

OPERATING ENGINEERS LOCAL 3

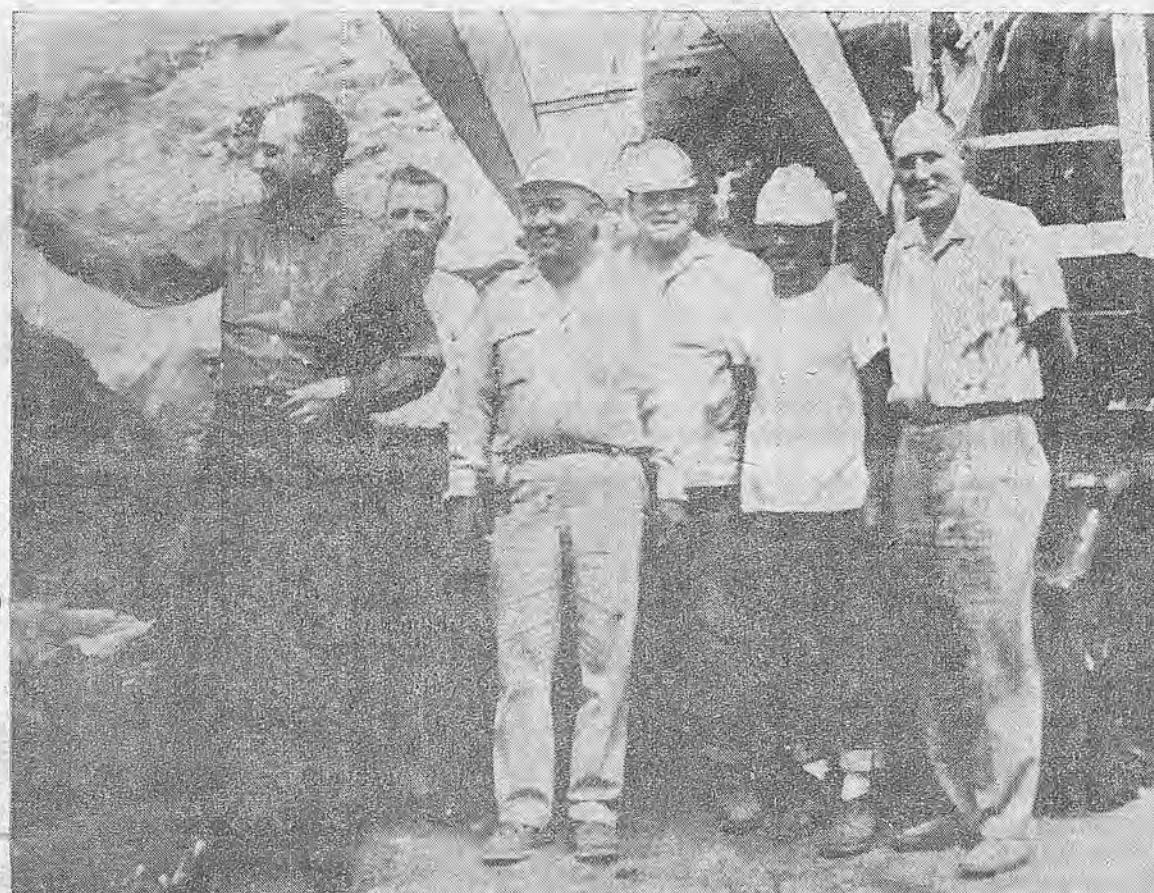
STATIONARY ENGINEERS LOCAL 39

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JUNE, 1961

Hawaii Brothers Take Oath



At Kaiser Hawaii Kai housing project, officers of Local 3 talked to members on the job. With Business Manager Al Clem (left), President Paul Edgecombe, and Re-

cording Secretary W. V. Minahan were Abe Kala, Rudolph Artujo and Foreman William Karratti.

5 Million In U.S. Still Out of Work

Unemployment dropped about seasonally to 5 million by mid-April, Secretary of Labor Arthur J. Goldberg announced.

The jobless total was down about 500,000 from March. However, it was still 1.3 million higher than in April last year. The seasonally adjusted rate of unemployment, at 6.8 per cent, remained without significant change for the fifth consecutive month.

Although unemployment declined in April, the number out of work 15 weeks or longer rose more than seasonally to a post-war high of 2.1 million. Among the long-term unemployed were 900,000 without jobs for more than half a year.

Total employment edged up to 65.7 million in April but was 400,000 below a year ago. Non-agricultural employment increased about seasonally but the usual spring pickup in farm work was delayed because of bad weather. Three million non-farm workers were employed part time for economic reasons, about the same number as the month before.

Navy Denies Report Shipyards to Close

There is a "real need" for the Hunters Point shipyard and the Navy has no plans to close it, Navy Undersecretary Paul B. Fay, Jr., said in San Francisco recently.

His emphatic statement came during an inspection tour of the yard, which recent Washington rumors have said is marked for closing.

Fay said the status of all Naval installations is being reviewed, "but I think definitely this shipyard is in good shape."

Many Local 3 members would be affected if the yard should close.

5-DAY TOUR
Fay, a San Franciscan, visited Hunters Point and Mare Island during a five-day tour of Bay Area Naval installations.

Rumors of the possible closing have alarmed Government employees, unions and business.

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Steps Urged To Spur Economy

Major steps to stimulate the economy and a thorough survey of the composition of the jobless are necessary to get the American "hard core" of unemployed back to work, declared Senator Paul Douglas (D-Ill.), vice chairman of the Joint Congressional Economic Committee, and Senator Winston L. Prouty (R-Vt.), member of the Senate Labor Committee.

Douglas said the "hard core" of unemployed consists of those

jobless for more than half a year, some for more than a year, who number at least a half million. He called for a cut in interest rates, retraining of workers thrown out of jobs by automation and other economic measures.

Prouty said that present statistics on joblessness are not adequate and that a detailed study is required to determine the actual number of hard core jobless, including claimants who have exhausted their benefits and are no longer on the lists.

The depressed areas law, now passed and signed, should aid materially in reducing the number of jobless and bringing about more healthful economic conditions, Douglas asserted.

To stimulate industrial competition, Douglas urged "a vigorous anti-trust policy." He said he thought the price-fixing situation revealed in the electrical industry was widespread, and added: "Immediately after their jail sentences, the price of electrical equipment, I am told, fell 20 to 30 per cent."

Officers Praise Big Gains in Membership

The Obligation of our union was given to approximately the 1,000th member during a double-purpose visit to the state of Hawaii by Operating Engineer officers last month. Some of the members in the state of Hawaii have belonged to the international for as long as 20 years.

Besides officiating at the reading of the Obligation, the officers participated in negotiations with representatives of the Haas and Haynie Company, which is starting a new development on the island of Hawaii.

Making the trip were Brothers Al Clem, business manager; Paul Edgecombe, president; W. V. Minahan, recording - corresponding secretary; and Newell Carman, International Vice President.

All commented on the "tremendous job of organizing" that has been done on the island during the past three years. Then there were only 300 members; now there are 1000.

"The labor movement is not as we know it on the continent," Clem said. "Throughout the years, Hawaii did not have a strong Building Trades Council or a strong Central Labor Council.

"In spite of this, the representatives on the islands, Brothers Harold Lewis, Rupert Teves and, now, Bert Nakano on the island of Hawaii, are doing an excellent job."

President Edgecombe presided at the meeting in which the Obligation was read. It was held at the Washington school.

The president said he was "particularly impressed by the solidarity of the membership as evidenced by the attention they expressed at the meeting. I am certain," he said, "that, barring something unforeseen, the membership of Local 3 in the State of Hawaii is destined to grow."

Vice President Carman reported on the progress that the International is making—an instructive talk that brought favorable comment from many members the meeting.

Besides consummating negotiations with Haas and Haynie,

(Continued on Page 2)

Federal Aid Bill To Help Construction

President John F. Kennedy has signed into law a \$394 million area redevelopment bill—one of the key measures in his new Administration's priority program to stem the recession.

The legislation will result in more work for Engineers.

The new law, similar to those Eisenhower vetoed in 1958 and 1960, seeks to create new jobs by helping to attract new industries to urban areas having chronic unemployment and to rural areas with underemployment. It contains safeguards against the use of federal funds to "pirate" industry from other communities.

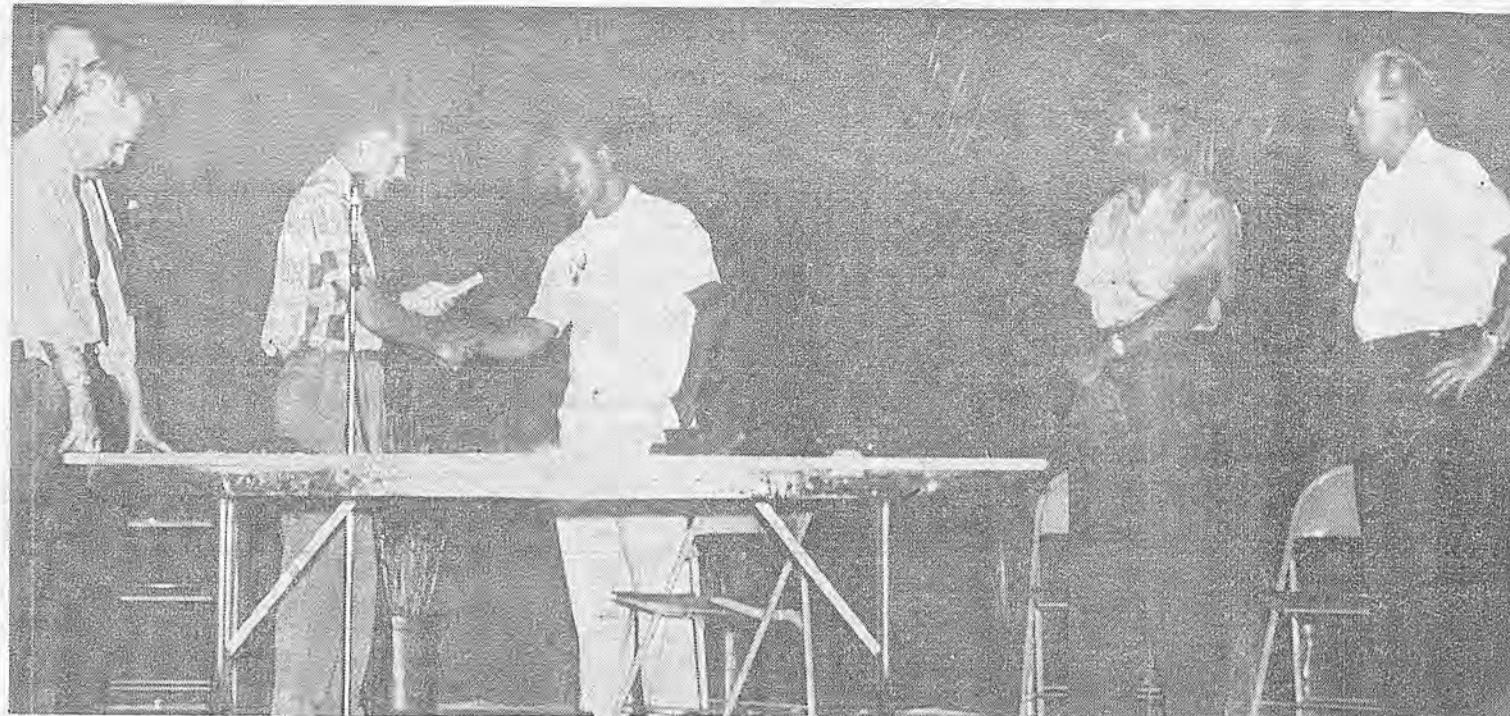
LOAN FUNDS

It authorizes the borrowing of \$200 million from the Treasury to set up two revolving loan funds of \$100 million each, one for industrial re-development and the other for rural development.

From these, the government will make loans for the construction of plants and facilities and for the purchase of machinery and equipment to help stimulate long-range employment opportunities in areas of chronic joblessness.

It also authorizes direct Treasury borrowing of another \$100 million for a fund to finance loans for as long as 40 years to finance up to 100 per cent of the cost of construction and improvement of such public facilities as water and sewerage systems.

In addition, the law calls for annual appropriations of up to \$75 million in grants for public facilities in redevelopment areas which could not afford to repay federal loans; \$4.5 million in annual appropriations for vocational training programs, in lieu of unemployment compensation; and \$4.5 million in annual appropriations for technical aid in preparing redevelopment programs.



Receiving recognition as the 1000th member of Local 3 in Hawaii is Brother Thomas Meyer. The ceremony was witnessed by (from left) Business Manager Al Clem, Re-

cording Secretary W. V. Minahan, President Paul Edgecombe, Hawaii Representative Harold Lewis, and International Vice President Newell Carman.

Hawaii Report

1000th Member Initiated in Hawaii

By Harold Lewis, Rupert Teves and Bert Nakano

The big news last month was the initiation of the thousandth member into the Hawaii branch of Local 3. The Hawaii members were honored to have Brother Newell Carman, Business Manager Al Clem, President Paul Edgecombe and Recording Secretary W. V. Minahan visit us and hold a special meeting to initiate Brother Thomas Meyer, a cat Skinner, as the 1,000th member.

The visiting "Alii" of Local 3 and Brother Newell Carman were treated to a tea house

party by the shop stewards of Hawaii. Like any other business trip, there are moments of joy and laughter. One of these moments was at the tea house where the floors are matted and the legs of the dinner tables are not more than 12 inches long.

ON THE FLOOR

The partakers of delicious Japanese food had no alternative but to sit on the floor using about a two-inch cushion. When dinner was over, Brother Clem collected a dozen or so of these cushions and reclined without even removing his legs from under the table remarking:

"When I get home, I am going to mat the floor and cut the dinner table legs; this is the best."

Brother Bill Minahan, a very conservative man, didn't quite understand the hospitality of the island people. He, through "Sammy" Samson, local representative of the Laborers Union, located Abe Dung, who went to college with Brother Bill's son-in-law. Coincidentally a luau (native feast) was in progress at Abe's home.

Abe Dung invited Brother Minahan and the rest of the group to participate in the celebration of the christening of a

Officers See Big Gains In Hawaii

(Continued from Page 1)

for work the firm plans in the state, the officers inspected the Hawaii Kai Housing project.

There is a tremendous amount of dirt to be moved at the project, and most of it is volcanic rock. In addition, there is a major dredging job connected with the project.

"It's apparent that Henry Kaiser has contributed a great deal to the economy of the islands," Brother Clem commented.

"While we have had our differences of opinion with this firm from time to time, on the whole they treat our members with the respect due them."

The officers concluded that although their visit was very short and their schedule busy, they enjoyed themselves and came away feeling the trip was mutually valuable—to them and to the members on the islands.

They agreed that "members can rest assured that their interests are being well-preserved by the three agents on the islands."

THANKS

In seriousness, the representatives and members in Hawaii want to say "mahalo" for their help in straightening several labor problems in the islands. Their mere presence made a few companies shake.

The out-of-work list is up to 81 at this writing and very little new work is foreseen until July, when highway and development jobs are expected to begin. There is the \$398,276 pipeline job in Heeia on Oahu, that J. M. Tanaka Company picked up. Hawaiian Dredging was low bidder on the Kahului Harbor job on Maui.

The \$300 million development by Haas & Haynie still has no definite starting time.

Hood Construction is still negotiating to get another Trousdale subdivision in Kaneohe and has no new work for our brothers. G. Kobatake is holding his own in Waipahu, Wailupe, Mo'kuleia and Kaneohe.

Highway Transportation Ltd., has had to cut its work force for lack of work.

HELPERS

Our thanks and appreciation to Brother Harry Robins, Andy Ako, and Charles Kamalani who entertained at the stewards party with Hawaiian, Japanese and English songs. Mahalo Nui also to Brother Hiram Olsen, who arranged for the entertainment at the special meeting to initiate Thomas Meyers into the Brotherhood.

The Hawaiian brothers have expressed the hope that the officers won't wait too long before returning for another meeting in Hawaii. On this note, we want to inform the local brothers that the officers will be back to initiate the 2000th member here; so do your share and organize the unorganized. Your "kokua" will certainly be appreciated.

Job Level Picks Up At Redding

By J. B. Jennings, S. N. Broome

The \$1½ million contract to build generators for the Trinity River project at the Spring Creek tunnel power plant was awarded to Allis-Chalmers of Milwaukee, Wisc. Allis-Chalmers will have 2½ years to build and install the generators.

Bids were received by Bureau of Reclamation, Lewiston, for Trinity River Division to clear Lewiston Reservoir site, approximately 560 acres steep highside and river bed areas. Andres Cleghorn of Loomis was low bidder of \$40,982.

SHASTA COUNTY

Realignment and widening of Whitmore road between 5.8 and 11.8 miles each of Millville will begin soon. This contract was awarded to Brown-Ely Company of San Rafael in the amount of \$419,000.

