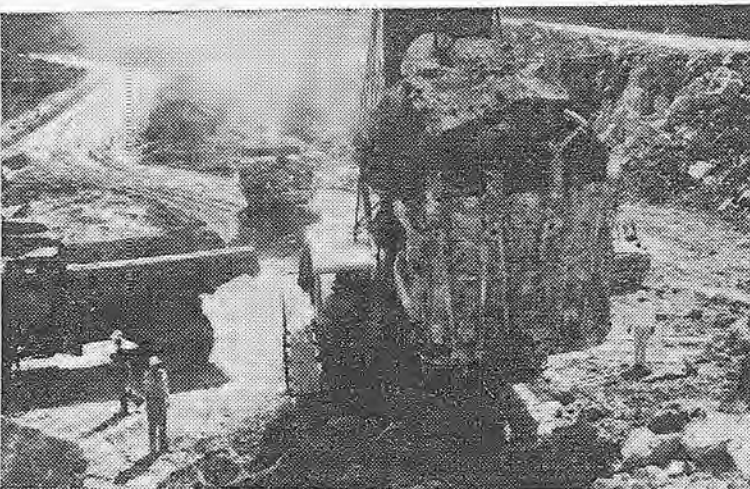
Granite Construction were the low bidders on the Laguna Seca Ranch subdivision; this went for \$174,725. Brother Jim Benson is running this spread.

Madoona Construction Company has a good start on the San Ardo Highway job, with 1,500,000 yards of dirt to be moved. There will be about 20 rubber-tired rigs on this job very shortly.

Ted Watkins has started his



FROM THE AIR—Huge power shovels, each capable of a 5½-cubic yard bite, work in the terraced quarries of the Kaiser Permanente plant in the hills of Monta Vista, scooping up blasted limestone to provide the basic ingredient for cement.



BIG BITE—Brother Fred Tucci is the operator of this model 71 Bucyrus shovel, owned by Granite Construction Company at the quarry in Davenport. Brother Howard Rolfe is the oiler. Brother John Naur is the Super, with Brothers Burrell Borden and Wallace Cramer on the cats.

highway project in San Lucas. He expects completion in about 30 days.

Granite Rock is a very busy place with all the men back to work.

Leader Makes Labor Appeal On Training

State AFL-CIO 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 concerning the nation's 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 an estimated 1,015,000 persons during a three-year period ending June 30, 1965. It will cost the federal government approximately \$435,000,000 and the state governments approximately \$165,000,000 for a total of \$600,000,000. Two-thirds 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 actual training, primarily through vocational schools, supervised by the Department of Health, Education and Welfare. On-the-job training also is 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 may be no referrals 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.

The bill carries an appropriation of \$5 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 Seymour L. Wolfbein, director of the Office of Manpower Training and Automation and Deputy Assistant Secretary of Labor.

INTENT

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 under 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.

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'Growing Pains' —A Challenge

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 some growth problems. Assessments of 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 seven 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 1950 and 1960 to a total membership of 1,756,000 — an average annual increase of 2.6 per cent. But during the same period the level of organization dropped from 43 per cent of the non-agricultural labor force in 1950 to 36 per cent in 1960.

* * *

IN JULY, 1961, California's labor unions had 1,737,000 members — a decline from the 1960 total. The count came from the Division of Labor Statistics and Research of the State Department of Industrial Relations. It reflected a loss in manufacturing industries.

Also to be considered, as far as the overall 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 totaled 18,117,000 in 1960 — an increase of only 36,000 since 1958.

* * *

THE REPORT NOTED that for 1959 AFL-CIO membership amounted to 15.1 million, and unaffiliated 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 ratios 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. Consider, for example, that our jurisdiction includes two right-to-work States — Utah and Nevada.

* * *

PATting 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.

'It's Really Not So Deep'



Consumer Advice

'Boiler Room' Selling

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 electronic entrapment 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 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 children's photographs. The Midwest especially has suffered from carpet boiler rooms. Trade sources report that boiler rooms buy carpeting at \$2.50 a square yard and sell it at \$15. This is more than three times as much as regular stores charge for similar low-quality goods.

