

ENGINEERS

NEWS

STATIONARY ENGINEERS LOCAL 39

OPERATING ENGINEERS LOCAL 3



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SAN FRANCISCO, CALIFORNIA

SEPTEMBER, 1961

From Outer Space?



This new device, for use in dusty conditions, is being used on several jobs in our area. A motor blows air through a hose into the back of the helmet. When you put the helmet on in hot weather it's like stepping into an air-conditioned room. It may look cumbersome, but it's comfortable to wear.

'Life Cards' Renewed By Big Majority

Members of Local 3 demonstrated again last month that they shall not forget the older members whose contributions to the union paved the way for our current success.

In an overwhelming vote, the members approved a resolution to continue honorary retired memberships.

It was a gesture on the part of the younger members who wish to honor those who have gone before them.

It provides Lifetime Membership Cards for all Brothers who retire with at least 35 years service in Local 3 or one of the union from which it was formed.

Life membership cards were first issued in November, 1945, and since then 20 Brothers have been honored with them.

The resolution passed last month provided for continuing the practice.

The Lifetime Membership Card is "to be suitably embossed and engraved" the resolution declares, and it grants to the 35-year men "full rights and privileges in this Local Union without further financial obligation to the Brother receiving it."

State Tells \$106 Million Work Plans

The California division of architecture announced it will pour nearly 500,000 cubic yards of concrete over northern and southern California this fiscal year in a state building program worth \$106 million.

State Architect Anson Boyd said the money and the concrete would be spread about equally between Northern and Southern California before June 30, 1962.

Of the \$52 million to be spent in the North, \$14.4 million was scheduled for a new state office building in Sacramento. The 15-story structure will be the tallest in the city and the tallest state structure as well.

Of the \$54 million to be spent in Southern California, the largest amount was set aside for a narcotics treatment center at the California Institution for Men at Tehachapi. Work on the \$10 million project will start next spring of water supplies in the area are sufficient to support the facility, Boyd said.

Meanwhile, narcotics addicts will go to a \$2.8 million facility scheduled for completion at

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JFK Rejects Plan To Close Hunters Point

President Kennedy has rejected a Department of Defense recommendation for the closing of the San Francisco Naval Shipyard, where many Operating Engineers are employed.

The President personally turned thumbs down on the Defense Department recommendation which would have padlocked the gates of the Naval shipyard at Hunter's Point and eliminated the City's largest single payroll.

Brown Says GOP Plans Major Fight

The national Republican Party has taken "dead aim" at California and will make the state a major battleground next year, Governor Edmund G. Brown told a meeting of Democrats earlier this month.

"The elections of 1962 will be the roughest, the toughest we have ever had in this state," he said.

For the Republicans, the Governor said, "The issues are clearly drawn and the stakes are high."

California will be the largest of the 50 states before the next presidential election." But the Republicans assign to this state an importance beyond the massive influence it will exercise in national politics," the Governor said.

"They see in California a Democratic administration that already has achieved many of liberal goals President Kennedy has set for all the people of this nation."

"They see a Democratic administration that has kept its

(Continued on Page 2)

Big Science Center Plan For S.F.

By PAUL EDGEcombe, JERRY DOWD and GEORGE BAKER

The work picture in San Francisco will brighten considerably if plans materialize for a \$65 million science center on the waterfront.

The building would stand on a 14.7 acre site at the present location of Piers 1, 3, 5, and 7. These plans were announced by the International Science Foundation.

The structure would include a 4000-seat auditorium, a 200-room hotel and many office facilities.

APARTMENTS

A multi-million dollar, 20-story community apartment building at Green and Taylor streets will be developed by Belle Heren Realty of San Mateo. Devencenzi & Haskin is doing the excavation and P & Z is on the drilling.

At 1200 California street, Tishman Realty & Construction Co.—with Cahill Brothers as general contractors—is building a 25-story community apartment building. It will be the tallest in the city.

MARINA

Plans for the Marina Yacht Harbor expansion have been approved and \$1,500,000 will be spent on this project shortly.