Construction of two new southbound lanes to provide a four-lane freeway between Cottonwood and just north of Bruce Drive in Anderson will cost at least \$568,000. The low bid was submitted by Ransome Company.

Ransome Company is presently engaged in the operation of dirt moving south of Redding. This work consists of making fox holes and building pill-boxes for a movie studio which will be moving to the Dr. Price Ranch south of Redding, where a war picture will be filmed. The Redding Employment office states that many of our local boys will be taking part in the filming of this picture.

GRAVEL PLANTS

There has been a steady increase of gravel plants in Northern California with four additional plants in operation. These gravel plants mean steady year round work for a number of brothers.

Much of the work on Highway 299-W this year will be in and around Redding. The work consists of tunnels and power houses, also relocation of Highway 299. Gibbons and Reed are in full swing with one shift on the Whiskeytown project.

SISKIYOU COUNTY

Bids were opened the other day on the Yreka Mt. job. The low bidder on this job was Ray Kizer, the same contractor moving the dirt on the freeway at Castella.

Slate, Hall & Hamilton are well on their way on a \$7 million project. This area was a constant hazard to motorists.

PIPE LINE

The Canadian California Pipe Line has made terrific progress the last few months. At present they are located at Burney and Oak Run. Approximately 100 Engineers on this project.

Iron Gate Dam, Hornbrook, is once again in full operation. Approximately 35 Brothers are employed here. This dam is being built by Morrison-Knudsen Construction Company for the California-Oregon Power Company. The crest of the dam will rise 173 feet above the Klamath's rocky bed. The top of the dam will stretch 685 feet from canyon wall to canyon wall. When this dam is completed, it will cost COPCO \$6.5 million and will have kept 150 men employed since last September. Iron Gate dam will generate power and control re-regulate the flow of the Klamath.

Brother Barney Word has been assigned to this office as Dispatcher. Brother Word has served you on the Executive Board and also on the grievance committee.

Contributors To Engineers Blood Banks

Operating Engineer blood bank contributors recently included:

SAN JOSE: Harold S. Martin (twice); Richard Zimmerman (twice); Kenneth B. Holt, Robert E. Martin, and Ruby Pounds.

SANTA ROSA-UKIAH: Charles Norton and Floyd Webb.

FRESNO: K. N. Alexander and Stanley Hensen.

VALLEJO: Ed Kirk. (Note: The Vallejo blood bank is open until 6:30 p.m. the third Wednesday of each month.)

OAKLAND: Ted Cox, Edgar Locke and Clinton F. Webster. (To make an appointment in Oakland, telephone OLYmpic 4-2924.)

STOCKTON: Roy Brawley, Alton Wolbert and Lawrence I. Smith.

SAN RAFAEL: A permanent blood procurement center is now open at 508-A Fourth st.

Shipyard To Stay Open, Fay Reports

Continued from Page 1)
men, who would be directly affected.

At the request of interested San Franciscans, California's senators and representatives in Congress have asked the Secretary of Defense to review the value of the yard.

If ship repair work is cut down, it was suggested, Hunters Point might be used for construction and overhaul of nuclear submarines.

ENGINEERS

Operating Engineers at Hunters Point, many of whom have worked there for years, operate all types of cranes at the yard.

Recently, they elected Al Buffington to serve as their steward.

Captain Charles A. Curtze, commander of the base, recently told Local 3 that 6500 persons are employed at Hunters Point, earning about \$160,000 a day. Captain Curtze assured the union he would do everything possible to maintain the work force that is now employed.

Labor Statistics and Research

bers was not enough to bring the area's total back up to the July 1957 peak of 763,500.

A year-to-year drop of 5,300 union members was reported in the six-county San Francisco-Oakland Metropolitan Area, bringing the total down to 463,400 in July 1960, compared with the peak of 479,500 reached in July 1957. The 1 per cent drop in membership from 1959 coincided with a rise of over 2 per cent in employment.

California Unions At New High

California union membership passed the 1¾ million mark for the first time in 1960, John F. Henning, Director of the State's Department of Industrial Relations, announced last week.

Unions had an estimated 1,756,000 California members in July 1960, about 15,000 more than in the preceding July. This count is based on replies received from nearly 3,400 local unions returning the annual membership questionnaire of the Department's Division of

the area's total back up to the July 1957 peak of 763,500.

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ENGINEERS NEWS

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Diversion of Silver Creek at Union Valley Dam (left). This is an earth filled dam and will be a beautiful lake site when it is completed. The dam will back up 271,000 acre feet.

★ ★

Below, helicopter used by the Bechtel Corporation with the Jaybird Penstock and power house in background.

• Good Jobs Going In Pollock Pines

We are doing very well in the Pollock Pines area, where a number of good jobs are going on.

Peter Kiewit & Sons have 311 men on their jobs at the present time, including overhead. Weather has been a bad factor on this job, but it should be completed by December 15.

Western-Knapp is going strong on the power plant site at Camino. This is a rock job, which means they will need something as strong as the Operating Engineers, and the stuff called giant powder to complete it. This job is to be completed this fall. They have two Northwest 80 D's working on this job. Brothers Herman Seth and Bob Knapp are the operators. They have to go 30 feet below water level at the river bottom, which means they will have to change the channel.

Piombo Construction Co. is doing a good job at Stumpy Meadows. Hynote is the project manager and you all know he is an old skinner himself, and his middle name is "Muck Hungry." He claims the job will be completed about November 15.

BECHTEL JOB

The Bechtel Corporation at Pollock Pines is doing a fine job on their work in this area. They have had a helicopter to transport their men into the rough territory where machinery could not go. They also used the helicopter to pour concrete around the power poles where nothing else could get. The TEK engineers have done a wonderful job in this area.

D. M. Drake Company was the low bidder on the power house excavating at Union Valley. The job started May 22, and termination date will be approximately July 1, 1962. This is a \$1,429,000 job which will provide work for quite a few Brothers. The superintendent on this job will be R. E. Westerman.

TUNNEL REPORT

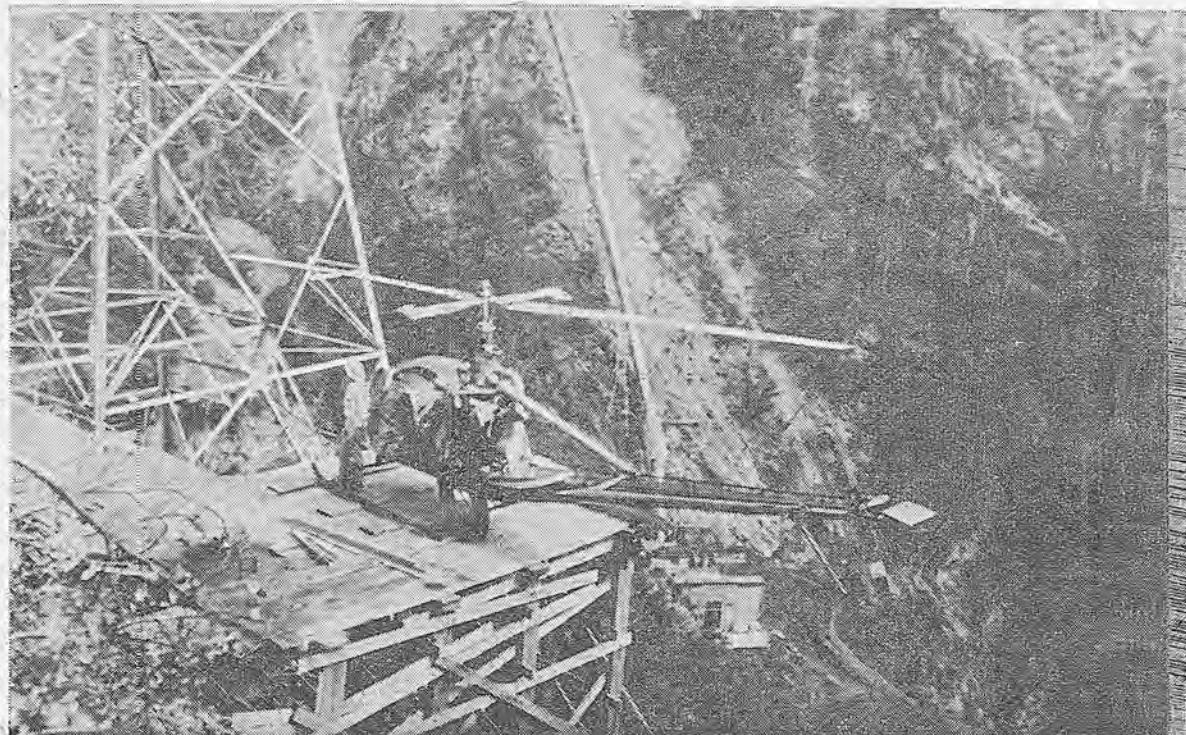
At this writing there are 103 men working at the Robbs Peak Tunnel. Approximately 25 of these are operating engineers. The road into Robbs Peak has improved with the weather which makes it better for the men to get to and from work and to get powder and fuel into the job. They are making good footage, averaging about 59 feet a day. This tunnel will be 17,000 feet long when completed.

The Brothers have finished setting up the crusher and are crushing the rock that comes out of the tunnel which will be used on the road that Northrop

Construction Company is building.

CAMINO TUNNEL

At the Camino tunnel, the men are drifting upstream at about 300 feet a week and 295 feet a week downstream. There has been a little questionable ground and the supervision tells the men to keep plenty of rock bolts handy, and if it looks like it will take two bolts to put four. They have put as high as 74 rock bolts in 24 hours, but they are in better ground now. This tunnel will hole through in October with good luck, and it will take about two months to move out all of the equipment.



Sacramento Area

Pre-Job Talks on Dredging Project

By Errie Nelson, Bill Metz, Chas. Cockayne and Al Dalton

The Sacramento area has been late getting started. In the last 30 days we have cleared 508 men and still have a large out-of-work list—about 465 A operators and 85 A oilers.

We held a pre-job conference with Hydraulic Dredging Co., a \$6,000,000 dredging job in the deep water channel. Union representatives of the company were: Guy Walgrave, project manager; Morris Walgrave, levee superintendent; Nick Carlson, skipper; Roland Davis, chief engineer and Ernie Nelson, representing the Engineers. The company is very safety conscious. They have 473 days without a loss of time accident.

The Utah Dredging Co. is moving in to start dredging connecting the Sacramento River with the turning basin in West Sacramento. This job is not

nearly as large as the dredging that road from Arden Ave. to Folsom Ave. will be opened for travel.

Quite a few new buildings under construction are providing work for a sizeable number of trucks and cranes and the like.

Granite Construction Co. and P & E Construction Co. have their Folsom Freeway job in high gear with in excess of 50 operators on the project. Part of it is being double-shifted.

Stockton Construction Co. is nearly finished with the sewer project on Folsom Boulevard, but more is in store from Power Inn Road to south of Freeport. They expect to have that project buttoned up in approximately four months.

We met with representatives of the Concrete Pipe Industry on Tuesday May 23 and heard their first records. We should next round.

SODA SPRINGS

Guy F. Atkinson is getting started on their Soda Springs job with the 71B set up and in the rock. This project will eventually have an 88B and 54B going with a half dozen bulldozers bulldozing. This job is only for sub grade, the rock base and paving to be let next year. Ed Doolittle is way ahead with the clearing and will have no trouble keeping ahead of the drill crews.

Briggs-Conley-Dennis are off to a slow start on the Donner Summit job, working two shifts on part of the project. A lot of shovels crews are not yet started. The weather has been the main factor in holding up progress, excessive moisture in the material has forced the contractor to make changes in the operation.

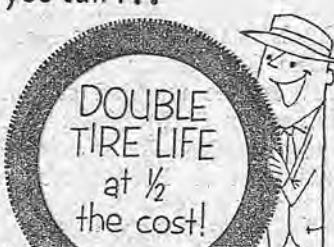
Clements Rock is coming along well with the dredge it is



These five Operating Engineers standing by a Hydraulic Dredging Company trailer, represent a total of 106 years in the Union. From left are Morris Walgrave, Roland Davis, Ernie Nelson, Nick Carlson and Guy Walgrave.

Cochran & Celli Tire Company

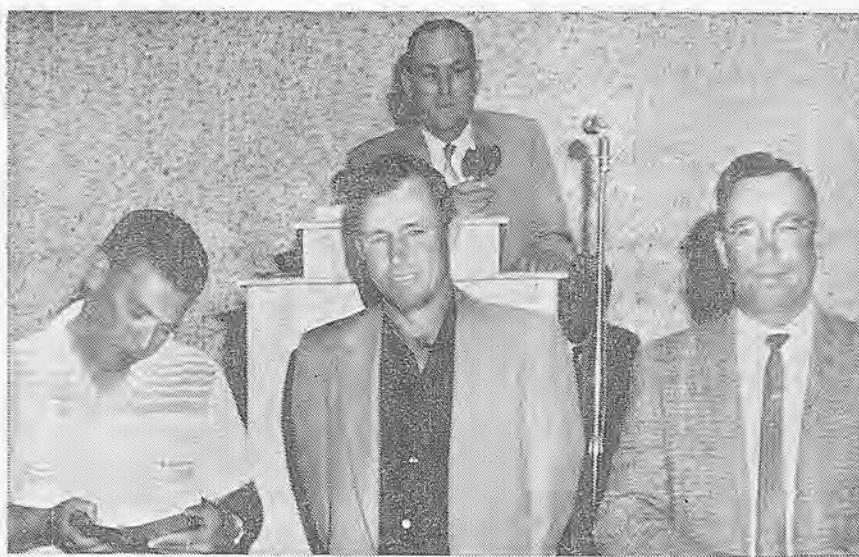
you can ...



- LET US RETREAD YOUR PRESENT TIRES FOR NEW-TIRE MILEAGE OR BETTER
- OUR WORK IS GUARANTEED
- FREE LOANERS WHILE WE REBUILD YOUR TIRES
- WE USE ...



2344 E. 12th St.
OAKLAND
KE. 2-6323



In compliance with action of Executive Board, wallets are to be given to past members of the Grievance Committees who have served over one year. At the Stockton District Meeting held on May 9, wallets were presented (left) to Brothers Harvey Edwards, Larry Chapman and Sam Co-

burn. In back is President Paul Edgecombe. At the Sacramento District meeting held on May 4, wallets were presented by Business Manager Al Clem to Brothers Harry Crigler and George McFadden. At the table are W. V. Minahan and H. T. Petersen.

Wallets Given for Grievance Committee Service

Prior to going under local autonomy, the Grievance Committee sat in the 12 districts comprising Local 3.

These brothers who were elected to serve on the Grievance Committee have served well and have contributed considerably towards furthering the democratic processes in our lo-

cal union as well as helping to explain the rights of unionism to our brother members.

We find in talking to these members who served on the Grievance Committee that the great majority of the operators are eager to abide by the by-laws and working rules and live by the contracts negotiated by

our officers.

But in many instances, due to not being familiar with these laws, they have violated some of the rules. And it is through the efforts of the brothers serving on the various Grievance Committees who explain the danger to the union as a whole when one brother violates a

rule, that our union has been made better. We all owe a vote of thanks to those brothers who devote one evening a week to serve on the various Grievance Committees, helping their brother members to more fully understand the workings of the local union.

Therefore, your Executive

Board voted unanimously to present a wallet to any brother who had served for a period of one year on the Grievance Committee. In the last round of meetings in Sacramento and Stockton, the brothers were presented with this token of appreciation from the rest of the members of Local 3.

'Best Year Ever' Seen For the Oakland Area

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

The Oakland area is rolling. There have been approximately 775 men cleared during the month of May.

The immediate future in the Area as a whole looks exceptionally good for this year. According to some of the reports, this will be one of the best years this area has ever had. Most all of the Brothers who normally work out of Oakland hall are hard at it as are a number of Brothers who moved in from other areas.

The dirt movers have been going real good, and from all indications we will be short on dozers, scrapers, pulls and blade hands as well as mechanics and grade setters early this season.

In Berkeley, there is a beehive of activity on the new buildings going up on the campus at the University of California. They are being erected by the Engstrom-Norse and Stolt Co. and the F. P. Lathrop Co. Both have subbed out quite a bit of the work.

On Shattuck Avenue, the Ransome Co. is constructing a divider island, subbed out to Ritchie Miller, Dell, and the J & M Construction Co. The John Branagh Construction Co. on the Gil tract is going full blast on the married student's housing on Sixth Street in Albany, with O. C. Jones doing the grading, and Prodanovich on the pipe.

RICHMOND

The yards in Richmond are keeping a number of the brothers busy. The scrap iron business has been good to the brothers working at Par Terminal and Learners have been able to keep some Engineers on the payroll scrapping ships. The brothers in the Willamette Yard are doing repairs and overhauls.