The phone recently trapped a California working family into buying a garbage disposer at an extraordinary price. The wife tells us:

"I was contacted on the phone. I said I would not be interested. The lady on the phone said I would be under no obligation but they would like to show us the unit for advertising purposes only, and our name had been chosen in this location. I still said I wouldn't be interested but that evening a demonstrator called. He said he was not a salesman, just a demonstrator. We let him demonstrate. The deal is that you pay for the machine alone. No installation fee. Free soap for a year. Free service for a year. They also pay part of the cost of pumping the septic tank. My husband signed the contract. The disposer was installed the next morning at 8 o'clock. I asked the firm not to put the contract through the bank as I would draw the money out of savings to save the finance charge. They didn't wait but that same day were paid by the bank for the full amount of the contract—\$339."

Actually, high-quality garbage-disposer units with one-half HP motor cost less than

\$85; with one-third HP motors, less than \$60. Typical installation, if there are no special problems, costs \$20-\$25.

The voice on the other end of the phone, asking such prize-winning questions as which arm of the Statue of Liberty holds up the torch, often is a woman. Is she a deliberate crook? No, the likelihood is that she is a money-pinched housewife hoping to earn a few extra dollars, and as exploited by the boiler-room operator as you will be if you agree to an appointment.

The St. Louis Better Business Bureau reports that often boiler-room solicitors are themselves trapped by innocent-looking ads which read "Women Wanted for Part-Time Work." One woman told the bureau that when she arrived with four other girls at the address given, she found the office had no furniture except six typewriter tables with phones. The women sat facing a chart which displayed their speech in large type. They were told to read it word for word. It began: "You have been selected to receive a free gift."

The purpose was to sell a magazine and the gift was its cookbook. By 11 o'clock, none of the girls had made a sale so the lists were changed to cover different sections of the city. One discouraged solicitor wanted to leave but was too afraid of the supervisor. Instead she dialed her own number several times to kill time, and read the speech into the empty phone, inventing replies to unasked questions.

The solicitors were allowed to leave at 1 for lunch. The pay offered was \$1.25 an hour plus 25 cents on each sale after the first ten. But none of the women returned to collect. They were just glad to get out.

The phone companies make at least some efforts to work with the Better Business Bureaus to deprive unscrupulous sellers of facilities. But apparently it is difficult to police the no-man's land between the merely aggressive sellers, and the deliberately high-pressure and even dishonest. Until the growing resentment forces more-adequate control, these incidents should put you on guard against the equally-unhappy voice at the other end of the line. It is impossible for the poor to live off the poor.

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MEETING NOTICES

May

Sacramento — May 3, Thursday, CELT Bldg., 225 Stockton.

Stockton — May 7, Monday, Engineers Bldg.

Oakland—May 9, Wednesday, Labor Temple, 2315 Valdez.

Watsonville—May 17, Thursday, Veteran's Memorial Bldg., 215 Third Street.

June

Fresno — June 5, Tuesday, 3121 East Olive.

Santa Rosa — June 7, Thursday, Veteran's Bldg.

Salt Lake City — June 15, Friday, Teamsters Hall, 433 So. 6th East.

Reno — June 16, Saturday, Reno Musicians' Bldg., 120 W. Taylor.

Eureka: Slow Start But Good Outlook

By WARREN LEMOINE

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 Hall at Miranda is under way at this time with about 40 Brothers back on the payroll. There is 5 and 6/10 miles of four-lane freeway to be completed this year. About 800,000 yards will be moved.

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

HIGHWAY

Work on Highway 199: Peter Kiewit at Gasquet has about five months to complete this job. At the present time we have about eight Brothers on this project.

Morrison & Knudsen at Hazleview is under way, with about 50 Brothers back on the job. There are 650,000 yards to move to complete the dirt work this year. There were about 12 mechanics

working on this job all winter, when permissible, weatherwise.