The long-awaited start of construction on the Hilton Hotel has finally become a reality. Cahill Brothers is the general contractor. This 17-story, \$28 million structure will take about 28

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Welfare Study

A 19-member statewide study commission has been named by Governor Edmund G. Brown to take a "new look" at California's social welfare procedures.

Worker Retraining Bill Extends Pay to Jobless

Unemployed workers now will be able to receive unemployment insurance payments while being retrained to fit themselves for new jobs.

Under amendments to the Unemployment Insurance Code passed by the 1961 Legislature and signed by Governor Edmund G. Brown, effective September 15, an unemployment insurance claimant is relieved of the obligation to be available for work and seek work if he is undergoing a course of retraining to fit himself for new work.

The purpose of the amendments, submitted to the 1961 Legislature as Senate Bill 20 with the backing of Governor Brown and Employment Director Irving H. Perluss, is stated under Section 1266 of the bill: "Experience has shown that the ability of a large number of the population of California to compete for jobs in the labor

market is impaired by advancement in technological improvements and the widespread effects of automation and relocation in our economy. It is the policy of this State to assist such individuals, by providing unemployment compensation or extended duration benefits during a period of retraining to fit them for new jobs and thus avoid their being forced to remain in a job classification where work opportunities no longer exist or are diminishing."

CONCERN

Perluss stated that "the measure reflects Governor Brown's and the Legislature's concern for the problems of the unemployed in California and demonstrates the Governor's leadership in seeking to redirect the skills and abilities of California workers to occupations where they can best produce for their

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Brown Says GOP Plans Major Fight

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promises to the people—and still has a cash balance in the bank.

"They see in California positive proof that the New Frontier can work.

"They can't make much of a case against the New Frontier as long as the example of California proves them wrong.

"What they must do is obvious. They must try to return California to dead center. They must try to regain control of this state and put it back on the track to yesterday.

"But first they must find an engineer for their 19th Century Limited.

"The likeliest candidate at the moment, the Governor said, is Richard Nixon. The latest word is that Nixon will announce his intention this month.

"I hope all Democrats will join forces in this year's Dollars for Democrats drive, scheduled from September 22 to October 2," Brown said. "The Drive will be a splendid opportunity for all Democrats to work together preparing for next year's campaign—and next year's victory.

"These hard-driving efforts are all to the good. If we are to win next year, we must match certain Republican unity with certain Democratic unity.

"We have a tough job ahead. It will take every last one of us—working together—to do it.

"But I am confident we will."

Price Index at Record

The Consumer Price Index rose by 0.2 per cent between May and June to 127.6 per cent of the 1947-49 level, the U.S. Department's Bureau of Labor Statistics reported. Increases for most transportation items and for housing combined with a seasonal rise in food prices to bring the index to a new high.

As compared with June of last year, prices averaged 0.9 per cent higher, mainly as a result of a 2.0 per cent rise in prices of services.

Resolution Calls for \$1 Dues Increase

This is the text of the resolution to increase dues by \$1 a month, effective October 1. It was approved by a margin of 2½ to 1. (See editorial comment on Page 8).

RESOLUTION

WHEREAS, the dues structure of the parent local and of all the sub-divisions of Operating Engineers Local Union No. 3 with the exception of 3D, has remained substantially the same for the great majority of our members since 1952, and

WHEREAS, the expenses of the Local Union on the other hand, have continued to rise, reflecting increases in salaries of the office personnel called for by their collective bargaining agreements, in the cost of telephone service, in operating expenses—due to the increase in the prices of automobiles, gas and insurance, increased cost of postage and printing, the increased cost of servicing the membership through the operation of the dispatch offices, and particularly the increase in paper work imposed by the strict application of the Landrum Griffin and Taft-Hartley Acts, and the increasing use of arbitration made necessary by the employer's insistence on taking advantage of those laws, and

WHEREAS, the proper and adequate compensation of pickets results in a further increase in the cost of operating the Local Union, and

WHEREAS, the ability of Local 3 to obtain increased hourly wage rates and improved and new fringe benefits such as health and welfare, pensions and vacations for its members is the direct result of Local 3's maintaining a strong financial position, and