Murphy-Universal is moving right along on the sewer line job, Richmond. Quite a number of brothers are employed by Bechtel, P.M.C., Scott, Rosendahl, Macco, C. Norman Peterson, Chicago Bridge and Iron, Ralph M. Parsons, George Peres, E & K Trenching, Brogden Bros. and Bigge all working on

the Standard Oil Refinery at Richmond. Some tearing down old parts of the plant, others erecting new additions.

Blake Bros. quarry looks like it might be back in production for the season after a slow off and on winter.

Quarry Products is revamping its plant, with electric motors replacing the gas and diesel engines which does away with a lot of grief for the plant operator.

Rosendahl cranes are busy all over the country side. Lee J. Immel is doing odds and ends all over. Bob Smith is keeping his dirt spreads working fairly steady.

Peter Kiewit kicked off the El Portal Shopping Center in San Pablo and his subbed out the trenching to S. M. Roberson, D & D trenching and various others with O. C. Jones doing the grading and placing the base and will do the surfacing later this fall.

And while there are no exceptionally large projects to the north of this area, there are numerous other firms who are improving streets, installing new and replacing old pipe lines, grading subdivisions, and all that goes with the usual seasonal construction work.

Last of 12 New Bridge Piers Done

Yuba Erectors, a division of Yuba Consolidated Industries of Emeryville, has the contract for the sub-structures and superstructures of the Benicia-Martinez Bridge. This job is under the supervision of Fran Murphy, project manager, and Bill Ziegler, project superintendent. They are in the process of completing the last water pier, which is a slipform method and is the last of 12 piers poured by this method.

On the Martinez side, they have all the steel erected and the cement deck poured for the roadway. At the present time, they have started erection of the steel trusses over the Carquinez Straits. Commencing the latter part of June, they are planning on erecting one span of steel per month.

The method used in the box footing was new. The box footings were poured in their Richmond yard and then floated to the bridge and firmed in place by cement filled steel caissons.

The biggest problem on this job was finding bedrock to support the piers. The overall length of this bridge is 6215 feet, and it is supported by piers from 100 to 138 feet above the water level.

Building Projects Help Outlook in San Francisco

By Paul Edgecombe, Jerry Dowd and George Baker

Construction work in the San Francisco area has not increased since last month, but we have maintained a normal work force. We still have many Engineers on our out-of-work list.

If the freeway program doesn't develop soon, our dirt-moving engineers are going to have to go elsewhere for employment.

All indications are that build-

SPECIAL NOTICE — Brothers interested in going to work at San Francisco Naval Shipyard — contact the San Francisco Dispatcher immediately.

ing construction should increase soon due to the many building projects that are proposed or just started. They include the Fontana cooperative apartments, at an estimated cost of \$29 million. (Pacific Company is the contractor); Lone Mountain College for women (Rothschild, Raffin and Weirick); USF Law school, a million dollar addition to the campus (M & K Corporation); Pine and Mason 19-story apartment house (Cahill Brothers); a three-story student parking facilities at the State College (Amo-

n).

The Rock Sand and Gravel in dragline to get it out. They have been working two shifts and have really had a battle.

The Rock Sand and Gravel in

industry in this area is going full blast now. All the plants are in full operation and all hands back on a full-week basis.

Southern Alameda County Report

The work in Southern Alameda County is going quite well. There are many dirt jobs going full blast and a lot of Engineers are employed by various contractors.

Case Hood at Livermore is still working a big spread on its canal and pipeline job. They are digging the canal with rubber-tired rigs. They have a side-boom unloading the pipe and are digging and laying with a 54-B Bucyrus.

Erwin D. Varwig on the college job is also going strong. They have some trees to remove and the shoulder to widen. They have two D-8 cats, three blades and one roller working.

Gordon H. Ball on the San Lorenzo Creek job has hit a snag. They hit mud in the bottom at Hayward and had to set in a

President Kennedy's investment tax credit proposal "would harm the economy more than it would help it" and constitutes "an unwarranted handout of billions of dollars to business," the AFL-CIO has declared.

In testimony before the House Ways & Means Committee on the Administration plan to allow business to subtract 15 per cent of extra investment expenditures from its tax bill, AFL-CIO Research Director

Stanley H. Ruttenberg said America needs "the durable stimulus of rising family spendable income" which can best be accomplished by a reduction in "the individual income tax burden."

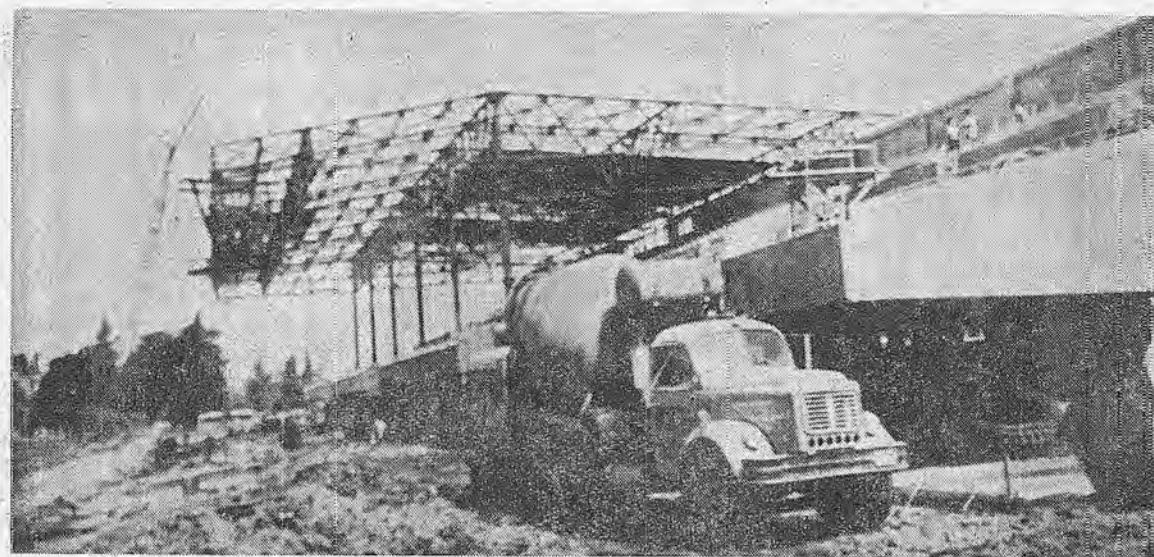
It is the "considered judgment" of the federation, Ruttenberg said, that neither a corporate tax rate cut, a further liberalization of depreciation allowances nor the proposed tax credit "can achieve the results that are now being promised."

He characterized the \$1.7 bil-

lion tax credit plan as a "business tax subsidy crash program" and added "we fear it would be an abortive experiment" that would not provide for the essential economic growth the nation so badly needs.

Ruttenberg warned that adoption of the tax credit proposal "would more likely distort the recovery process and hasten the next recession just as the overgenerous business tax benefits of 1954 over-stimulated investment while consumption lagged."

AFL Opposes Tax Credit Plan



Bob Rapp Construction has just about finished with the new grandstand at the Sonoma County Fairgrounds. Another ex-

ample of Engineers constructing modern up-to-date grandstands.

Santa Rosa-Ukiah Area

'Signs of Life' Return Again

By RUSS SWANSON

In the past five or six reports, the Santa Rosa-Ukiah area has been somewhat slow, but increased activity in Santa Rosa has helped to shorten our "out of work" list.

Ball and Simpson have started on a two shift basis on their highway job from Windsor to Healdsburg. Guy F. Atkinson once again is going strong on the section of highway between Santa Rosa and Windsor. Gal-

braith Construction just started on a \$1,150,000 pipeline job from Santa Rosa to Petaluma.

Argonaut Constructors are busy at the Gualala road job and also various subdivision jobs and pipeline jobs. Arthur B. Siri has scattered work at Mid-dletown, Lower Lake road, Westerly Lake Road at Healdsburg, Rohnert Park. Carey Brothers is subbing the dirt for A. Siri on the \$739,000 road job at Lower Lake. Reichhold and

Jurkovich has just started on the re-surfacing job at Cloverdale.

TWO SHIFTS

Luhr Construction and Miles Sierra are working two shifts on the levee job near Napa. Shellmaker is working around the clock on a dredging operating at Bodega Bay. Fredrickson Brothers is in full swing at Napa on highway and ramp work, doing about a mile of four lanes—Slinsen Construction is busy at various locations and just finishing the overpass job at Napa. McGuire & Hester is in the final stages of the sewage plant construction at Calistoga. Don Dowd is busy with various subdivisions, but has very little major work. All the rock, sand and gravel plants are going strong. D.H.L. Co. is in the final stages of the Boonville Road job. Pete Barretta is busy on highway work near Lower Lake. Roads and Hastings has started on the road work between Fort Ross and Jenner.

NEW WORK

Anticipation of work to start shortly: The Ukiah Freeway job was bid on May 31. The budget allocation was for \$1,750,000. Reichhold and Jurkovich were low bidders, at \$130,000, on bridge and approach work near Valley Ford, also low at \$89,000 on re-surfacing work at various locations in Sonoma County. The Chicago Bridge Company was awarded the 6,000,000 gallon tank job in Santa Rosa. The bid was \$224,000.

The Foresville aqueduct and steel tank will be bid on June 5. Healy Tibbits and Granite Construction were low at \$181,000 for jetty repairs at Bodega Bay, and M. Royce Hall was low at \$63,000 for paving, building, etc., at the maintenance station at Sebastopol.

Work this year is expected on various flood control projects around Santa Rosa. There are many other small jobs which will be bid on shortly and we will report on them as soon as they come up.

LICENSES

Once again a reminder—those of you who are running equipment, such as DW20's—you must have an endorsement on your license if you plan to transport the equipment on the highway. The Department of Motor Vehicles presently has men in the field who specialize in giving tests to those of you who are operating this equipment.

The Representative in this area is Mr. Zimmerlin, and you will no doubt see him on one of the jobs, for I have given him a list of the main projects. If you know that he is on your particular project—don't fail to take the test and receive the endorsement on your license.

Militant Scientist

In Washington, D.C., an Air Force scientist, Major Theodore C. Kahn, resigned from the American Association for the Advancement of Science because it refused to act like a militant trade union.

In his resignation letter, published in the organization's magazine, *Science*, Major Kahn declared, "Whether or not you like the union approach, or whether you feel that it goes against the grain of your organization to compromise the scientific ivory-tower tradition, the fact remains that the Ph.D. scientist is not generally compensated in our culture for the sacrifice, effort and skill that his extensive training entails."

Jobless Insurance

In Phoenix, Ariz., with any luck at all, the 100 members of AFL-CIO Tile Setters Local 4 figure that not only will the current recession be ended for them in a hurry but future recessions will skip right by them.

The reason: Local 4 purchased a long-established gold mine and its members, 40 of them currently unemployed, decided—according to Business Agent Howard Reidy—"they might as well work the mine themselves until things pick up."

The pumped-in water sells at the price of ham—about 70 cents a pound—and this works out to a price of about \$5.58 a gallon on the water.

After that exposé, Freeman announced he is arranging for public hearings to be held in five cities, at which testimony will be taken as to whether the Benson order should be continued in effect or reversed.

Freeman said he will make his decision after the hearings, and that added water will be banned from Federally-inspected hams if consumers so desire.

Al Clem Reports—

June is "Apprenticeship Month" in California, and we in Operating Engineers Local 3 are especially aware of the value of apprenticeship training.

The objective of "Apprenticeship Month" is to tell the people of the state about the progressive steps taken by labor and management, with assistance from state and federal agencies and public schools, to expand and improve the quality of apprenticeship.

Unless apprenticeship training is stepped up generally—as the Operating Engineers are attempting to do—our nation will face a critical shortage of skilled workers. Fundamental to our economic strength is the ability to prepare for the future by providing an adequate supply of skilled craftsmen.

—ac—

Our own apprenticeship training program was the subject of a discussion by Treasurer H. T. Petersen recently. He, Vice President Jerry Dowd, and myself attended a meeting held by the San Mateo County chapter of the Engineering and Grading Contractors.

Treasurer Petersen, at the request of Buzz Haskins, also gave a thorough explanation of the new hiring regulations. This meeting, I believe, is a typical example of the kind of union and employer relationships that exist in Local 3. We can sit down at a meal with the employers and make our views known to them.

—ac—

We were sorry to note recently that attendance at meetings in Stockton and Sacramento was unusually low. In Oakland, however, more than 200 members turned out for a recent meeting. Brothers who regularly attend meetings and participate in the operation of our union not only are insuring the best for themselves, but they know, also, that they are taking the responsibility of good unionists and good Americans.

—ac—

New hiring regulations for the State of Nevada have been overwhelmingly approved. This is another demonstration of the necessity for a strong local union and a strong International. Without them, these working conditions could never be obtained.

Your attention is drawn to wage increases that have been negotiated by your union and which have recently gone into effect or will go into effect in the near future. When the pay check reflects the increase each Brother is reminded of the one big benefit of good unionism. The safeguards to our jobs, the safety program, the fringe benefits, all the other reasons for belonging to a union often are not obvious to us. But the pay check always is.

Here are the current wage increases:

Wth AGC, Intermountain Branch, Utah, effective June 1; for pile driving, effective July 1.

Master agreement with AGC for Northern California, effective July 1.

Master piledriving agreement for Northern California, Northern Nevada and Utah, effective July 1.

AGC master agreement for Northern Nevada, effective June 1.

Master dredging agreement, effective June 1.

More wage increases are effective in August. They will be noted in next month's column.

—ac—

NOTES: If you are a civil service employee or a superintendent member, you should contact your Business Representative immediately to protect the pension credits you may have established. Your employer has been notified of this, but has he notified you? . . . Number of one page agreements signed last month was 68. Standard long-form agreements signed—15 . . . Thirty-five members attended the recent safety meeting in Fallon, Nev.

—ac—

The men in construction are the true builders of cities—and nations. While the buildings and the bridges, the dams and the highways are dedicated usually to the financiers, it's men like the Operating Engineers who are the real creators.

A British writer, Sam Price Meyers, took note of this on a recent visit to San Francisco. It was quoted by Herb Caen in The Chronicle, and I'll pass it along here:

"I am left with a great respect for the men who, with their own hands, built this city—not the financiers and the entrepreneurs but the anonymous thousands who did the job for a daily wage, with sweat and often danger as part of it. I see these men as the truly great ones of San Francisco. I should, I think, have heard more praise of those who built the bridges, hotels, parks, civic and commercial buildings, roads, docks and houses."

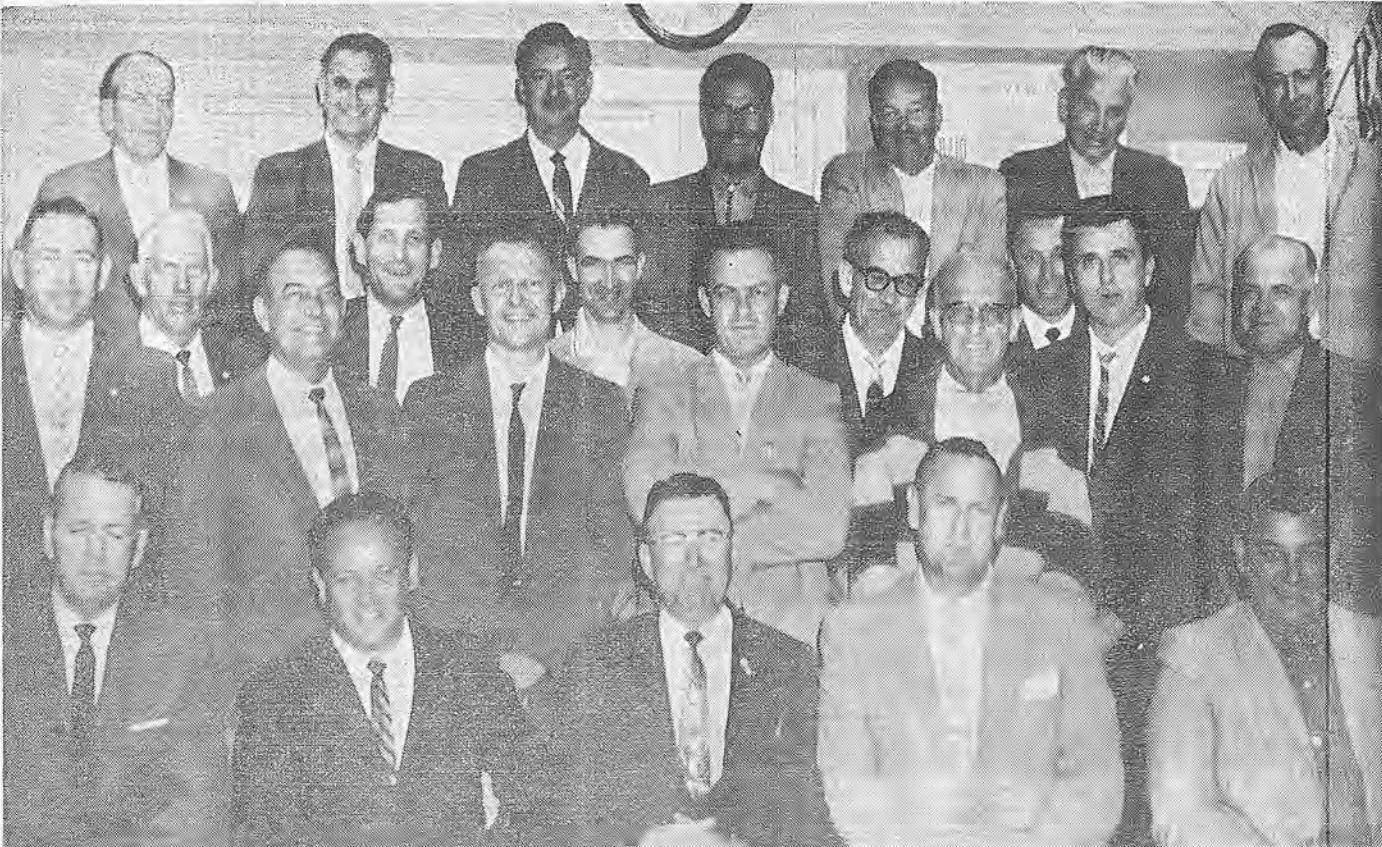
"Nobody told me, with pride or without, about these San Franciscans and their work with pick and shovel, bulldozer and excavator, scaffolding and drill, although I was told perhaps too much about the food, drink and entertainment you lay on so lavishly . . ."