Mercer-Fraser has a lot of black topping to do this year. At the present time they are completing the job for Clifford C. Bong at Fortuna. When this job is completed, they will move their hot plant to Hazelview Mountain to complete the black top work for Morrison & Knudsen on both sides of the tunnel. When this is completed they plan on moving their hot plant again to Miranda, where they will complete the freeway for Ball and Simpson and Slayton-Hall.

BUSY YEAR

Mercer-Fraser have been very busy this year at the South Jetty. There are eight Brothers working on this job at the present time. It will top out with about 30 Brothers on the payroll. They have hauled 75,000 tons of rock for the jetty. They go from 10 tons to 25 tons of rocks. This is all being handled by a 4500 Manitowoc. There is 140 feet of boom. This job should be completed this year.

Stockton Report

By WALTER TALBOT, AL
McNAMARA and GLENN
DOBYNS

The work picture in the northern San Joaquin Valley continues to brighten with each passing week. The mountain jobs 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 break ground — Harms Bros., above Peddler Hill on Highway 88; Hooker Company, between Cottage Springs and Ganna Meadow on Highway 4; and A. J. Diani off Highway 120 in Yosemite National Park.

The Hooker Company, of Sun Valley, was just awarded the job on Highway 4 by the Bureau of Public Roads in the amount of \$970,311. 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 Groveland near Crane 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 4½ miles road, grading and surfacing, in Calaveras County on Highway 4 east of Dornington, with a budget of \$750,000 to do the job.

Jobs now in progress that are in excess of \$1 million include: Hogan Dam — Green, Winston, Tecon: Although this job has been in progress over a year, the dam proper is just starting to be constructed. Faulty rock has been a contributing factor.

Third Mokelumne Aqueduct, Unit 1: Morrison-Knudsen Job is just getting under way with drilling operations. Excavation should start this month. Unit 2: C. K. F-M & Graver Tank. Job is approximately 60 per cent completed with a September deadline to meet. At this writing they have three back hoes on a two 10-hour shift basis on the excavation work. Unit 3: Ben C. Gerwick is driving the piling for this elevated section of pipeline with Consolidated-Western Steel placing pipe on the sleepers.

CROSSINGS

Third Mokelumne Aqueduct River Crossings: Healy, Tibbetts and C. K. F-M & Graver Tank. This job consists of three river crossings, San Joaquin, Middle River and Old River with Healy-Tibbetts driving piling with both floating and crawler rigs.

SWAP SHOP: free want ads for Operating Engineers

FOR SALE

MOBILE HOME — 1956 Spartan Imperial, two bedroom, \$3,000. Wish-ing Well Trailer Park, 3998 Castro Valley Blvd., Castro Valley, Calif. Space 16. Nicholas Antifaev, Reg. No. 854015.

ACRES, Lassen County, 1½ miles east of Wendel. Fenced, cleared and level. 3-room house, well, electricity. C. L. Syth, Box 46, Wendel. Reg. No. 425040.

DRIVE-IN CAFE, 2 trailer spaces with canopies, 2 cabins on ½ acre. All utilities, near lakes, hunting, fishing. Pine Cone Drive-In, Forbestown, Calif. John Zachary, Reg. No. 883716.

WINCH, 2-ton, hand operated, 2-speed; Berkeley Jet Pump, 3-horsepower with 72 ft. 2½-inch pipe. Oscar A. Anderson, 1509 Mission Avenue, Carmichael, Calif. IV 9-9492. Reg. No. 346959.

SHETLAND MARES (4). Yearling Fillies (2). Registered Stallion, Arabian colt. D. F. Coates, 12709 Avenue 328, Visalia, Calif. Phone 732-3729. Reg. No. 79594.

VIEW LOT, Cold Springs, Sonora Pass Vacationland. On county road, ¼-mile to Highway 108. Dodge Ridge 7 miles; Tuolumne River, 2; Stanislaus River, 5. Water, electricity. Write: J. O. Atkinson, Box 511, Twain Harte, Calif. Phone, JU 6-3828. Reg. No. 386417.

MOBILE HOME, 1959 Columbia, 42x10. Wall to wall carpet. Sell equity. William Dorresteyn, 1153 13th St., Space 2, San Pablo, Calif. BE 5-7777.