WHEREAS, after careful consideration the Officers and the Local Union Executive Board recommend to the members that to insure the continued growth and progress of Local 3 in order that we may secure all the benefits due us and our families it is necessary that we revise our dues structure,

NOW, THEREFORE, be it resolved that effective October 1, 1961 the dues of the parent local and all the subdivisions of Local 3 with the exception of subdivision 3D, be increased in an amount equal to \$1.00 per month, and

BE IT FURTHER RESOLVED, that \$.50 of each \$1.00 so derived be allocated to the Defense Fund and that from time to time when it appears to the Local Union Executive Board that there is sufficient money in the Defense Fund to insure meeting the obligations of the Defense Fund and the prompt and proper compensation of pickets the Local Union Executive Board may direct that one-half of the amount hereinabove allocated to the Defense Fund be allocated to the General Fund of the Local Union, and that when it appears to the Local Union Executive Board that in order to meet the obligations of the Defense Fund, including the prompt and proper compensation of pickets, the Defense Fund should be increased, the local union Executive Board may direct that the one-half previously allocated by them to the General Fund be re-allocated to the Defense Fund, and

BE IT FURTHER RESOLVED that with respect to those members who have paid their dues beyond October 1, 1961 prior to the adoption of this resolution by the membership the foregoing shall have no effect to the extent of such pre-payment, and

BE IT FURTHER RESOLVED that Article VI be included to conform to the foregoing.

Jobless Geo Payment for Retraining

(Continued from Page 1)

own good and the good of our business and industry."

The policy of the Department of Employment under the new legislation will be to make retraining benefits available potentially to any individual who has been displaced from his job and for whom reasonable employment opportunities do not exist or are substantially diminished.

NEW JOB

"It makes sense to offer a man, whenever practical, the opportunity to be retrained for a new job whereby he can support himself," Perluss said, "rather than to leave him with no alternative but to exhaust his unemployment insurance benefits because there are no job opportunities calling for his old skills."

Trained job placement interviewers of the Department of Employment will make determinations of potential eligibility for retraining benefits. The claimant must be enrolled in an approved course of instruction for an occupation or skill for which there are reasonable opportunities for employment in the labor market, and he must submit with each weekly unemployment insurance claim a certification that he is enrolled and satisfactorily pursuing the retraining course.

Automation Demands Action

Solution of America's most pressing economic problem—the continuing high rate of unemployment resulting from automation—cries out for immediate action at every level of government, business and labor, the AFL-CIO has declared.

From 1953 to 1960, a study has shown, automation has contributed to ending 3 million jobs in mining, manufacturing and railroading alone and added millions of persons to the unemployment rolls.

Long-Awaited Brewer Island Job Underway

By BILL RANEY and DAN MATTESON

The long-awaited job at Brewer Island has been started. Granite Construction has started with the lagoon excavation. It looks like Granite will sub out the

top soil bit to H. O. Rutherford. This will put 10 to 20 more men to work on the start of this \$500 million project.

Jack Foster, the owner of these 2600 acres, stated recently that the first section should be

ready for houses in approximately 14 months. To accomplish this, 13 miles of lagoon will be dug and 18 million yards of sand is to be dredged from the San Bruno Shoals to fill the island from 2½ feet to 7 foot deep. This work has been awarded to Midwest Dredging Co. and sublet to Associated Dredging Co.

It is expected that 1360 acres of land will be covered with family dwellings and apartments. Much of the remainder will be industrial property. Homes will range from \$18,000 to \$30,000.

Robert B. Bradford, State Director of Public Works, stated recently that a short length of four lane structure should be in use on the new San Mateo Bridge in a year. The western end of the bridge and the 19th Avenue extension will run across Brewer Island, making that area east of the City of San Mateo a busy place for the next few years.

Bids are to be opened September 13, for the 2.6 mile long 19th Avenue Freeway. This will include five concrete bridges plus interchanges and frontage roads. This job will be done on a shift basis in order to beat the time limit. Two million cubic yards of

dirt in this one, and at least \$5,000,000.