Business representatives and dispatchers of Local 3 have completed a special training course to increase their effectiveness in dealing with their fellow members, employers other unions, the government and the public.

The 12-week course was taught by William Friedland (second from left, first row), and was given through cooperation of Local 3, the Oakland Junior College and the Institute of Industrial Relations at the University of California.

The participants:

Front row: W. V. Minahan, Instructor Friedland, Danny Dees, Dale Marr and Tom Eck. Second row: Al Dalton, Ed Dubos, Mike Draynick, Bill Raney, Aaron Smith, Don Kinchloe and Charlie Cockayne. Third row: George Baker, Art Pennebaker, Leo Cummings, Ernie Nelson and William Metz. Last row: Dar Matteson, "Tiny" Laux, Russ Swanson, Norri Casey, Harley Davidson, A. J. Hope and Walt Talbot.



Annual Blood Bank Day For Building Tradesmen

The annual Blood Bank Day was held again on Saturday morning, June 3, at the Peninsula Memorial Blood Bank in Millbrae.

The Blood Bank was sponsored by the San Mateo Building Trades Council and its affiliated locals. The purpose was to build up blood reserves for future possible use by union members.

Competition of a beneficial manner marked the day, with the several participating unions trying to show more deposits than others.

The event drew public acclaim from city officials down the Peninsula. Among those who were to attend were Hugh A. Wayne, the Mayor of San Mateo, and County Supervisors Edward R. McDonald and Louis Chess.

Union officials present included Al Clem, business manager

of Local 3, Bryan Deavers of the Building Trades, and Jim Ward secretary of the Building Trades.

William Hazlitt Said:

Society is a more level surface than we imagine. Wise men or absolute fools are hard to be met with, as there are few giants or dwarfs . . . Our fancied superiority to others in some one thing, which we think most of, because we excel in it, or have paid most attention to it; whilst we overlook their superiority to us in something else, which they set equal and exclusive store by.

"Do not waste your time on Social Questions. What is the matter with the poor is Poverty—what is the matter with the rich is Usefulness."

—George Bernard Shaw

San Mateo

Pick-up on the Peninsula

By BILL RANEY and DAN MATTESON

In spite of no really large projects starting as yet in San Mateo County, we find since our last issue a terrific drop in numbers of Engineers on the out of work list. We are already nearly out of rubber tire men.

There is much talk about doubling the San Mateo Bridge. If this project should go, we shall have many engineers employed for some time. There may be some dredge work in connection with the pile driving.

O. C. Jones was awarded a 500 by 200 foot runway extension job at the San Francisco airport.

At this writing, rumor has it that Ratkovich got the Pan American Airways half million fill job.

Bragato Paving was low bid-

der on the highway and bridge work at Pescadero. This should soon cause Pinkams to put on another kettle of Noodle Soup.

AIRPORT JOB

Raymond Concrete Pile has started a \$500,000 job at the airport, and it will no doubt go on for some time.

Buzz Haskins coastside operators will feel at home on the grading of the new Half Moon Bay High School property. About one quarter of a million yards on this one. This is only two or three weeks work for those top-notch operators.

The proposed 180-apartment unit near the Los Prados subdivision site will cost in the neighborhood of \$3,000,000.

Brewer's Island and 19th Ave. extension is still a hot issue, but nothing new at this writing.

The Stanford Linear Acceler-

ator is getting more and more publicity, but prospects look dim for another year.

Your Business Representatives have been kept rather busy with the servicing of various jobs on and near the airport. All engineers should be proud of those members that have been so materially helpful in maintaining our contracts. It is gratifying to see the recent example of loyalty and unity of purpose by you brothers.

DIRT HAULING

The trucking concerns are still fighting the restrictive measures set down by various cities through which they must pass in order to get dirt to the bay. The latest impasse seems to be that one judge says that the airport is a public utility, and therefore must be allowed to be built unhindered by local city governments. Another judge however, has said that it is not a public utility. At least, dirt is moving, pending appeals by both sides.

A concern from Phoenix, Arizona, is proposing a \$5,000,000 motel at Millbrae Ave. and Bayshore Blvd. This would make four major hotels adjoining the airport, with dozens of minor ones building on the perimeters every year.

CALLAN PARK

Callan Park can only be built outside all city limits, since South San Francisco has turned down annexation. This will still someday be a mammoth enterprise involving 15 million yards of dirt.

If you have not acquired your endorsed license for driving heavy equipment on the highway, contact the San Mateo office and leave your phone number. Take the written test at a Motor Vehicle office and we will call you and tell you when and where the examiner will be to give you the driving test.

Good Behavior

PHILADELPHIA — All seven executives of major electrical manufacturing corporations, sentenced to 30 days in jail for price-fixing and bid-rigging, have been given their release.

Five of the men were let go five days early for good behavior.

Some say they are going back to work, others to Florida for vacations.

Every Member An Organizer!

Small Contracts in Vallejo Area

By Aaron Smith

Last month there were no large jobs let or started, however, a number of small contracts were awarded. Van Allen and Motter got a pipe job at Mankas Corner, Peter J. Barrette was awarded a grading and paving job northeast of Napa, Bragato Paving picked up a paving job for the City of Napa, Ewing Turf Products has a job at the Napa Fairgrounds, Malott, Peterson and Grundy has a street job at Mare Island, Para-

dise Engineers has a job at the Maritime Academy, and H. F. Lauritzen has a job at Grizzly Island.

Pipeline Jobs

Underground Construction was recently low bidder on a pipe job for the City of Fairfield at \$95,960. George Slinsen is keeping the boys busy on various jobs in Solano and Napa Counties, and he has recently been awarded two paving jobs for the City of Napa.

Syar and Harms has equip-

ment spread through Solano County with rigs working at various sites in Fairfield, Travis AFB, and Vallejo. Fredrick and Altermatt should be starting their pipeline jobs for the Department of Irrigation and Recalibration sometime this week.

They were awarded two sections of canal, one at \$417,709 and the other at \$529,636, in Suisun Valley.

H. C. Price, who has the section of the gas line that is going

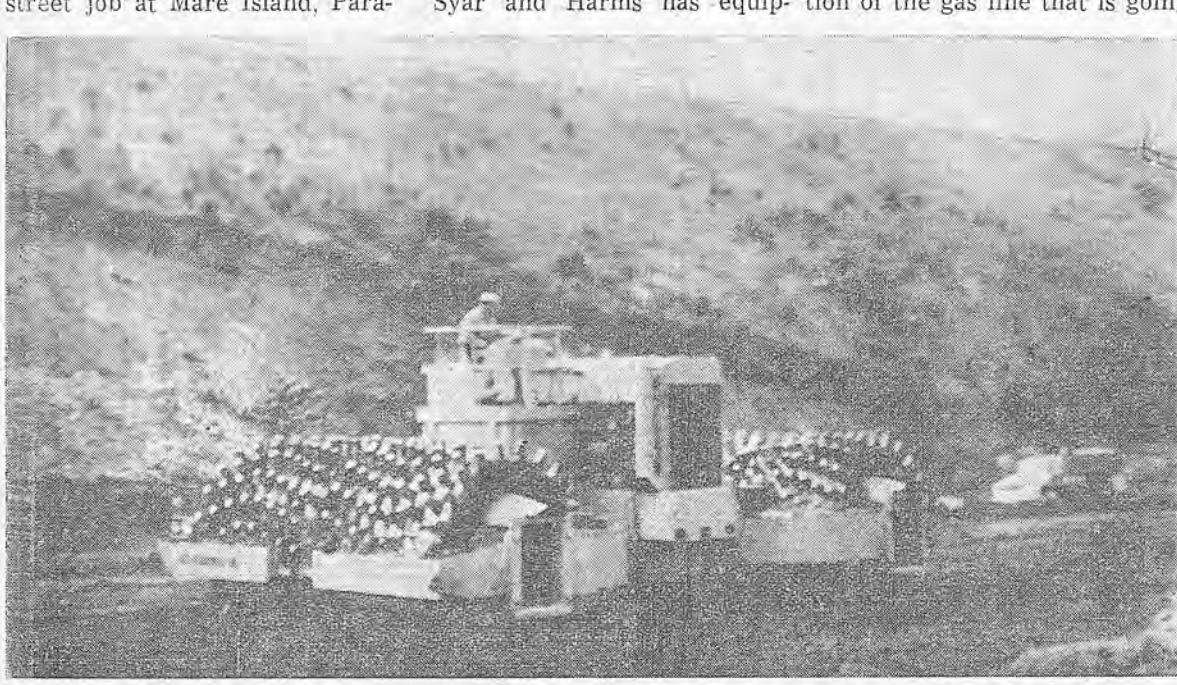
through Solano County, should be moving in between June 1 and 15. Tom Hanna Construction is working on a yard for them by Kaiser Steel Plant,

which will be used as a yard to wrap the pipe before it is laid. Kaiser Steel Fabrication Plant in Napa is working a full crew on two shifts and a small crew on the third shift. They have considerable tonnage of pipe for the California portion of the gas line from Canada, approximately from Oregon to Antioch.

ENCOURAGING

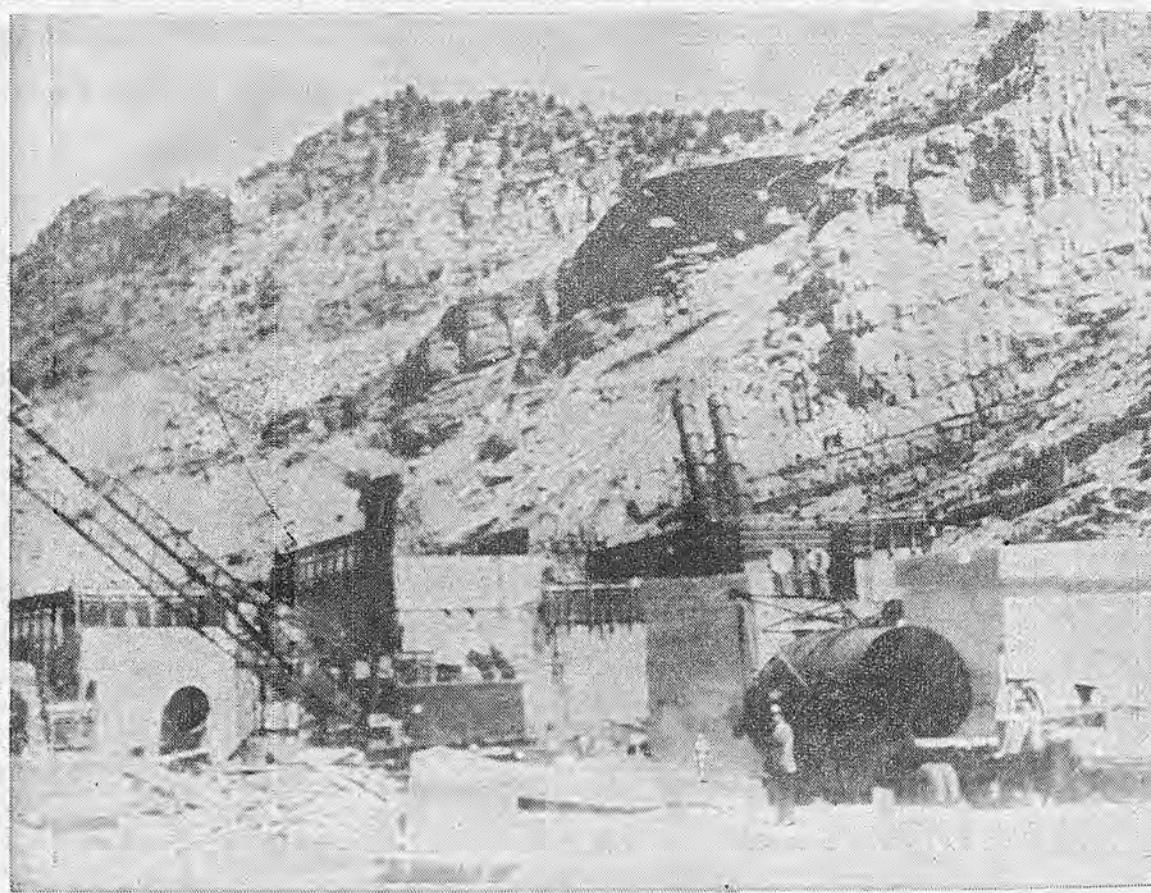
On the whole, the pipe picture is encouraging and it looks like it will be a very good year for them. Wunderlich Company is going full force on their freeway job on Highway 40 just northeast of Solano County Fairgrounds, they have 64 engineers on the payroll at the present time. This has been a good job with very little turnover. They are using a Le Tourneau electric roller, and according to the report we received it has solved all of their compaction problems (see picture).

The proposed freeway through Vallejo has hit a snag in the planning stages. The City of Vallejo has protested the State's plans on routing and wanted an expressway that would go along the bay instead of through town. So far there has been seven plans proposed and the price range is \$6½ to \$20 million. The job is no closer to being let than it was last fall.



NEW EQUIPMENT—This compactor has a Cummings V 12, 600 H.P. motor and each sheepsfoot drum has an electric motor. It operates the same as an electric

pull. The original price of this rig was \$95 thousand and it weighs about 125 thousand pounds. The operator is Brother Louis Climer.



ARCH DAM—Ira Whitney, operator, and Reed Durfey, oiler, are on the 4500 Manitowoc. In the foreground is District Representative T. J. Stapleton. We were successful in getting a 20 cent raise effective

June 1 on top of the regular wage increase for our members working on the Arch Dam Project at Flaming Gorge. They should be pouring at capacity sometime in the middle of the summer.

Utah Roundup

Golf Course Work Underway

By E. J. Stapleton, M. F. Bowman, John Thornton and Jay Neeley

Tiago Construction Company has moved some men onto the Riverside Country Club in the Provo area, but not to play golf. They have two DW 20's and a couple of dozers building some fairways and greens.

W. F. Penrod and son have some equipment along with Bellmont Richards and his elevating pull. This probably won't last too long, but at least it is close to home.

Tiago is also running a full

crew at Daniel's Canyon with traffic and rock problems. They finally decided to try a DW 20 on this job, but it may not work out too well because of the rocky terrain.

There is a little activity above Heber with E. V. Chittle moving some draglines and dozers on the Provo River channel revision. Eddie Narovich and Lavel Robison are running one dragline at this time and Wrex Lindsay is on a dozer. As the bureau opens up more work for them, there will be more operators on the payroll.

Thorn Company and Ford have a crew on up the river by Woodland, but the river is at its high level and their work will be limited for a few weeks.

GENEVA

We are hoping for some work for our Engineers at Geneva in the near future with footings going in on an expansion of the Coil Storage Building. American Bridge Company is to do the erection and State Electric the excavation. Consolidated Western Steel has the fabrication for the iron on this plant and will probably do the same for the work at the ore handling department.

A and B Construction Company at Vernal is progressing good relations between Company and the Union.

San Francisco Chemical Company is doing well under their new agreement with the Operating Engineers. They have some growing pains at their new plant, but the stewards are doing a good job and these we hope to overcome. The Safety Committee will be rolling soon to overcome safety problems.