UTILITY BODY, all steel — for ½-ton pickup. \$100. Mervin A. Gowrie, 3809 Merrill Way, Sacramento 21, Calif. IV 3-5801. Reg. No. 985731.

CABIN, Twain Harte area. All electric. Nearly completed 3 rooms. Water. Hillside view lot. \$3,950. Mike Kraynick, 8585 Irlanda Way, San Jose, Calif. Phone: ANDrews 6-7502. Reg. No. 595211.

FORD V8 — 1957 ¾-ton pickup. Wide or narrow bed, new paint; motor rebuilt recently. Unit A-1 through-out. Lewis Glascock, Box 472, Pollock Pines, Calif. Phone: NI 4-1863. Reg. No. 532305.

MODEL A — 1928, with 1952 Chevrolet engine. Asking \$135. Herb Nefsted, 474 Valencia St., San Francisco. HE 1-1568. Reg. No. 276799.

BOAT, open cockpit runabout; 17½ foot; 1959 272-in. Ford overhead engine. Fully-equipped; lights, horn, trailer. Licenses, taxes paid. \$650. Walter Powers, Vallejo, Calif. Phone: MI 4-1392. Reg. No. 494288.

DIAMOND DRILL, 1 3/16 portable hydraulic, 200-ft. rod, 3-plug, 2 carbonyl bits. Complete setup; excellent shape. \$1,350. Thomas Jenkins, P. O. Box 25, Coulterville, Calif. Reg. No. 707227.

DOG HOUSE, large, new insulated. Painted inside and out. \$20. M. J. Sigall, 1019 Windsor St., San Jose 29, Calif. Reg. No. 854352.

JAW CRUSHER, heavy duty, 8x14 in. Never been used. \$500. Thomas Jenkins, P. O. Box 25, Coulterville, Calif. Phone: TROjan 8-3465. Reg. No. 707227.

BACKHOE, 3/8 Hydra. 200-amp. welder. Lgt. plant combination. Portable, all accessories, including trailer. Sale or lease. John Zwengel, JU 3-0719. Reg. No. 719402.

TRENCHING MACHINE, 110 Cleveland Digs 18 to 24" wide, 5½" deep. \$3500. Write: James Hiner, 415 Imperial, Modesto. Phone: KE 7-3572. Reg. No. 328847.

FURNACE, forced air. Western filtered comfort. Apartment size, 250-000 BTU. A-1 shape. Automatic controls. \$300. Phone: Russ Gary, ELgin 7-2958, San Leandro. Reg. No. 928045.

1956 TRUCK CRANE, 25-ton model 355, P&H. Excellent condition, 100-ft. boom, 30-ft. jib. Write: Louis Eck, 19943 Redwood Rd., Castro Valley; Phone: JE 7-8194. Reg. No. 346986.

1956 FORD V-8, ½-ton pickup. 3-speed transmission, new tires, wrap-around bumper. \$600 cash. Write: Duke Dooley, 3856 High St., Oakland 19, Calif. Phone: 533-7964. Reg. No. 286146.

1½ ACRES, half-mile from Grant Union High School on Fell Ave., Del Paso Heights. Small down or swap for foothill property. \$4000. Write: Dick H. L. Cooper, 5761 Redwood Highway, Santa Rosa, Calif. Reg. No. 292566.

3½ ACRES, English walnut producing. Large modern house, completely furnished. Tractor and implements. 2 wells. Family fruit trees. Good hunting & fishing. \$6000 down. Write: Al Chapman, Stonyford, Calif. Reg. No. 351266.

LE TOURNEAU, 4-yd. carryall. Cable driven, good rubber. \$800. Also 12" American sticker and motor. Belt driven. Best offer. Write: Walter Young, 4300 Fraga Rd., Hayward, Calif. Phone: LU 1-2517. Reg. No. 732140.

UPRIGHT FREEZER, 22-cu. ft. Carrier. Excellent condition. \$300 cash. Write: A. Snyder, 42077 Miranda, Irvington, Calif. Phone: OL 6-2283. Reg. No. 369290.