AIRPORT

M & K Corporation and Stolte Inc., in a joint venture, were low bidders (\$8,482,000) for the construction of terminal additions and piers. Charles Harney started back on two shifts again last week.

Pipe Linings Inc., is back in the area again, to do a \$329,000 on the linings of water lines in and out of San Mateo County. A good deal of work here for mixer operators.

Valley Engineering has finally started their large pipe line job, from Crystal Springs Lakes to Pacifica.

Bragato Paving Co. has picked up quite a bit of work in the last few months and now have more engineers employed than they have had in the past few years. Many other contractors who have been slow for some months are now catching a few good jobs, such as Dale Williams Douglas & Woodhouse, Kunz Paving and Lowrie Paving Co. This year, although it has been late starting, looks very bright for the engineers this fall and winter.

When calling the San Mateo

office you may hear a new voice. The dispatcher is Jim Dani who has been working there on the island for some years as an engineer.

Work is finally underway on the new gymnasium at the Boys Club in San Mateo County. The entire club and its future have been built and sponsored by the Building Trades Unions in San Mateo County. So far, (and we hope this applies to the future) all labor costs have been donated by labor—by dedicated union members. Employers have donated materials and equipment to make this a joint community effort by management and labor. This type of enterprise points out Labor's realization of its responsible position in the community.

A few Saturdays ago several engineers joined in the digging of the foundations for the new addition. Brother Willard McCroskey furnished his labor and his rig to dig most of the trench. Brother Leon Johnson, using Copman Electric Co's backhoe, dug the piers and more trenches.

Brothers Jessie Garner, Richard Mehr, and Bob Whitmore were working up quite a sweat to keep up with the rigs.



Volunteers who helped on the San Mateo Boys Club project included (from left) Brothers Willard McCroskey, Richard Mehr, Jessie Garner, Leon Johnson and Bob Whitmore.

Many Small Contracts At Vallejo

By AARON SMITH

Work in the Vallejo area is moving steadily with many small contracts being let. McGuire & Hester was recently awarded a job on the Lemon St. sanitary sewer. Slinsen Construction has been awarded a city contract for \$114,897 and will include sanitary and drainage sewer and road construction on Town St. in Napa. Altermatt and Fedrick was awarded another section of irrigation pipe by the Solano Irrigation District. The contract is for \$284,237 and it's the third contract of this type they have received in this area within the past few months. Henry Tibbetts was the low bidder on the Napa River bridge foundation job in Vallejo. Syar and Harms has recently picked up two more jobs at Davis. They have completed the heavy grading on the Capehart housing at Travis, but they still have the fine grading and paving to do.

NAPA JOB

Williams and Burrows has started to work on the excavation on the \$25 million development between Imola and Highway 29 at Napa. This will consist of canals from the Napa River with approximately 80 acres, each of which will have its own dock, and a large shopping center which will be developed later. Edward Keeble has DW's and Cats rented to this job, and the Brothers are working 10 hours a day, 6 days a week. Van Valkenburg is still working on the underground work at Capehart Housing, but should be finished in about six weeks. Palo Construction is working on the reservoir job at Vacaville. M.G. has a pipeline job in Vacaville as well as a small underground job at Fairfield. C. Norman Peterson has a job at Travis for sewerage disposal plant. McGuire and Hester has a job on sewer pipe in Benicia, and a job at the Hercules Powder plant at Denverton.

HARRY

Parish Brothers is working at the Goodyear Quarry, supplying rock for various jobs around Sonoma County. They have the rock and paving on the Fredrickson and Watson job, and should start paving in a few weeks. Basalt Rock has put on the second shift at their Napa plant, and are doing the shoulder paving on the Gordon Ball job at Highway 40. There should be a traffic change on this job within the next few weeks, as most of the concrete work is finished. Charles Harney has slowed down the structural work on the overpass at Fairfield, but the traffic change is expected to take place about the same time as the one on Ball's job.

Hawaii — Land of the Vanishing Pineapple Worker

By HAROLD LEWIS RUPERT TEVES and BERT NAKANO

Aloha from Hawaii, the land of the vanishing pineapple worker.