SOUTHERN AREA

Stearns Rogers Company is doing very well on the collar and excavating of shaft. It will be two months or more before they will be able to do too much.

W. W. Clyde is progressing well at Moab. We have about ten brothers on this job.

Utah Construction Company at the Iron Mines in Cedar City is now in full production and at this time have put on a few additional men. Many who were laid off have been recalled.

Many Workers Paid Less Than Minimum Wage

Donald Drew, head of the Salt Lake office of the Wage-Hour and Public Contracts Division of the Department of Labor, reports that \$178,60 was found owing to 1,1190 Utah workers in 1960 as a result of overtime and minimum wage violations.

This was for failure to comply with the minimum wage of \$1 per hour and overtime for over 40 hours per week.

There was much opposition from employers when the Utah State AFL-CIO attempted to have a \$1 an hour minimum wage law extended.

Judging from the number of violations found, this legislation seems to be of great importance to this state.

All state benefits must be drawn before claimant becomes eligible for extended benefits under the temporary program.

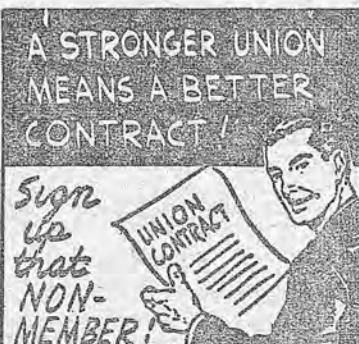
Applicants eligible for extended benefits will be entitled to an additional number of weeks equal to one-half the amount of his regular exhausted claim to a maximum total benefit of 39 weeks.

This act provides for extended benefits to eligible applicants up to an additional 13 weeks.

EXAMPLE: — If regular exhausted benefit was for 20 weeks, extended amount will be for an additional 10 weeks; if regular exhausted benefit was for 30 weeks, extended amount will be for nine weeks; if regular exhausted benefit was for 36 weeks, extended amount will be for three weeks.

Benefits will be paid under the extended provisions in the same weekly amount as paid in the regular exhausted claim.

If only partial weekly benefits were drawn because of part



Personal Notes

UTAH: Brother Hyrum Knight suffered a severe injury when a large rock fell on him. He expects to be off work about three months . . . Congratulations to Brother Dean Braithwaite and wife—a baby boy . . . Brother Mark Miller's son, Preston, died on his birthday, May 23, as a result of an automobile accident . . .

O O O

SAN JOSE: Brother James L. Walls was killed in an automobile accident recently . . . Now on our sick list: Raymond Keene, Albert Sharon, Nick Enfantino, H. Aldrich, Frank Jones, Russ Johnston, Joe Prentiss, M. Ramunni and Roy London . . .

O O O

SAN RAFAEL: Brother Bill Weldon underwent surgery at Marin General Hospital for an accident sustained on the C. D. Madsen job recently . . . Brother Jan Zaner was killed in an automobile accident on May 19 . . . Note: Our office still has a good supply of Time Record Books available at \$1 each . . .

O O O

VALLEJO: Brother Bill Castner passed away at the Queen of Valley Hospital in Napa after an extended illness. He had worked around the Napa-Vallejo area for quite a number of years, and had been working for George Slinsen at the time he became ill last fall. He had worked as an oiler in this area for over ten years.

O O O

MARYSVILLE: Condolences to Brother and Mrs. David Mead on the death of their son, Jay, at the age of three and one half months, by pneumonia . . . Brother Savely recently underwent a very serious operation in San Francisco, the type that is referred to as "massive" and had a lung removed. Brother Savely worked for years for H. Earl Parker and we are sure that his many friends will be happy to know that he is doing fine . . . Brother Walter Mortenson is walking around lately feeling very proud as his daughter Norine recently launched, with great fanfare, her career as a dress designer in Beverly Hills . . . Brother Everett V. Henry died in an accident on May 15 while on a fishing trip with some friends. According to reports he was helping unload the boat with a gin pole when the pole broke, striking him and causing his death. He was 53 years of age and is survived by his wife, Claire, his son Charles, age three, and a brother, Chris, who is also a member and is employed by Putte Creek Rock Company . . . Brother Paul Hanway of the New York Machine Shop recently had his knee operated upon in the Community Hospital in Oroville. By the time we got around to getting to the hospital he had left and gone home, so we presume he is doing fine . . .

O O O

SANTA ROSA-UKIAH: Jan Zaner lost his life in an automobile accident. Congratulations to Brother Harlan Ward and Mrs. Ward on the birth of a daughter. Brother Russ Donhue is off the sick list. Recently, while working over at Bodega Bay, Russ was over the side because of being knocked in the head by a winch part.

O O O

RENO: All the brothers in the Silver State were stunned by the news of the death of Brother "Big" John Kudron. Although he had been ill for some time, still it came as a shock to all to know that Brother John was gone. His tall rangy figure and warm smile, so familiar on the job, will be missed by us all. Our sincere sympathies are extended to his family.

O O O

STOCKTON: Brother Harvey Edwards, a member of this organization for the past 16 years and a resident of Stockton for nearly as many, is the new dispatcher in the Stockton office . . . Brother Ron Lenahan is at home recuperating after a 37-day visit in the hospital. Brother Ron had two major surgeries to reactivate a collapsed lung. Best wishes for a speedy recovery.

O O O

OAKLAND: In last month's news it was reported that Brother Mike McGreevy had gone to Indianapolis to try for the 500 mile race. Brother Mike was unable, however, to find any owner who would let him use his car for the test. We are sorry to hear this, but sincerely hope he will have better luck next year. In the meantime he is back to work on the grease truck for San Leandro Pipeline . . . Brother Leonard "Swede" Hamilton owns the Club 7 at 212 E. 14th Street, Oakland . . . Brother Ed Lecke has just donated his 12th pint of blood to the Engineers Blood Bank. The Blood Bank could sure use some more donors such as Ed . . . Jim Keey and wife, Beverly are the proud parents of a baby boy, weighing 8 lbs. 4 ozs.

ENGINEERS NEWS

OPERATING ENGINEERS LOCAL UNION No. 3

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How Teamwork Settles Disputes

For several years, the Basic Trades and the Associated General Contractors of America, Inc., have tried to find some solution to mutual problems and to provide a voluntary disputes procedure. Such a procedural agreement has now been reached.

It provides for the establishment of a Joint Appeals Board made up of representatives of the Contractors and officers of the seven unions comprising the basic trades in the building and construction industry: Operating Engineers, Bricklayers, Carpenters, Hod Carriers and Laborers, Iron Workers, Cement Masons and Teamsters. For the Operating Engineers, General President Joseph J. Delaney is the representative.

President Delaney and General Secretary-Treasurer Hunter P. Wharton work diligently to settle disputes we may have with other crafts. But there is a standardized method by which disputes are brought to their attention.

Members are urged to make certain that equipment that comes under the jurisdiction of Engineers is operated by members of our union. But if an exception is noted, members should not try to settle disputes on their own initiative. Rather, they should contact their local Business Representative. In most cases, we have found, the Business Representative can settle the disputes.

However, if they cannot, then the dispute is brought before the head office of Local 3 and we, in turn, attempt to settle the matter in an amicable way. But, again, if for some reason we are not able to do so, then we may turn to our Regional Office.

At our Regional Office, International Vice President Newell Carman may meet with representatives of the other unions involved in the dispute, trying to work out a settlement that will satisfy all parties involved.

If this resource should fail, then the matter is turned over to our International President and General Secretary-Treasurer.

The entire procedure is aimed at settling differences without any stoppage of work. We are certain this is the manner of operating that members of our union desire.

It is obvious, we believe, that we can achieve these aims only by working as a team, thereby making possible a better way of life for our members and their families.

Getty's Credo

A bunch of British millionaires took an American billionaire—J. Paul Getty—to lunch recently at the Dorchester Hotel in London.

The lunch was held to celebrate a new biography of the 67-year-old oil magnate. Getty told his guests he has no formula for getting rich.

"If you can trust a man," he said, "a contract is a waste of paper. If you can't trust a man, it's still a waste of paper."

Of course, if you're a mere millionaire—or a working man—you may not be able to gamble with Getty.



Consumer Advice

Frozen Dinners Costly

By SIDNEY MARGOLIUS

When you buy one of these frozen meat or fish dinners to eat while you look at TV, or many other ready-cooked frozen and canned foods in the supers today, you often get more of such inexpensive fillers as potatoes, water, flour, celery, etc., than of meat or fish.

Recently, the New York State Co-operative Extension Service advised consumers to read labels on ready-cooked products to know what they are really getting. By law, the label must list the ingredients in order of the relative amount. The first on the list is the largest single ingredient, the second is the next largest, and so on.

But other reports and surveys have shown that most shoppers do not read the ingredients in labels. Most simply look at the picture on the package.

If that's how people shop nowadays, they are paying a lot of hard-earned money for some cheap ingredients, and the food processors have discovered a wonderful way to get as much as \$1.25 a pound for such fillers as rice, flour and even water.

For example, the extension service found one brand of "shrimp" chop suey actually contained, in order of importance, celery, bean

sprouts, and shrimp broth, with the shrimp itself in fourth place.

And do you know what the leading ingredient is in "shrimp croquettes with Newburg sauce?" Not shrimp, but water.

We did some further shopping and found a brand of frozen cooked turkey slices, ready for heating, had as its leading ingredient not turkey, but broth, with turkey second, followed by giblets and flour. At 39 cents for a 5-ounce package, you pay \$1.25 a pound for this dish.

Or take a famous TV dinner of "meat loaf with potatoes and peas." The actual ingredients in order of importance are potatoes, tomatoes, beef, peas, skim milk and water. At 59 cents for 11 ounces, this comes to 86 cents a pound for meat-loaf dinner, that is more loaf than meat.

Potatoes at least have some nutrition, but if you pay 69 cents for a famous brand of canned "chicken chow mein," the first and leading ingredient is good old water. Other fillers in this product are celery, starch and bean sprouts. The picture on the label shows an appetizing-looking dish with good-sized chunks of chicken. But there is actually so little chicken that the can is labeled "sauce with chicken"; legally required since there is more sauce than chicken.

Soup to Nonsense

Tragedy for the Tourists

By JANE GOODSELL

I've read plenty of horrifying books, but for sheer, stark tragedy, few can compare with a little volume titled "Spanish for the Tourist."

It is an instruction manual consisting of Spanish translations of phrases the tourist is likely to need in Mexico. After reading it I'm ready to stay at home. That book raised more goose pimples per page than anything Edgar Allan Poe ever wrote.

The book opens pleasantly enough with a list of GENERAL USEFUL PHRASES: "Good morning." "A thousand thanks." "Did you sleep well?"

But even here, sprinkled among the courtesies, are a few hints of the disasters soon to befall: "There is no hope." "What is wrong?" "What is happening?" "I am afraid." "Look well!" "Be careful!"

This is simply mood music, setting the tone for tragedy. The real crises begin in the chapter titled TRAVEL.

On the train: "There is no dining car." "This seat is dirty." "Can you give me another blanket?" "I am sorry, Madam, there are none left."

In the hotel, chaos follows frustration: "This room is too small, too noisy." "I want a well-ventilated room." "Have you anything better, cheaper?" "Can you hurry?" "Where is the toilet?"

A relief from disaster is clearly indicated at this point, and it is provided in the chapter titled FLIRTING AND TERMS OF ENDEARMENT. A charming scene it is, too: "I like you." "I love you very much." "Tell me if you love me." "I am dying for you." "Don't take so long to say yes." "How adorable you are."

Imagine my shock when, at the end of the chapter — after the lovemaking — comes the question, "Are you married?"

Maybe I'm old fashioned, but I feel that this question should have been settled earlier, before things got so involved.

After this final poignant scene, the author inexplicably wound up her saga with a vocabulary list of weights and measures. To my way of thinking, a better finale would have been a phrase uttered in Chapter 1, THE DRUGSTORE:

"I want a bottle of poison."

Family Finances

Most Families are in Debt

Two out of every three American families are debtors today. About half of the families have installment debt. One third have mortgages. Another fourth have straight bank loans or debts of other kinds. Many owe more than one type of debt.

These findings are reported in the "1960 Survey of Con-

sumer Finances," just published by the Survey Research Center of the University of Michigan. Here are some of the facts about installment debt presented in the study:

* Half of the families with installment debt owe \$500 or more. The other half owe less than \$500.

* Five years ago, only one in 14 families owed more than \$1,000 on the installment plan. Today, one family in seven owes that much.

* Installment buying is most popular among families in \$5,000 to \$10,000 income bracket. Families with incomes below \$2,000 and above \$10,000 a year seldom use installment plans.

The University of Michigan study reports that installment buying is not as popular today as it was during the "credit splurge" of the early 1950s. Still the monthly payment method remains a common means of financing new cars, appliances and other durable goods, according to the report.

The study also points out that "young families, looking forward to higher incomes" are among those most likely to have high debts. About one family in eight has debt payments exceeding one fifth of its yearly income.

Interestingly, more than one

third of those making monthly payments have enough money in the bank — or other liquid assets — to pay up all their installment debts.

The study claims that "people who buy on time, even though they are in a position to pay cash for their goods, see installment buying as a means of getting better service or even better price, feel monthly payments are means of self-discipline, or want to save their cash for a 'rainy day' or some other purpose."

The "1960 Survey of Consumer Finances" includes reports on four recent national surveys of consumer attitudes and inclinations to buy, involving a total of more than 7,000 interviews. The book, on sale for \$7.50, should be available in most libraries in the near future.

Let's Get On With the Job



'Consumer is Forgotten Man'

WASHINGTON, D.C. — "The American consumer is the forgotten man when it comes to determining the general economic policies of our government," Senator Clair Engle has announced.

He said the answer lies in new Federal legislation to establish a Department of Consumers.

"We need a Department that can speak with the same authority in behalf of our consumers as do the Departments of Agriculture, Commerce and Labor for our farmers, businessmen and workers," he explained.

Senator Engle said one significant reason why a Department of Consumers is needed is to protect consumers in an economy dominated by administered prices which deny the protections of competition.

Interestingly, more than one

third of those making monthly payments have enough money in the bank — or other liquid assets — to pay up all their installment debts.

WASHINGTON, D.C. — Secretary of Labor Arthur J. Goldberg has asked an equal number of labor officials, private citizens who are manpower experts, and management officials to join with Government officials to form a 24-man advisory committee on automation and manpower.

The Secretary recently estab-

lished an Office of Automation and Manpower in the Labor Department and appointed Deputy Assistant Secretary Seymour Wolfbein as its Director.

The Secretary spoke before the Labor Law Committee of the Federal Bar Association. He said he has made it a Labor Department policy to consult with "people in every walk of life who can help us do our job better."

Committee on Automation Being Formed

WASHINGTON, D.C. — Secretary of Labor Arthur J. Goldberg has asked an equal number of labor officials, private citizens who are manpower experts, and management officials to join with Government officials to form a 24-man advisory committee on automation and manpower.

The Secretary recently estab-

By-Laws of Operating Engineers Local No. 3

Sixth Installment

Article XI

JOB STEWARD

Section 1

When, as and if the Business Manager determines that a Job Steward is, or Job Stewards are, necessary or advisable on a job or project, such Job Steward or Stewards shall be appointed by the District Grievance Committee, subject to the approval of the Business Manager or his authorized deputy. The Business Manager shall give consideration to requests of the membership for the appointment of Stewards.

Section 2

A Job Steward shall be a registered voter within the territorial jurisdiction of the Local Union, as evidenced by current and continuing valid registration, and a Member of the Union for five (5) years next preceding his appointment, if possible.

Section 3—Authority

(a) The Job Steward's duties, functions and responsibilities are limited to receiving complaints from the Members; checking the job for violations of agreement, health and safety; investigating and reporting to the appropriate Business Representative.

(b) The Job Steward has no authority to seek adjustment of violations of the agreement or of the International Constitution or of these By-Laws, nor shall he purport to have the authority or be deemed to have the authority, nor shall he act to cause an attempt to cause, in any fashion whatsoever, any person, whether employee, supervisor, or employer, to take any action, or any person to cease from any action in violation of, or in furtherance of, the agreement or the International Constitution or of these By-Laws; but the Job Steward shall, instead, report to the Business Representative of the Union servicing the job or project for appropriate action. He may under no circumstances collect any money due or payable to the

Local Union from any Member or applicant for membership or any other person.

Section 4

A Job Steward who fails to carry out his duties or exceeds his authority may be summarily suspended from his position as Job Steward by the Business Manager or his authorized deputy, and with the approval of the District Grievance Committee, be removed from his position as Job Steward.

Article XII

ELECTIONS

(A) ELIGIBILITY

Section 1

(a) Officers: No Member shall be eligible for election, be elected or hold any office, other than Business Manager, unless he shall have been continuously in good standing in the parent Local Union for not less than two (2) years and continuously a Member of the parent Local Union for not less than five (5) years, all next preceding the last day set for the filing of his Declaration of Candidacy.