ROAD OILER, 100-gal. weed killer, termite control sprayer mounted on 1950 Ford pickup. \$400 or trade for pickup. Write: Manuel Simas, 22177 Avam St., San Jose, Calif. Phone: CY 5-0217. Reg. No. 707363.

BLOCK MACHINE, Wards. Makes 8x8x16" blocks. Like new. \$60. Write: Frank Rees, 3406 Somerset Ave., Castro Valley, Calif. Reg. No. 657328.

JEEP, 1945 Good condition, 1954 6-cylinder Studebaker engine. New tires, big radiator, 5 Army tires, 6-ply. Warren hubs, tow bar, canvas top. Write: Eugene Mendes, 5355 Radele Ct., Fremont, Calif. Phone: SY 3-3155. Reg. No. 879752.

TRAILER, 1956 Godentate. 2 bdrm. 8x40. New drapes, awning. Cooler, plus other extras. Excellent condition. Write: Gary Burghardt, Rt. 1, Box 505, Antioch, Calif. Phone: PLateau 7-5438. Reg. No. 939853.

16 FT. TRAILER, Go-Lite. Sleeps 5. Gas lights, electric brakes. \$750. Write: W. L. McElroy, 162 Duane St., Redwood City, Calif. Reg. No. 1082358.

4-D CAT, Hyster winch, hydraulic blade. Wide track. Logging cab, A-1 condition. \$4500. Write: Clyde M. Barnes, 2435 21st St., San Pablo, Calif. Phone: BEacon 3-7657. Reg. No. 1027800.

7-ROOM HOUSE and carport. 2 baths. Approx. 1 acre. 2 fireplaces, hardwood floors, brick patio. In canyon highlands. Write: C. L. Laswell, PO Box 54, Oroville, Calif. Phone: LE 3-4958. Reg. No. 1054892.

1 ACRE in Valleyview acres. 4 mi. north of capital in Sacramento county. Clean. \$5000. terms. Write: C. E. Hoffmeyer, Rt. 1, Box 548, Fort Bragg, Calif. Reg. No. 745045.

3 BEDROOM stucco house, 24x48 quonset bldg, cement floor, 220 wired, ideal shop, on tremendous lot, income potential. Write: Grover Armstrong, 2168 N. F St., Stockton, Calif. Phone: HO 5-7738. Reg. No. 939579.

MOUNTAIN HOME, 3 BR, L.R, kitchen, pantry, bath downstairs, 1 BR and full attic upstairs. Ideal skiing, hunting, fishing. \$8500. Terms. 15 miles E. of Sonora. Write: Harold McMillan, Gen. Delivery, Moab, Utah. Reg. No. 772867.

THREE-QUARTERS ACRE, near Le-moore Air Base on Highway 41. Garage. Shade trees, 2 wells, 2 pumps, ¼ acre, grocery store building, 80x45, with equipment. 600-gallon storage tanks. 2 pumps. Write: C. A. Menefee, 957 So. Main, Porterville, Calif. Reg. No. 386092.

TRUCK CRANE and backhoe combination for sale or consider trade for house, lot or multiple dwelling. Write: W. H. Morison, 1231 Oxford St., Berkeley, Calif. Phone: THorn-wall 3-6949. Reg. No. 1075452.

5 ACRES, house, well, electricity, on new road to Mt. McKinley. Good hunting, fishing. Also 160-acre homestead relinquishment. Write: Charles Spiess, Wasilla, Alaska. Reg. No. 964966.

WHITE REAR end reduction unit for Caldwell rigs. ready to go. No exchange required. Reduced price. Write: James M. Taylor, 2533 - 19th Ave., Oakland 6, Calif. Phone: KE 6-0022. Reg. No. 912149.

BAR BELL, 200-lb. plate-loading, 6-ft. high steel bar with friction clamp collars. \$54. Write: Chester O. Teegarden, 2225 Downar Way, Del Paso Heights, Calif. Reg. No. 976309.