Recent news articles reveal that Libby McNeill & Libby, nationally known food processors, has decided to shut down its Maui Division of "pine" processing plant next summer. Last year the Hawaii Canneries on the island of Kauai announced that it would close next year. Both these companies have labor agreements with the I.L.W.U.

With the forthcoming layoffs, and past reductions in the sugar and stevedoring industries, because of mechanization and containerization, the I.L.W.U. is finding itself with dwindling membership. To offset this, the organization has been very active in the construction industry, trying desperately to refurbish its resources.

Brothers who work for contractors under the modified

agreement should keep a sharp ear and report any talk of dissatisfaction. The I.L.W.U. has contacted its former members and are using them to stir dissention among construction trades workers.

Construction is picking up very slowly. If the trend continues and all jobs come up as scheduled, all brothers should be working by mid-October. The route of the proposed defense highway skirting Pearl Harbor has not as yet been chosen and the same goes for the Waipahu-Nanakuli Highway.

Kaiser's Hawaii-Kai project has had to slow down, because plans for the second increment back of the Kuapa Pond have not as yet been approved by the F.H.A.

Territorial Contractors road job on Kauai is finally under way after a few delays due primarily to lack of adequate funds.

A. C. Chock Ltd. has start-

ed its proposed eight years job of subdivision work at Heeia. This job entails a lot of swamp filling. With the rainy season being about the time the swamp fill starts, quite a few "cats" are expected to be down (deep in mud.)

J. M. Tanaka's water line tunnel back of Heeia-Kea is progressing as scheduled and Brother Clarence Kapaona is keeping a wary eye out for soft spots as he is "mucking" with his "cat" loader.

Joe Pao has again been petitioned for representation by Local 3 and a contract is expected by the next edition of this paper.

Our aloha to the brothers at Kennecott Mines and a mahalo niu (thanks very much) to Brother Everett Hibbard, chief steward for Kennecott who took time off from his vacation in Hawaii to drop into the office. Brother Hibbard brought us up to date with the latest news from Utah.

Apprenticeship Plan Set Up For Cooks

Leaders in the hotel and restaurant business in California have signed articles of organization and recommended apprenticeship standards to establish bona fide apprenticeship programs for the training of top flight cooks. Charles F. Hanna, Chief, Division of Apprenticeship Standards has announced.

"We can no longer depend upon the importing of trained cooks from Europe but must systematically train our own" was the decision arrived at by hotel and restaurant chefs and club associations. The decision was wholeheartedly endorsed by the cooks' union of California.

The articles established a California State Joint Apprenticeship Committee for the Culinary Trades. The Committee consists of 21 members including representatives of the State Division of Apprenticeship Standards, Bureau of Apprenticeship and Training, U. S. Department of Labor and the Bureau of Industrial Education.

Chairman and co-chairman of the State Apprenticeship Committee are Mark Sullivan, of the San Francisco Hotel Employers Association, and Paul Greenwood, secretary of Cooks' Local Union 468 of Los Angeles. Joseph Belardi, president of San Francisco Cooks' Local Union 44 serves as secretary.

Many communities are now actively organizing local apprenticeship programs for training cooks following apprenticeship standards suggested by the state apprenticeship committee.

Out-of-Work List Slim at San Rafael

By F. A. LAWRENCE

We are happy to report that the Brothers are still hard at work and will be until the weather brings things to a halt. The out-of-work list is the way we like to see it—slim!

Gailbreath pipeline job at present working at Petaluma, is moving towards Santa Rosa. This job ties into Beasley Engineering pipeline job which is coming towards Novato. At present Beasley is five miles north of Novato on Highway 101. Operators are: Brothers Slim Demings on side boom, Bill Serpa on backhoe, Ben Thompson on Michigan loader and Clem Sequeira on side boom.

The bids for construction of roads, sewers and water systems at Bel-Mar Keys near Hamilton AFB were opened on August 28.