(b) Business Manager: No Member shall be eligible for election, be elected or hold the position of Business Manager unless he shall have been continuously in good standing in the parent Local Union for not less than two (2) years and continuously a Member of the parent Local Union for not less than seven (7) years, all next preceding the last day set for the filing of his Declaration of Candidacy.

(c) District Member of the Executive Board: No Member shall be eligible for election, be elected or hold the position of District Member unless he shall have been continuously in good standing in the parent Local Union for not less than two (2) years and continuously a Member of the parent Local Union for not less than five (5) years and a registered voter in the District he represents or seeks to represent for not less than one (1) year, all next preceding the last day set for the filing of his Declaration of Candidacy.

his Declaration of Candidacy.

No Member who is on the full-time payroll of the Local Union may accept a nomination for or be elected to the position of District Member. No District Member shall hold the position of District Member if he accepts employment on the full-time payroll of the Local Union.

(d) No Member shall be eligible for election, be elected, or hold office or position, and no person shall be employed who has been convicted of any crime involving moral turpitude offensive to trade union morality, or who has been found after trial by the Union or by Civil Court to have been false to his trust or misappropriated Union Funds or property or who is commonly known to be a crook or racketeer preying on the labor movement and its good name for corrupt purposes, whether or not previously convicted for such nefarious activities.

(B) NOMINATIONS

Section 1

(a) Declaration of Candidacy: All candidates for any Elective Office, or for District Member of the Local Union Executive Board, shall between midnight December 31st and midnight January 15th, preceding the election, file with the Recording-Corresponding Secretary at his office in San Francisco, a Declaration of Candidacy for the office or position or District Member of the Local Union Executive Board to which he seeks election, accompanied by a Non-Communist Affidavit and an Affidavit that he meets the requirements of Section 504 of the Labor-Management Reporting and Disclosure Act of 1959.

(b) Notice: The names of all Members who have filed their Declaration of Candidacy within the time allowed and the office or offices or position for which each Member has filed shall be published in the March edition of the Engineers News preceding the election, and promptly posted in the District Employment Offices.

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

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

(c) Nominations: Nominations shall be made in the month of May at the regular scheduled District meetings as a special order of business or at specially called meetings in that month in those districts in which there is no regularly scheduled meeting in that district.

Nominations shall be in writing in the form following, and shall be delivered by the nominator at the meeting when nominations are called for by the presiding officer. The presiding officer when nominations are closed shall read the nominations to the meeting and deliver them to the Recording-Corresponding Secretary.

NOMINATION

The undersigned hereby no-niates.....

Register No. for

Signature

Register No.

Social Security No.

Print Name

In the event no such Acceptance of Nomination is filed a Candidate shall be deemed for all purposes to have declined all nominations for the offices or positions for which he has filed a Declaration of Candidacy except the first such office or position to which he is nominated and for which he has filed with the Recording-Corresponding Secretary.

(f) Eligibility of Members to Nominate: Every Member of the parent Local Union and its subdivisions, except subdivision A, who is not suspended for non-payment of dues as of April 11th preceding the election shall have the right to nominate. No Member whose dues have been withheld by his employer for payment to this Local Union pursuant to his voluntary authorization, provided for in Collective Bargaining Agreements, shall be declared ineligible to nominate by reason of any alleged delay or default in payment of dues by his employer to the Local Union.

(Continued in next issue)

Good Safety Records on Tunnel Jobs

We hear a lot of talk about the safety conditions in our tunnel work and we all know that tunnel work is hard and dangerous, but it is interesting to look at the records on jobs where both the supervision and the man take an active interest in safety.

On the Oroville project tunnels, under the direction of Julius Williams, Woodleaf tunnel is now 9300 feet underground. A total of 128,000 man hours have been worked without a lost time accident.

Paddy O'Dowd, superintendent, and all the men on that job should be proud of this record. It shows what can be done on a tough job when everyone takes an active interest in safety.

NO LOST TIME

The Southfork heading has been worked 120,000 man hours and has been driven over 11,000 feet with no lost time accidents. The combined headings of South fork and Slate Creek tunnels have been worked 160,000 man hours in 1961 and there has been an accident frequency of only 37 for this period. Henry Holman is the superintendent on this combined spread.

Forbestown tunnel, under the supervision of Jack Robertson, has been worked 75,000 man hours in 1961 with an accident frequency of only 31.

Transfer For Safety Officer

Thomas N. Saunders, chief of the Division of Industrial Safety has assigned William E. Stock, safety engineer for Division, to part time emergency duty in the Division's Sacramento office.

Stock, who presently covers the construction field in the North Coastal area, will spend a substantial portion of his time on construction out of the Sacramento office.

This change is necessary, Saunders said, because of greatly increased construction activity in and around the Sacramento area.

At present, Reginald J. Irvine is the only safety engineer assigned to the construction field in the Sacramento area.

"All eyes are opened or opening to the rights of man. The general spread of the light of science has already laid open to every view the palpable truth, that the mass of mankind has not been born with saddles on their backs, nor a favored few booted and spurred, ready to ride them legitimately, by the Grace of God."

—Thomas Jefferson

In Providing Our Goods And Services Last Year

Safety Report

1,823,000 WORKERS TEMPORARILY DISABLED



85,000 WORKERS PERMANENTLY IMPAIRED



14,200 WORKERS KILLED



State Hearings to Be Held on Tunnel Safety Law Revisions

By DALE MARR

We are starting on our heavy work load for this season and we hope that with the help of members in the field, we will be able to make this the safest work season we have had.

A number of injuries and some deaths could be prevented if there were a keener interest taken in safe work practices by both the supervision and the employees. If you have any safety problems on your job, we

LETTERS: Thanks for Help From an Operator

Fresno.

Dear Brother Clem:

I wish to express my appreciation for the help given me by you and your assistant officers and representatives, especially our safety engineer, Brother Dale Marr, also Brothers Ernie Nelson and William E. Metz. Had it not been for their quick and efficient action and untiring efforts in getting the second offense dismissed, I would have paid a fine of \$525 or 30 days to six months, in the Sacramento county jail, or both, for the violation of the Penal Safety Code Section No. 385.

This happened twice and in both accidents—the first in 36 years as a shovel or crane operator—I could have proven that it absolutely was not my fault. In the first accident, I was directed into the line by the foreman, and the second time the assistant was not watching the crane. I could not see the line from the cab of the crane.

However, the operator is always the one to face any charges for hitting a line. The operator should be sure that no part of the crane or shovel could come within six feet of any power line, and any time he directed to a position where an accident of this kind could happen, he should park the equipment and call the State Safety Engineers, as they are always ready and willing to help prevent accidents. Or call your local office or business agent.

With the aid of the above

Brothers, and the attorney they secured for me, we were able to have the second charge dismissed, but I still have 30 day suspended sentence and two years probation, and also lost my job due to these charges.

I hope that you can find a way, with the safety program we now have in operation, to impress on the minds of every operating engineer the Safety laws of California, as this may save their lives or the lives of those who work with or near them.

I wish to thank you again for this assistance.

Fraternally,
WARNER W. MORSE
Register No. 354947.

* * *
Dutch John, Utah
Dear Mr. Marr:

I want to express my sincere appreciation to you and your organization for your help and interest in Arch Dam Constructor's Safety Program for construction of the Flaming Gorge dam and power plant. Your visit and inspiring talks to all of our personnel were well received and a valuable contribution to our job efforts to promote safety.

We are continuing with the program and accelerating our activities on safety as our work pace increases.

Best wishes for success in your efforts to promote safety in all phases.

Very truly yours,
D. D. BAKER,
Project Manager.

The State Industrial Safety Department is about ready to hold hearings on a revision of the tunnel safety orders. We expect to start the hearings in the next month. If any of you have any ideas that you would like to present, I would appreciate it if you would send them to me in the main office right away.

DONNER SUMMIT

The possible health hazards to road construction crews from the dusts, fumes, noise and vibration caused by heavy equipment will be measured this summer on the Highway 40 freeway construction project over the Donner Summit.

The study has been prompted by questions as to whether increased mechanization in highway construction and other earth moving projects create hazards to health. Similar investigations have been made on tunnel construction projects and for a major railroad company.

This type of investigation, aimed at the prevention of job-induced illnesses and disability, is a routine function of the State Health Department. Over the years this program has played a major part in improving the health and increasing the life expectancy of California's working men and women.

The study will be conducted in cooperation with the State Division of Highways and the State Division of Industrial Safety. If any of you are asked for information or help on this program, we hope you will do all you can to help out.

State Laws Designed to Save Lives

By THOMAS N. SAUNDERS
Chief, Div. of Industrial Safety.

The Safety Orders promulgated by the Division of Industrial Safety, or those safety sections of the Penal Code, are there because there was and is a specific and proven need for them.

The two California regulations governing contact through equipment with high-voltage lines are no exception. During the 12 months of 1959, 24 workers were seriously injured and 12 were killed by contact with high-voltage lines are not exception. Durin

high-voltage lines through improper use of equipment. In the period since 1947, 225 workers have lost their lives because they or someone else did not obey the law. The breaking of these laws constitutes the greatest single cause of all worker deaths involving electricity.

The California Penal Code makes it clear that an operator and possibly his employer as well are guilty of a misdemeanor if he brings any part of his equipment within six feet of a high-voltage line. The law further requires that a sign be posted in plain view on the rig reading, "Unlawful to Operate this Equipment Within Six Feet of High-Voltage Lines."

Electrical Safety Order 2603 is even more explicit and more restrictive. Under this regulation no employer shall require or permit boom-type equipment to operate in proximity to high-voltage lines if the possibility exists that any part of such equipment might be brought within the six-foot danger zone.

If work must be done within the six-foot distance, the Safety Order requires that the contractor contact the local power company about de-energizing the line or otherwise eliminating the hazard. In any case, the operation must meet the requirement of the Safety Orders before work proceeds.

Safety engineers for the Division of Industrial Safety are vigilant in watching for this violation and in hundreds of cases each year the operation is stopped until brought into compliance.

What happens when a case of this kind comes before the courts? As a practical matter our records indicate that in scores of cases it is almost always the operator who receives the sentence, a fine or jail, and the company may go free. Fines vary from \$500 to \$10 for this offense—a small amount indeed where lives are endangered. Regardless of the amount of punishment, it is almost invariably the operator who suffers most.

What can be done to save the 12 or more workers that are destined to lose their lives this year because of violations of these laws?

Certainly, operators can refuse to work on jobs where they are requested by their employers to violate these laws. If they respect their own lives they can do no less.

Operators who have records of habitual violation (and many do) should be watched carefully by their unions and employer to see that their carelessness does not endanger their own or the lives of others. Meanwhile, the Division of Industrial Safety will exercise every vigilance to reduce and ultimately to eradicate the shocking death and injury rate in this field.



At Hunter's Point Naval Shipyard, Operating Engineers were shown movies recently about the importance of safety on the job. At far right in the background are Business

Representative George Baker and Safety Engineer Dale Marr. Vaughn B. Ferguson is Director of Industrial Relations at the yard.

Work Booming at Beale AFB

By Harold Huston, C. R. Van Winkle, W. R. Weeks and Jim Hall

Work in the Marysville area has started to open up. A lot of the jobs we have all been waiting for have either started or are about ready to start.

We cleared 252 men so far during the month of May, but we still have 375 operators and 10 oilers on our out-of-work sts.

Glen Canyon Film Shown in Eureka

By Warren LeMoine and W. L. "Bill" Tomberlin

At the Eureka safety meeting held May 15, Dale Marr showed a film on the building of Glen Canyon bridge in Utah, Arizona. On May 16, it was shown at Mad River for the members working on the Ruth Dam for Fadel Granite. There were 38 members present at this meeting.

Chandler & Newman moved in to finish the excavation on the Dr Bet Corporation job at Pecos. The brothers have about 5,000 yards on this job. On this job are Brothers Wilbur Wallace, Carl Leach, Frank Martin and Foreman Weller. Chandler & Newman also have moved on their job at Larabee Creek to build a bridge. This job will run about three months.

A contract has been awarded to Arthur B. Siro Co. for base and paving between Lord Ellis Summit and Greenpoint, on Highway 299. It will cost \$154,000. Tom Rich will be the foreman.

B & R was low bidder on the employment office project to double the office space of the Eureka branch of the State Department of Employment. The construction will add a second story to the 6,000 square foot building at Fourth and K Streets and will push the walls of the building out to property limits. B & R is currently constructing the science building on the campus at Humboldt State College in Arcata.

Morrison-Knudsen Company of Seattle, Wash., is getting underway on the job at Hazelview Summit, seven miles south of Oregon line on Highway 199. Morrison-Knudsen has 4.2 miles of two-lane highway. There are nine brothers on this job: Dan Laney, Earl Begley, Warren Hughes, Jim Atkins, John Bradley, Kenneth E. Wisniewski, John Frederickson, Nelson Carter and Fred Pietrick. At the peak of this job there will be about 40.

There have been some tenta-

Construction at Beale Air Force Base is a major part of present building in the Yuba-Sutter area. A survey taken this week of work in progress indicated the total cost of these projects to exceed \$10,000,000.

In addition to present work, two big projects—the base medical facility and the Beale Officers' Club, which cost in excess of \$3,000,000 have just been completed. The last of the 570

houses in the first of the three Capehart Housing projects have been in use since last May. Harbinson & Mahoney Company was recently awarded a \$166,848 contract for cleanup work on these dwellings. Some work has been started toward completion of the 400 houses in the second increment. These were about one-third completed when work was halted last year by Hal B. Hayes.

Nomellini Construction Company and F. B. Lathrop Construction Company were awarded this contract with a low bid of \$4,949,000. With the work done by Hayes, the total cost of the 400 unit increment is expected to be about \$7.5 million. This is about \$1,000,000 more than the original Hayes' contract.

The first of these four-hundred houses may be ready for

occupancy in mid July. According to schedule, 130 units should be completed by fall.

The scheduled completion date on 230 duplex units which round out the three Capehart Housing Projects, is February 1962. Alcan Pacific Company of Sacramento was awarded a \$3,714,000 contract on the buildings, and Baldwin Construction Company of Marysville is doing the off-site work under a \$128,450 contract.

CHICO

Gordon H. Ball, Inc., has been moving along on their job at the College in Chico. The bid on this job was \$1,200,000 to build a new men's gymnasium. Bro. Henry Wyman has been operating the hoist for them when they make their concrete pours.

A. Teichert & Son of Chico was awarded the contract to apply seal coating to various streets of Chico by the City of Chico, for their low bid of \$4,144.

At the Black Butte Dam, Geo. M. Brewster has two shifts going and are right up to schedule. This job should last at least another 18 months. Case, Hood and Foster have just about completed their diversion tunnel.

Ball and Simpson's Railroad relocation job at Table Mountain is rolling along on a two shift operation and should be good for another season, as they have a lot of muck left to move. Hank Sparks' boys at Beale are making the dirt fly, getting the area ready for a new tract of homes.

The Department of Public Works awarded a \$1,135,199 contract to Harms Brothers for the construction of 1.9 miles of four-lane freeway and two-lane highway on U.S. 40 Alternate south of Oroville. The project includes extension of the Feather River Bridge on Highway 21 and an interchange at the junction of the two highways.

MOUNTAINS

Baldwin Contracting Company is doing the clearing and getting started on the excavation of their road job at Almanor Lake through Prattville. They have one sub-contractor on this job. They were also low bidder for highway surfacing ten miles east of Chester, at a cost of \$108,740.

Souza-Wright has started calling for a few men on its jobs. They have a job at Blariston to finish and one at Gold Lake, also a Forest Service road at Virgilia.

Isbell has finally got their two shift operation started on the Frenchman's Flat Dam. This is going to be mostly shovel and rock work with the usual amount of cats and compacting equipment, and heavy duty mechanics.

The Hertel Bridge job at Rio Oso should be completed in about three months. They are pouring the deck now.

The Oroville Project Contractors are starting to roll now with two shifts on equipment and three shifts on heavy duty mechanics and grease trucks. The weather has caused a late start on this job.

At a special election May 16, the voters approved by 12 to 1, a \$185 million revenue bond issue to finance the Yuba River Project. The Yuba County water district anticipates starting construction on this project in late 1962.

Aid to Farm Workers

LOS ANGELES—Led by John Steinbeck and Carl Sandburg, writers, educators and church leaders have formed the "Emergency Committee to Aid Farm Workers." Their aim is to better the position of "America's truly forgotten people," the farm workers.

Every Member An Organizer!

Bids to Be Opened Soon On U.S. 50 Freeway Job

The California Division of Highways will open bids in Sacramento, June 14, for a \$3.2 million freeway construction job in Dorado County.

The project involves construction of 2.8 miles of four-lane highway on U.S. 50 between 4.4 miles west of Perks Corner and Marysville.