TWO-THIRDS ACRE, with duplex and old-type home. Also excellent building lot. Highway 20 frontage, overlooking the Noyo River and the new proposed Noyo Basin. Year-round rental income. Write: Charles A. Haun, Rt. 1, Box 177, Ft. Bragg. Reg. No. 620133.

JIB 20' for model 150 P & H Crane, good condition, easy adaptable to any crane. \$450. Write: Louis Eck, 19943 Redwood Road, Castro Valley, Calif. Reg. No. 346986.

36-ACRE FARM on Sevier River, 1 mile southwest Elsinore, Utah, on Highway 89. 28 acres cultivated. 25.5 shares water. \$12,000. Write: F. L. Higgins, Elsinore, Utah. Reg. No. 908570.

TWO JAEGER PUMPS, 1½" and 2" pumps. 2" pump on balloon tire trailer. Both in excellent condition. Write: Don Hover, 740 Farrington Lane, Burlingame, Calif. Phone: DI 2-4434. Reg. No. 845410.

MODERN HOME, 3 bedrooms, 2 5/8 acres, service station. Ideal place to retire. Good fishing, ideal hunting. Can be bank financed. Write: Marvin Brereton, P.O. Box 382, Fernon, Utah. Reg. No. 967780.

BRICK LODGE, Huge oaks, fruit, lawn. One mile to lake. Electric kitchen, tile bath, fireplace, patio, carport, bedroom, living room with beam ceiling, screened sleeping porch. Write: Gus B. Laws, P.O. Box 956, Clearlake Highlands, Calif. Phone: WYman 4-6530. Reg. No. 268890.

BUCK GOAT. Registered, 9 month old Nubain. \$40 or will trade for doe. Write: J. L. Bonney, Rt. 1, Box 2197, Applegate, Calif. Reg. No. 918832.

SAWMILL. Sacrifice for \$1500. Two-man operation. Cuts 3000 board feet per day. 48" saw. T.D. 14 International diesel engine. Top running condition. Write: Ralph Kidwell, 21575 Norman Drive, Los Gatos, Calif. Phone: EL 4-2901. Reg. No. 947108.

35 ACRES beach property, plus 4 acres fertile soil. House, garage, barn—all newly painted. Pressure system, two new septic tanks. Near Ft. Bragg. Write: Clyde M. Barnes, 2435 - 21st St., San Pablo, Calif. Phone 233-7657. Reg. No. 1027800.

TRAILER, 1958 Eastern Built, 31x8. Thermal windows, complete with T.V. Beautiful condition. \$2750. Write: Jack Brown, 2335 Kirkham St., San Francisco, Calif. Phone: OV 1-1754 or Morgan Hill, PR 9-3438. Reg. No. 434969.

DRAGLINES, Lima Model, 34, ¾ yards. Serial No. 2742. P & H Model 255-A, Serial No. 6380. \$5,000 each. Write: Vernon Dark, Paterson, Calif. Phone: TYler 2-7921. Reg. No. 381503.

3 HOUSES, six lots, income \$147.50 month, plus owner's two-bedroom home. Flowers, trees, lawns; \$21,000., terms. Illness. Write: Frank Dias, Box 392, Williams, Calif. Reg. No. 249022.

LOT, 67x91, Lake Tahoe, Calif. \$3500. 3 miles to State line near Y junction. School nad shopping ½ mile from South Lake. Write: Floyd Dotson, 136 - 3rd Street, Richmond, Calif. Phone: BEacon 3-8013. Reg. No. 915680.

TO SWAP

WELDING MACHINE, Lincoln and cash for real estate, or anything. Don Phillips, 1025 Everett Street, El Cerrito, Calif. Reg. No. 572666.

DUPLEXES — Two, sell or trade. \$4,000 equity. Balance \$8,750.00 at \$65 per month. O. L. Black, 2401 Casa Way, Walnut Creek, Calif. YE 4-3869. Reg. No. 921384.

ROCKHOUNDS: Will swap rocks and will slab your good rocks on share basis. Write: Eugene Russell, 2087 28th Ave., San Francisco. Reg. No. 1058913.