Paul Vincilione is excavating with a clamshell operated by Brother Bill Cooley on Doherty Drive at Larkspur—an extension along the Corte Madera Creek. Apparently the vibration of construction caused the levee to split in two, dumping a 12-foot section of road and fill into the swamp. Brown-Ely, building the road across city property, was well ahead of schedule when the levee let go. A 225-foot section dropped about six feet, opening a crack to a width averaging about two feet.

Pacific Mechanical Corporation of Richmond has gotten underway on their pumping station at Nicasio, with Brother Francisco Fukuda on the "A" frame.

The Marin Bay Lagoons L. E. Smith Job has about six more weeks to dig out the lagoon. Brother Hartman is the foreman on the job. Two Northwest 80's draglines are operated by Harvey Freeland and Cameron oiling; Doug Bishop and Jim Simmons oiling. They have three cats and dozers there, operated by Ossie Wilbur, Fred Harner and Floyd Farmer. Charles Chandler is on the motor patrol and Tony Argento on the compactor.

L. C. Smith has also started another job in Larkspur for a shopping center; 180,000 tons fill, swamp, and have a Northwest 80 shovel on the job, with 15 semi-trucks hauling.

Factory Pay Record Set In Bay Area

The average weekly paycheck of factory workers in the San Francisco-Oakland Metropolitan Area in June was larger than ever before and its purchasing power was also the highest on record, John F. Henning, California Director of Industrial Relations, reported.

Gross weekly earnings of manufacturing production workers edged up to a new high of \$114.17 in June. The buying power of these earnings—after deducting Federal and State taxes and adjusting for the rise in consumer prices—exceeded the all-time high established in September 1943 when lengthened wartime work schedules swelled weekly earnings.

Between June, 1960 and June, 1961, average weekly earnings increased by \$3.69, or 3.3 per cent. After taxes and adjustment for price rises over the year, the gain in terms of purchasing power amounted to 2.0 per cent for the worker with 3 dependents.

13-CENT GAIN

Henning reported that hourly earnings of factory workers in the Bay Area were also at an all-time high. The June average of \$2.92 per hour represented a gain of 13 cents from June 1960.

Working time averaged 39.1 hours per week, ½ hour shorter than a year ago.

Earnings of factory workers in the Los Angeles-Long Beach Metropolitan Area also climbed to an all-time high in June, Henning said.

Weekly earnings of manufacturing production workers rose by \$1.46 from the record May average to a new high of \$107.33 in June. The buying power of these earnings—after deducting Federal and State taxes and adjusting for the rise in consumer prices—topped the previous record set in mid-1959 by a narrow margin.

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KK Rejects Plan To Close S.F. Shipyard

(Continued from Page 1)

figures comparing the production and efficiency records of the San Francisco Naval Shipyard with other Naval shipyards in the United States. More importantly, I believe those members making such a recommendation do not appreciate the strategic location of the San Francisco Shipyard, with its deep water approaches to its docks and graving docks enabling large, deep-draft vessels to approach it with ease," Shelley said.

The Department of Labor has

designated San Francisco as a depressed employment area. To gradually release the thousands of employees at the San Francisco Naval Shipyard would have been a severe shock to the economic health of San Francisco and all California.

"Recently the San Francisco Naval Shipyard underwent a drastic and dramatic reorganization of its management operations," Shelley noted. "As a result of this successful pilot project, many hundreds of thousands of dollars were saved by the American taxpayers.

"This pilot reorganization plan was opposed by many other shipyards. However, the San Francisco Naval Shipyard employees cooperated in the consolidation of various shops and departments making it a model for other Shipyards in terms of efficiency and increased production.

"Thus it is both strategically and because of the unexcelled production records at the San Francisco Naval Shipyard that such a recommendation to close the shipyard was both militarily and economically imprudent."

Local 3 Wins At Yuba Steel

Talks Due On New Agreement

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

On August 10, 1961, the National Labor Relations Board conducted an election at the Yuba City Steel Products Company, 526 Stevens Avenue, Yuba City. The majority of 26 employees voted in favor of the Operating Engineers' Local 3.