Other Northern California bid jobs, set for bid opening June 7:

Monterey: \$210,000, new division of highways maintenance

station near Salinas.

San Francisco: \$62,000, landscaping and installing an irrigation system on .4 mile of U.S. 101 between Boylston Street and the James Lick Freeway.

Alameda: \$50,000, landscaping culverts on sign route 20 between Fort Bragg and Willits and on State Route 1 between Westport and Leggett.

Humboldt: \$110,000, channel revisions on State Route 36 between 9.7 and 10 miles east of U.S. 101 near Carlotta

tive agreements on fringe issues, and hopefully there will be a pension agreement covering the members in the gold dredging industry. If the present plans materialize, it will be possible for the first member in this industry to retire after the passage of two years.

As usual, at this time of the year, when the agreements are open with the gold dredging companies, we begin to hear rumors of a possible increase in the price of gold. Whether this is due to the companies' usual story of the hardship they are suffering due to the increase of their cost of doing business with the stationary price of the product they sell, we do not know.

Through the office of Congressman Harold T. "Bizz" Johnson of the second congressional district, we have information that he and Senator Clair Engle have introduced identical bills in the two houses of Congress designed to stimulate production of gold.

The plan would authorize the Secretary of the Interior to make incentive payments to domestic miners of gold during the next five years. It is based upon the present subsidization of the gold mining industry in Canada.

On May 23 negotiations started with the concrete pipe companies in the Marysville area and it is a little too early as yet to predict the outcome.

But we can say we are going to do our best to see that the results are to your liking. This will be the first time we have met with the companies for two years, the last agreement consummated was for two years.

It had no reopening clause and, of course, during that time there have been improvements in other agreements and in the general field of labor relations. As the members so ably pointed out in the special meeting last month, the employers are going to have to give serious consideration to our requests.

All these matters have been prepared, after careful consideration by the legal experts of the unions, and were presented to the employers and, as we said, they have not at the time this is being prepared, had the time to come up with an answer.

Stockton Pace Picks Up

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

With the diversification of work that is under way and scheduled to be let within the immediate future in the Stockton District, we are confident the out-of-work list will be depleted before long.

Granite Construction, of Watsonville, has eight miles to be graded and surfaced on Highway 4 between Angels Camp and Murphys at a cost of \$1,187,298. The grading phase of this job is near the halfway mark.

Independent Construction Company of Oakland, has approximately 2.3 miles in Highway 120, East of Groveland, at \$383,374.

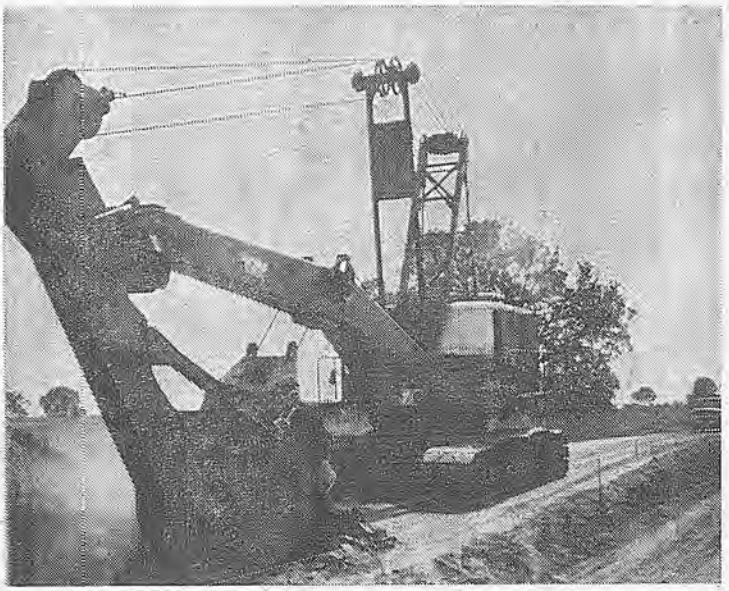
Claude C. Wood Company of Lodi has a little over two miles of grading and surfacing on Highway 16 in Amador County, between Waite Station and the junction with Highway 49, at a cost of \$318,924.

Fredrickson & Watson Company of Oakland, and Lew Jones Construction Company of San Jose, has 2.2 miles on northbound, two-road roadway and structures on Highway 99, south of Modesto, for \$1,173,693.

APPROACHES

Jesse Harrison, of San Ardo, is constructing approaches to the bridge that is being erected being erected by Yuba Erectors on Highway 120 across the middle fork of the Tuolumne River, east of Groveland.

Barker Corporation of Stock-



On the CK, F-M & Graver Tank Company job on the Third Mokelumne Aqueduct, is a 71-B Byeyrus-Erie Backhoe with a 4½-yard Eseco bucket, made especially for this machine. The operator is Brother John Ainsworth and the oiler is Brother E. L. Carpenter.

ton, is working on the Ridge Road near Sutter Creek, in Amador County, and on Highway 88 in the same County near Pine Grove.

The grading of the Ridge Road job is nearly completed with the paving to get underway very soon. The Pine Grove job, with Al Haworth of Stockton, sub-contracting, has not reached the halfway mark on the excavation.

I. L. Croft & Son, Inc., of Saugus, is on Highway 88 in Alpine County, with over two miles of roadwork to be done at approximately 7,000 feet elevation. This project has not reached the halfway mark on

the excavation.

DAMS, ETC.

Green-Winston-Conon is busy on new Hogan Dam. Although this is a \$7 million earth and rock fill dam, apparently the contractor is not pressed for time, as he has only a one-shift operation.

Williams & Burrows has completed the excavation for the new powerhouse to be built at Camp 9 on the Stanislaus River. The company plans to set up a small batch plant to handle the concrete phase of the job.

PIPELINES

The joint venture of C. K., F-M and Graver Tank now have

a small crew working on the excavation phase of the Third Mokelumne Aqueduct for the East Bay Municipal Utility District. The Company had planned to have two shifts working by this time, but the new pipe plants in Lockeford are apparently having trouble in manufacturing the pipe.

U.S. Steel Corporation, the low bidder on approximately a 10-mile section of this same aqueduct, have sub-contracted the piledriving and concrete work to Ben C. Gerwick Company. Inasmuch as this section is all above ground, and is carried by pile supported concrete sleepers, all of the construction work for this job will be done by the Gerwick Company, with U.S. Steel supplying the steel pipe.

SEWER & DRAINS

Stockton Construction Company, successful bidder on the storm drain on Waterloo Road, has subbed the job to Chris Reid, also of Stockton.

R. Goold & Son of Stockton, was low bidder on a sewer construction job for the City of Modesto for approximately \$400,000.

PLANTS

Swinerton & Walberg Co., of Oakland, is apparently the low bidder on the Owens-Illinois Glass Company plant southwest of Tracy, off Lammers Ferry Road, although no formal announcement has been made. Swinerton & Walberg as a trailer on the job site with a notice of the job commencing after June 1.

Silver State Starts Job On Route 6

By H. L. "Curley" Spence

Silver State Construction Company, better known as Andy Drumm, has started the job on Montgomery Pass on Highway 6. Brother "Chip" Montrose is in charge of the operations.

They seem to have plenty of water now on the job and will be putting in the culvert pipes. The dirt moving crew with the "W's" and the "21's" will be hitting the job soon and everything will be in full swing by the time you read this. Many of the brothers will be dropping in to see Brother Elton Parsons down at Coaldale Junction, located at the junction of 6 and 95, during the course of the job.

GOLCONDA

Most of the Brothers working for Drumm on the Golconda job on Highway 40 are anxious to move over to the new job on U.S. 6. They are well along with the Golconda job; most of the gravel is down and they will be moving the Hot Plant in soon.

Dodge Construction Company, Inc., from Fallon, Nevada, has been awarded the highway job on U.S. 40, northeast of Lovelock, Nev., in Pershing County. This is 11.5 miles of construction and will be part of Interstate 80. Dodge should have their pioneer crew and pipe long starting soon. In the meantime, the Dodge crew is still busy on Highway 50 at Middlegate, Nev., and Dodge's hot plant crew is finishing up at Warm Springs, Nevada and will be moving up to Middlegate next.

Wells-Cargo has their hot plant set up and are laying hot stuff on the east-bound lane of the four-lane highway job on U.S. 40, a part of Interstate 80 located between Lovelock and Fernley, Nevada, in Churchill County.

INCLINE BEACH

Morrison-Knudsen has a large development project at Incline Beach in Nevada at Lake Tahoe at the junctions of State Highway 28 and 27. Brother Harvey Harden is the project manager and has approximately 37 Operating Engineers working on the job. It will be one of the largest developments around Lake Tahoe.

The grading on the Isbell Construction Company job on Highway 395, North of Reno, Nev., is now completed. Most of the Isbell dirt moving crew from this job has gone to their Frenchman's Dam job in California near Chilcoot.

The George Grifall Company has two rigs working at the new Engineers Building at the University of Nevada in Reno, digging the basements and foundations. George has two of his backhoes at Stateline, Nevada at Lake Tahoe doing some work for Harrah's Club and also working on the new addition to the wagon Wheel Club.

OLD TRAIL

Brother Johnny DeLagrange the Lagrange Construction Company, has a grading job on Kingsbury Grade. This is the old Pony Express Trail, a steep, curvy road.

Between Wells, Nevada, and Wendover at Oasis, Nevada, the Jack Jarsons Construction Company of Logan, Utah, is working on a secondary highway between Oasis and Montello, Nevada. This is all new road and he has quite a crew working now.

The Granite job is unloading pipe with Brother Dick Gudge on the side boom.

Jobs Short, Out-of-Work List Still Long in San Jose

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

During the first three weeks of May, 265 Dispatch Slips were issued; however, most of the jobs have been short and our out-of-work list is still long.

A. J. Raisch Paving Company have started work on the extension of the San Jose Airport. They expect to complete the paving work in about 3½ months. This job went for \$537,711. This firm was also the low bidder on a contract for the improvement of Forest Street in San Jose and the construction of an overcrossing on O'Connor Drive, for \$497,991. They are doing the street work in numerous subdivisions, and at present are working five and six days a week, 10 hours a day, in their crushing plant and hot plants.

Piazza Paving has several large jobs in progress. They were the low bidders on a \$51,273 contract for the realignment of De La Cruz Blvd., in Santa Clara, and were awarded the contract for improvement of Fruitdale Ave., in San Jose for \$37,563.

Pisano Bros. are busy on a job on Senter Road in San Jose and also working on a sewer job on Aborn Road and King Road. The latter went for \$76,031.

Campbell Construction Com-

pany is making good progress on the freeway job. At the present time they are using six blades, five cats and expected to start pouring concrete about June 1. Fredrikson & Watson will bring in their men to operate the Johnson float and screed.

Spartan Construction Company was the low bidder on a \$585,030 contract for improvement of storm drains on Union Ave.

Dan Caputo was the low bidder on a \$1,069,791 contract for the construction of an overpass on San Antonio Road in Mountain View.

George W. Davis Construction Company of Watsonville was the low bidder on a \$1,417,797 contract to build four classroom buildings on the Cabrillo College Campus. Work will start on this project soon.

Fisher Contracting Company of Arizona still have about 20 Engineers on their sewer job in Aptos; this job will last for several months.

Work looks good for the Monterey area this summer. Bateson Construction Company of Texas were low bidders on the Fort Ord Housing Project. This contract calls for more than 500 homes to be built.

Alcon Pacific was low on the Naval Housing Project. This went for \$2,970,000.

Rigs Rolling Now in the North Bay

By F. A. Lawrence

Rigs are rolling in the North Bay area, with contractors taking advantage of the good weather. We do look for a busy season from now on.

Ben C. Gerwick, at Petaluma pile yard, had a good winter. We find only two or six engineers still on steady, however. Fireman Brother Bill Haymart manages to keep up plenty of steam in the locomotive crane for Operator Brother Bill Pacheco.

Three other rigs are shut down. At this time they normally are kept busy by Oiler Brother Smith and Brother Operators Ken Corning, Bill Wilhelm and Ted Hicks. However, at this writing, they may all be back on the job, as Gerwick is looking for a busy summer.

Gerwick and Pomeroy are doing some piled riving towards Santa Venetia, putting in electric transmission line for P.G.&E.

M. W. Finley, civil engineers from Los Angeles who had moved in near Hamilton Air Field to survey about 22,000 acres of land, are not working on this project at present. According to the latest reports, they will be heading back about the latter part of June after "harvest cropping."

Granite Construction pipeline from Lagunitas to Nicasio Dam are making good progress with a crew of about ten Engineers. One casualty, however—Brother A. L. Garrett, who was operating the cat and scraper, got out to straighten the cable which was tangled up. In doing so, he pulled his right thumb into the arm of the door.

Progressive Transportation on

Governor Brown Urges: 'Hire Now'

Department of Employment, which began in February.

In a statement, Governor Brown said:

"In February, I announced the California Department of Employment's 'Hire Now' campaign, declaring that it is California's destiny to lead the nation's economic and cul-

tural growth.

"California's 'Hire Now' campaign has now been adopted by President Kennedy as the model for a nation-wide drive in support of the economy. So as Governor, I call upon the entire business community of the state to continue to cooperate in this job drive."

Governor Edmund G. Brown has put California behind a national job drive launched in Washington, D.C., under the slogan, "When they work, you profit—Hire Now!" The national campaign is modeled after a similar "Hire Now" campaign of the California

Fresno Area

Work Waits on Okay from Army

By Ed Hearne, Joseph Miller and B. F. Helling

Work in the Fresno area is very slow and has shown no significant increase. Our out of work list is just as large this month as last.

At Terminus Dam, the Winston-Green Company is still marking time waiting for the Army Corps of Engineers to give them permission to start moving dirt for the main fill. When the word is given, they will start the second shift and give a little boost to the area. At this writing, they are still worried about the snow pack melting and causing a high-water problem.

Gerald Bing is winding up a job on the runways and are laying off the crew as they wind up.

Anderson Grading Company has wound up work at the Capehart Housing and has laid off all the crew.

W. S. Connor is keeping several Brothers busy on the underground work and they will be going for quite sometime yet.

At Hanford, the Baldwin-Erickson-Campbell Company is moving right along on the Armstrong Rubber Company plant. They have poured the concrete floor and are pouring the pre-fab roof sections in the pre-forming yard. When completed this building will have 23 acres under one roof.

L. B. Wells has started his road job near Dinuba and is piling fill from the Kings River and placing it on the job.

FREEWAY JOB

Westbrook - Morrison - Knudsen Company is making good progress on the freeway south of Fresno. They have three Dozer loaders keeping a large fleet of trucks busy. They are about through with the DW 20 spread, according to Del Hoyt, superintendent on the job.

Cherf Brothers and Sandkay at Madera have a new automatic trenching machine (see pictures). They have one instrument man behind the machine, checking grade with a rod that is on the machine, one oiler and one operator. This machine has a tube of mercury in the ditch behind it and also one tube of mercury in front of it, which makes the cutting wheel go up or down to grade. This company also has a no-joint concrete pipe machine that pours in place pipe. This company has about two more weeks on the dirt spread and until August on the

ditch. Winston-Green on the tunnel at Balch Camp still has eight Operating Engineers working one shift. This company left ten feet on the east end because there will be a call for bids sometime in June to raise the dam at Balch. Pomeroy has another truck crane in to pour concrete for the tramway.