WANTED TO BUY

CONCRETE MIXER. Small, utility. Urho Kemp. Reg. No. 1040638. 1803 Curtis Street, Berkeley, Calif. LA 5-3326.

RULES FOR SUBMITTING ADS

- Any Operating Engineer may advertise in these columns without charge any PERSONAL PROPERTY he wishes to sell, swap or purchase. Ads will not be accepted for rentals, personal services or side-lines.
- PRINT OR TYPE the wording you want in your advertising on a separate sheet of paper, limiting yourself to 30 words, or less, including your NAME, complete ADDRESS and REGISTER NUMBER.
- Allow for a time lapse of several weeks between the posting of letters and receipt of your ad by our readers.
- Because the purpose should be served within the period, ads henceforth will be dropped from the newspaper after three months—unless we are advised otherwise.
- Address all ads to: Engineers Swap Shop, AL CLEM, Editor, 474 Valencia Street, San Francisco 3, California. Be sure to include your register number. No ad will be published without this information.

MOVING?

So you will not miss one issue of Engineers News BE SURE to advise us of your change of address. REG. NO. _____

NAME _____

OLD ADDRESS _____

CITY _____

NEW ADDRESS _____

CITY _____

Clip and mail to Engineers News,
474 Valencia St., San Francisco 3, Calif.



Battling Fatal Fire



Rescue Role—

A crane operated by Brother Joe Antone played a major rescue role in the fatal fire which destroyed Reno's Golden Hotel April 3 when it was used in the task of wrenching off the metal louvers that covered the hotel's front windows like impenetrable Venetian blinds.

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

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

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

A fireman 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.

The rig, leased to the Reno Iron Works, stood by to assist during the day as the blaze threatened to spread to Reno's "Casino Row."

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

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

CLEANUP

A Grifall Construction Company demolition crew, including cranes, loaders and dump trucks, swung into action the day following the fire, so investigators could probe the debris of the 235-room hotel which housed 140 persons that Tuesday morning.

The blaze started at 7 a.m. with a basement explosion that shook the entire building. It was set off by a faulty acetylene torch being used by a maintenance man repairing slot machines in the basement, investigators said.

REPORT FROM RENO

By H. L. SPENCE

We are just pulling out from 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 Isbell C.C., with Bill Richards as superintendent and George Bowers assisting, are doing a nice job with a bridge at Wadsworth. This job has about 35 men.

East of Lovelock at Coal Canyon, five to six miles of road by Andy Drumm.

Wells-Cargo at Humboldt House has crushers, base rock hot plant, pipe crew with a nice job underway. There are approximately 50 men and about 12 more months to go.

Then over to Ely, Gibbons and Reed started six miles of road, lots of rock, shovels and dozer men, with Brothers McClellan and Babich on the 1201's. Completion date is supposed to be September 1.

STRAWBERRY

The Strawberry job east of Eureka is getting started. Industrial C. C. from Las Vegas has 24 miles of secondary road.

At Fallon, Nevada, there are three little jobs, J. C. Holmes, P. W. Burge and Jen-Mar.

D. Gerald Bing is just moving in getting set to re-cap the runways at the Fallon Naval Air Base.

Incline Village Strike—Utility Contractors, Inc., refused to abide by area conditions, fringe

benefits, overtime, etc., and after many months of attempting to resolve this dispute, pickets were on the job site at 6:00 a.m. April 16.

Within hours after all Operating Engineers had respected the picket lines, Utility Contractors and Crystal Bay Development Company were prepared to meet with the crafts involved. After several attempts on the part of the contractors to drive a wedge between the men, the contractors saw the futility in this effort and a satisfactory agreement was consummated on behalf of the Utility Contractors' employees and all other contractors working on the Incline Village project, guaranteeing the employees prevailing wage rates, fringe benefits, overtime pay and other job conditions.

Hawaii Report

Largest Budget Gets Approval

By HAROLD LEWIS, RUPERT TEVES and BERT NAKANO

The State's senators and representatives have passed the largest operating budget in the history of the Islands.

A total of 66½ million dollars will be spent for highways, sewer lines, government employees' salaries, a much-needed wage increase for teachers, etc. Regarding the salary increase for teachers, the AFL-CIO in Hawaii lobbied for an across the board increase, but the proposal was turned down in favor of an unfair 5 per cent hike.

The State's minimum wage goes up to \$1.15 per hour immediately and to \$1.25 per hour in 1964. Again, this is not what your union wanted, but it is a step in the right direction.

TAX CUT

The plantations were successful in having their income taxes cut. The savings 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 Hawaii brothers of the formation of an Organizing Advisory Committee (OAC). This committee, whose members are Brother Solomon Maunu of Pearl Harbor, Brother John Amaral of G. Kobatake, Inc., and Brother Oliver Mattoon 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 p.m. in order 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 J. Goldberg reported.

Unemployment declined by 160,000 to 4.4 million. The seasonally adjusted unemployment rate, 5.5 per cent, was not significantly changed over the

SIGNED

Larry Ching of Highway Construction finally signed the General Contractors Association agreement. The total number of union contractors is now 78.

J. M. Tanaka was finally given the okay to blast off on the Mt. Kaala Road job. Brother Joe Kaneshiro, who is pioneering this treacherous job, will have to get on the good side of the Menehunes who wander that part of the island so they won't put him in orbit. Remember the Price-McNemar job?

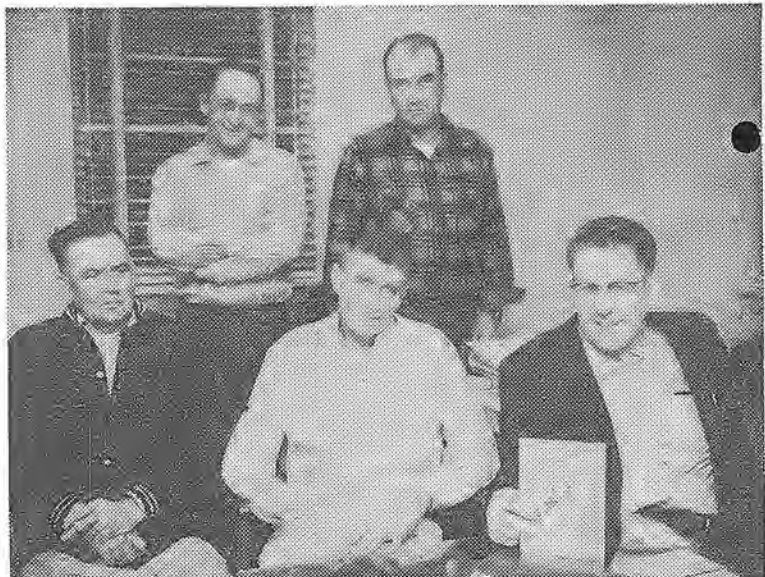
Hood-Thompson has started its job at Kapunahala in Kaneohe. Brother Joe Davis of Local 12 is ramrodding this project and is looking for a way to pacify the sun god so as to have good working weather.

C. W. Vincent, Inc., is going full throttle on his one-half million yard job at Hickam Field. "Wild" Bill intends to run a second shift if the Air Force will allow him to do so.

HARBOR JOB

Pacific Dredging should be, at this publication, about a fourth of the way on its Kawaiiki Harbor job after being delayed by the State budget session and mechanical difficulties of the drawbridge at the second harbor entrance at Sand Island. The McLeod was rented to Hawaiian Dredging Co. to finish this job.

The Hawaii representatives and brothers of Local 3 would like to take this opportunity to wish Brother Alex Jarrett of the Marine Firemen's Union all the luck in the world with his new job as vice president of his Union in San Francisco. Brother Alex has done a terrific job in Hawaii and we know he will do the same on the mainland.



GRIEVANCE COMMITTEE — Here's the recently-elected District 11 grievance committee at Reno, Nev. Standing: Brothers Lou Gates (left) and Al Raines, Executive Board member and chairman of the committee. Sitting (from left): Brothers Jim Snowden, Jim Mott and H. L. (Curley) Spence, District Representative and committee Secretary.