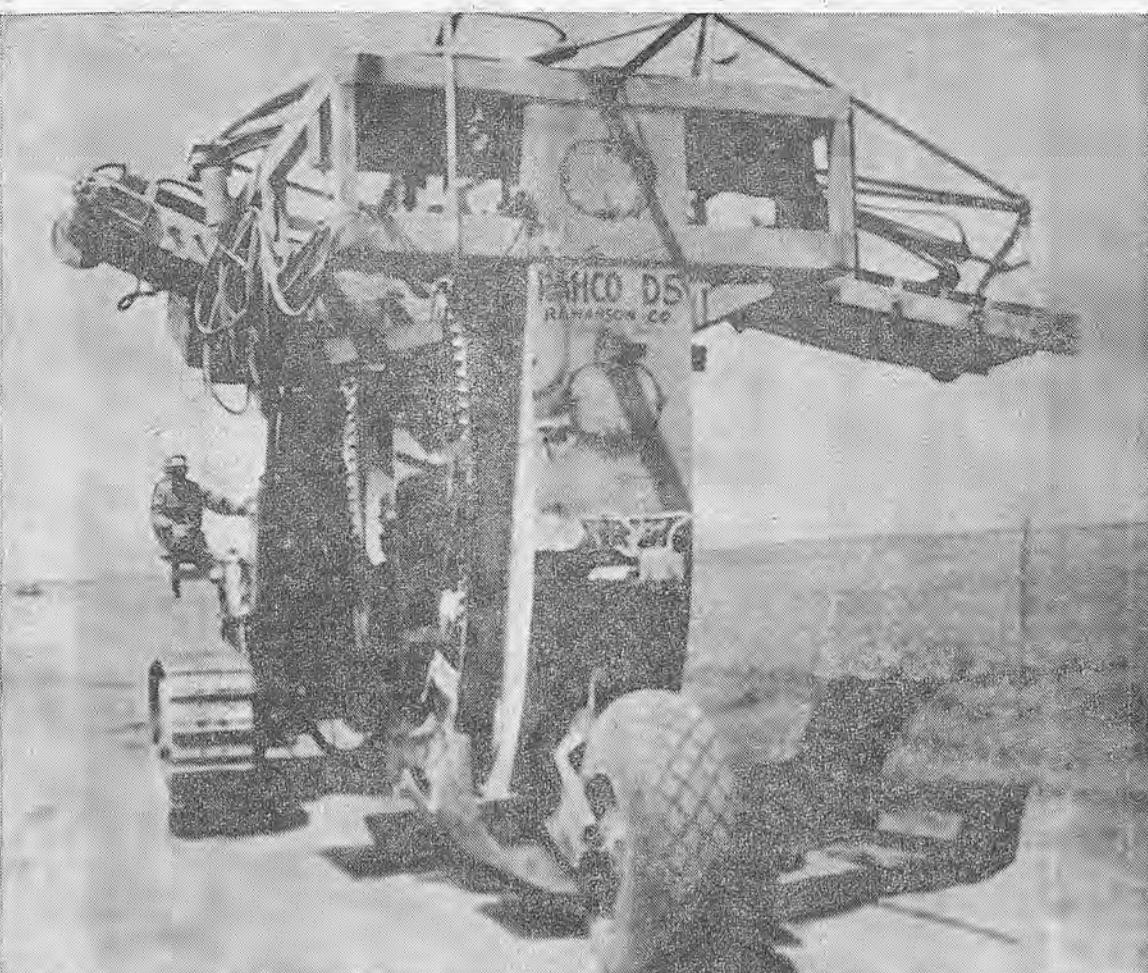
PINE FLAT

Rothchild, Raffin & Werrick has a truck crane pouring concrete on the powerhouse at the upper end of Pine Flat Lake. Granite Construction Company on highway 33 out of Mendota has finished the road job and moved out.

L. D. Folsom at Coalinga has laid off four Operators and only has one shift working on the crusher.

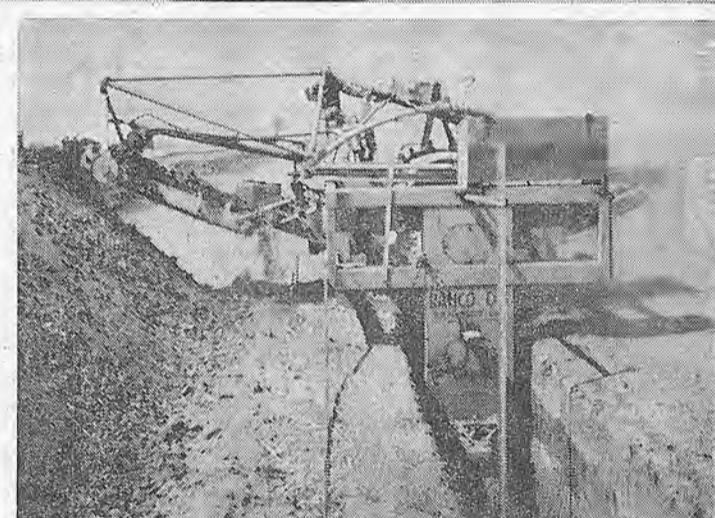
Griffith Company was low bidder on 13.3 miles of our lane highway between Pixley and Tulare Airport. This job will be concrete and asphalt, also will have four over-crossings, two bridges and five bridges to widen. This company will start about June 5.

The Bureau of Public Roads will open bids on June 1 on two road jobs at Johnsondale. One job will be four miles of road and the other will be about four and one-half miles long. These jobs will be 70 miles above Porterville close to Quaking Aspen Camp across the western divide Sequoia National Forest.



Automatic Trenching Machine—Manufactured by R. A. Hanson Co. of Palouse, Wash.

This machine takes three Operating Engineers—one instrument man to check grade, an operator and an oiler. The machine has a tube of mercury in the ditch behind it and one in front which control the cutting wheel.



Field Survey: Struggle for Status

By Al Boardman & Art Pennebaker

Over the years your union has attempted to cooperate with employers on matters we believed to be of mutual interest. Of paramount importance, we have believed, has been the training of young men to become skilled in the field of surveying. To that end, we have initiated an apprenticeship program and have agreed with many of the proposals of the engineering firms.

At the moment, employers have taken the proposed Apprenticeship Plan back to the Association to be approved or disapproved. We do not know what action the employer will take; we can only hope for the best.

What we would like to express here is the thought that though we have had fair success

in our relations with the Civil Engineers and Land Surveyors, we feel that as employers they have never accepted the union to the extent they regard their employees as working people. The stigma borne by the working man is not ever to be admitted or even thought of by the professional engineer.

STATUS

The desperate struggle to keep from being under union contract, the total lack of protection under the labor code, are the result of the never ending struggle for status. This fact was brought home with sickening impact recently in Sacramento. Your union, through its legislative representative in Sacramento, had introduced in the legislature a bill amending the State of California Labor Code.

This amendment would have required field surveys for maps specially made under contracts

paid for—in whole or in part—out of public funds. To be explicit, the wage scales of your contract, your welfare, pension and vacation plans would become mandatory in their payment under state law.

STATE BIDS

This, the union felt, was necessary because of the increasing amount of field survey work being let under state bid. Out of state engineering firms have underbid local firms by as much as \$2 per hour. It was felt by the union that bringing the field survey parties under the state labor code would protect our members as well as the employer against out of state sub-standard wages and working conditions.

So it was with no little dismay, not to say consternation, when the representative of the employer appeared before the labor committee of the State

Senate in opposition to the measure, as a result of this opposition the bill died in committee.

We would like to remind the brothers that any one of you with ten or more years of employment with your current Individual Employer is entitled to three weeks of vacation time. This is under the terms of the Bay Counties Civil Engineers and Land Surveyors Association Agreement.

U.S. Seeks Joint Pact On Missiles

Secretary of Labor Arthur J. Goldberg has set up a series of meetings with unions, contractors, and Defense Department officials, to assume efficient and uninterrupted work on the Nation's missile program.

At a news conference, the Secretary said he had been asked by the President to get "everything possible done so that our missile program moves forward at full speed."

Mr. Goldberg has already conferred with Senator John L. McClellan, who heads the committee investigating the missile program, and with Defense Secretary Robert S. McNamara. The Secretary will also meet with public experts in the labor-management relations field.

Following the meetings on the missile problem, which the Secretary called "one of utmost urgency," he said he "will be prepared promptly to make recommendations to the President for appropriate action."

send in
your ad
now for
July issue

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Your Best Investment

SWAP SHOP: free want ads for engineers

Anything to buy, trade or sell?

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Any Operating Engineer may advertise in these columns without charge any PERSONAL PROPERTY wished 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 advertisement on 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.

Address all ads to: Engineers' Swap Shop, AL CLEM, Editor, 474 Valencia Street, San Francisco 3, California. Be sure to include our register number. No ad will be published without this information.

ALL ADS ARE FREE

FORD COLUMBIA rear end, \$25. Front hood fender & grill assembly from 48 Ford wagon. Make offer. Write: Harold Reisewitz, [REDACTED] 758, 12437 Fredon Angel Canyon, San Fernando, Calif.

80-ACRE FARM, good house, outbuildings, year-round creek, paved road, school bus, 4 miles from [REDACTED] Wash. Write: Charles [REDACTED] [REDACTED] Route 1, Box [REDACTED] Woodward, Wash.

YEAR-ROUND HOME, nicely furnished, 3-bedrm., bath, on water front, 67' well, lot 100x300, good fishing, Hamlin Lake. Write: Robbins, [REDACTED] Lodge 105, [REDACTED]

sin, insulated cottage, living rm., kitchen, finished, open-beam glassed end gables, 16' 385' depth, \$6,800. Write: Williams, [REDACTED] 1438, Sau, Wis.

BUSINESS BLOCK, industrial, central N. Y., fully equipped, cheonette, 2 stores, 7 rm., \$15,000. Owner retiring, will write: Kenneth R. Hans, [REDACTED] 101 Linn St., Ithaca, N. Y.

BOAT, 16' fiberglass Lap Strak, 40 h.p. Evinrude outboard, steering gear, remote control, excellent condition. Best offer. Orig. cost, \$2,200. Write: Sol Kornblum, [REDACTED] 102-91 Logan St., Lynn, Mass.

AMERICAN FLYERS, 2 transformer car, plz adj.

BOAT, 14' fiberglass Thomaston, fisherman model, Mercury motor, deluxe, accessories. Write: Lyle [REDACTED] 1181, 900-17

BY CTRV

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your ad
now for
July issue**

Your Pension Plan Questions—Answers

Here are more questions members ask about the Pension Plan — which is supported solely by employer payments — and some answers.

If you have specific problems that are not answered here, write to the Pension Trust Fund, 476 Valencia St., San Francisco.

Q—How much is the early retirement pension?

A—The monthly amount is determined as follows:

1. Figure the amount of the normal or reduced pension to which the man would be entitled if he were then 65.
2. Reduce this amount by $\frac{1}{2}$ of 1 per cent for each month he is younger than 65.
3. The resulting figure is then rounded off to the highest multiple of 50 cents.

Q—When is an Engineer eligible for a disability pension?

A—If he becomes permanently and totally disabled when he is at least 50 years of age, but before he is 65; he has at least ten years of pension credit; and he has received two quarters of pension credit since Jan. 1, 1958.

Q—What must a man do to prove he is "permanently and totally disabled?"

A—An Engineer applying for a disability pension must submit a determination by the Federal Social Security Administration that he is entitled to a Social Security disability benefit in connection with his Old Age, Survivors and disability insurance coverage.

Q—How much is a disability pension?

A—The disability pension is determined by multiplying \$2.40 by the number of years of pension credit.

Q—What happens if an Engineer on a disability pension recovers?

A—He will no longer be entitled to receive the pension. He may, however, return to work and resume accrual of pension credit earned before the disability.



Deaths - May, 1961

It is with deep sorrow that we report the passing of the following Brothers:

NAME	CITY	REG. NO.	LOCAL	BORN	DIED
L. E. Graves, So. S.F.		263485	3	5- 9- '03	5- 1-'61
J. W. Kudron, Sparks, Nev.		529205	3	4- 1- '09	5- 1-'61
Laurel J. Frohn, Benicia		627541	3A	9-18- '15	5- 2-'61
Terry E. Fisher, Oakland		283733	3	11-29- '15	5- 3-'61
Bill E. Castner, Napa		791465	3	9-29- '12	5- 3-'61
H. W. Meadows, Roseville		307964	3	2-25- '08	5- 3-'61
Cecil C. Thompson, Rodeo		338338	3	7-16- '07	5- 5-'61
W. D. Eastwood, Felton		267621	3	3-21-1894	5- 8-'61
R. E. Wyman, Graham, Mo.		795953	3	10- 7- '07	5- 9-'61
A. S. Leonesio, Richmond		240287	3	2-10- '01	5-12-'61
David Kahoe, Hawaii		1043766	HB3A	4- 1- '09	5-11-'61
E. V. Henry, Chico		950579	3	12-18- '08	unreptd
Stephen Leonesio, Alameda		184569	3	7-23-1892	5-16-'61
Jan Zaner, San Rafael		848329	3	3-23- '34	5-19-'61
James L. Wells, San Jose		947197	3	6-26- '27	5-20-'61
J. Standley, Sr., S. Leandro		598639	3	8- 9-1898	5- 8-'61
O. B. McMullen, San Pablo		268492	3	10- 3- '07	5-23-'61
Romualdo Maruelli, Fairfax		503186	3	7-21-1895	5-20-'61

We, the officers and members, wish to extend our sincere sympathy to the relatives and friends of these deceased members.

MOVING?

So you will not miss one issue of Engineers News, BE SURE to advise us of your change of address.



NAME.....
OLD ADDRESS.....
CITY.....
NEW ADDRESS.....
CITY.....

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

MEETING NOTICES

San Francisco General Membership Meeting

SEMI-ANNUAL NOTICE OF GENERAL MEMBERSHIP MEETING, July 8, 1961, 1:00 P. M., San Francisco Labor Temple, 2940 16th Street, San Francisco, California.

SAN FRANCISCO

Next regular meeting in San Francisco will be on Wednesday, July 12, 1961.

RENO

At the regular district meeting to be held in Reno on June 14, 1961 (Wednesday), Reno Musicians Building, 120 W. Taylor St., Reno, Nevada, there will be a SPECIAL ORDER OF BUSINESS TO VOTE on the question of whether meetings shall be held on Saturday nights or remain the same.

FRESNO

Next meeting date for Fresno Area—June 7, 1961 (Wednesday), Operating Engineers Bldg., 3121 East Olive St., Fresno.

* * *

SANTA ROSA

Next meeting date June 8, 1961 (Thursday), Moose Hall, 521 Third Street, Santa Rosa, California.

UTAH

Next regular meeting Salt Lake City, Utah, June 13, 1961, Tuesday, Teamsters Hall, 443 So. 6th East, Salt Lake City.

Vernal and Cedar City, June 20, 1961.

Provo—1st Tuesday of each month, 8:00 p.m., Labor Temple, Room 2, Provo, Utah.

Ogden — 3rd Wednesday of each month, 8:00 p.m., Carpenter's Hall, 3350 Wall Avenue, Ogden, Utah.

Logan — June 27, 1961, 8:00 p.m., Oldham Hall, Logan, Utah.

Kennecott Copper Company—1st Thursday of each month, Pioneer Hall, West Jordan, Utah, 12:30 and 7:30 p.m.

* * *

EUREKA

Next regular meeting July 5, 1961 (Wednesday), 2806 Broadway, Eureka, Calif.

* * *

REDDING

Next regular meeting, July 6, 1961 (Thursday), New Elk's Hall, Benton Drive.

* * *

OROVILLE

Prospector's Village, July 7.

Operating Engineers

Official Directory

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W. V. MINAHAN, Recording-Secretary FIreside 5-2616 (San Mateo)
H. T. PETERSEN, Treasurer and Representative ESsex 7-6100
(San Jose)

AL BOARDMAN, Business Representative FI 5-3971
GEORGE BAKER, Business Representative JUniper 6-4423
DALE MARR, Safety Engineer HILLtop 7-3668 (Livermore)

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DAN MATTESON, Business Representative JUNO 9-0977

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F. A. LAWRENCE, Business Representative Glenwood 4-2214

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2172 Springs Road Midway 4-2667
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(Danville)
NORRIS CASEY, Business Representative MU 5-4841 (Concord)
L. L. LAUX, Business Representative LANDscape 4-4023
ART PENNEBAKER, Business Representative CL 4-8681 (Orinda)
THOMAS ECK, Business Representative OAKland

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WALTER TALBOT, District Representative HOWard 4-1092
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GLENN DOBYNS, Business Representative LAMbert 2-7632

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BILL TOMBERLIN, Business Representative Hillside 2-4089

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JOSEPH MILLER, District Representative BA 2-8322
ED HEARNE, Business Representative BALDwin 7-3764

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SID McBOOME, Business Representative CHEstnut 3-4256

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(Pollock Pines)

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DANNY O. DEES, Business Representative ALpine 2-4401
(San Jose)

LYNN MOORE, Business Representative

W. HARLEY DAVIDSON, Business Representative PA 4-5490
(Watsonville)

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RUSSELL SWANSON, Business Representative LIBerty 5-4414

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H. L. SPENCE, District Representative FAirview 2-1420

SALT LAKE CITY, Utah

1969 S. Main Street HUNter 6-7401

THOMAS J. STAPLETON, District Representative CY 8-0721

M. F. BOWMAN, Business Representative AMherst 2-0644

JAY NEELEY, Business Representative CRestwood 8-9628

PROVO, Utah

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JOHN THORNTON, Business Representative SKYline 6-4915
(American Fork)

OGDEN, Utah

2501 Grant EXPort 4-1011

HONOLULU, Hawaii

208 McCandless Bldg. HOnolulu 6-5418

HAROLD LEWIS, District Representative HOnolulu 775-0388

RUPERT H. TEVES, Business Representative HOnolulu 9-4100

BERT NAKANO, Business Representative

Mail Dues Direct to San Francisco For Prompt Service

In mailing in your dues for the third quarter, be sure to MAIL IN THE BILLING FORM portion to ensure proper credit and faster service. Each morning the mail is picked up at 7:30 a.m. and is in our office at 8 a.m.