We are going to re-enter negotiations with the company immediately and hope to have an agreement in the very near future.

This is the second largest steel fabricating shop in this district in which employees have chosen Local 3 to represent them.

We wish to thank the brothers who attended the special called meeting in Marysville. This proves the brothers in this district are interested in their local union.

The work in this area is still in high gear and should continue for some time.

We have cleared a total of 330 operators and oilers so far this month and most of the brothers are working.

Baun Construction Company has started work on the construction of 2.2 miles on Highway 24, beginning at Berry Rd. one-half mile south of Rio Oso, at a cost of \$350,016. The new section will be built on a new alignment just to the west of the existing highway and will be the initial two lanes of a future four-lane freeway. The north end of this job will connect with the new highway and Bear River project now under construction. On the south it will extend to just beyond Cornelius Avenue, which is one mile north of East Nicolaus. This latest improvement of the short route between the Yuba-Sutter area and Sacramento is expected to take four to five months to complete, depending on the weather.

TUNNEL JOB

The Frazier-Davis Construction Company submitted a low bid of \$6,193,685 for the construction of a 4,333-foot tunnel to divert Feather River water, which is the first major construction project preliminary to building the Oroville Dam. The 35-foot-diameter tunnel is the first of two to be built on the dam site, five miles north of Oroville. Work will begin in 30



RECORD BREAKER—A mucker enters the Forbestown Tunnel on the South Fork Project, site of the new world's record for a six-day excavation job.

Rock Cutters Break Record

The South Fork Project tunnel crew working on Oroville-Wyandotte Irrigation District's \$62 million project has broken the world's record for excavation through rock in a six-day period. The crew was working in three shifts July 10-15 on the Forbestown tunnel, which is 12 feet in diameter.

They advanced the heading

603 feet in that time to eclipse the former record of 589 feet, set several years ago on an Australian project. The tunnel in Australia was the same size as the Forbestown Tunnel and the rock through which the tunnel was driven was similar to the material here.

The record is not formal in the sense that it is maintained in a record book by an in-

ternational agency. The new mark is acknowledged, however, as a world record in excavation.

Both the Forbestown and Woodleaf tunnels are in more than 12,000 feet. Forbestown will be 18,750 feet when completed, and Woodleaf will be 18,450 feet. Tunnel work on the entire project entails a total of 90,000 feet of excavation to be accomplished on five

major tunnels.

The work is spread out over the length of the project (about 50 miles) and requires 150 miles of traveling to cover all the headings.

Slate Creek and South Fork tunnels have holed through; Woodleaf, Forbestown, Miners' Ranch and Kelly Ridge tunnels will be completed between October and February of 1962.

days after the awarding of the contract.

The Oroville Project contractors are progressing rapidly on their job of moving dirt, with about 30 days to go on the Little Grass Valley end. They are putting material into the Sly Creek dam at the rate of 50,000 yards a day. Concrete is also being poured into the spillways at each of these dams. Two rock crushers are going full blast, and three batch plants are busy. Two crews are kept busy installing the penstocks for the powerhouses, but construction on the powerhouses hasn't gotten underway as yet.

BIDS OPENED

Bids on the first phase of construction of the Browns Valley Irrigation District, Virginia Ranch Dam project on French Dry Creek have been opened.

Bids also were opened for construction of the major portion of the Camp Far West project of the South Sutter Water District. Bids were opened May 15, but were found too high and rejected. The construction to be

put up for bid at this time includes a dam at Camp Far West on the Bear River, about seven miles above Wheatland. The proposed dam will be 175 feet in height from the stream bed, in contrast to the present 75 foot dam. The estimated cost of the revised specifications of the first phase of the project is from \$3,500,000 to \$4,000,000. The entire project, including distribution canals, has been estimated at \$6,102,000 with funds already provided through federal and state loans.

Bids were opened August 22 on a \$140,000 channel clearing project in the Feather River. This clearing and excavation work will take place in the river between Marysville and the mouth of Bear River. It will involve the clearing of 295 acres, and the excavation of 65,000 cubic yards of dirt. Plans call for the completion of this project within 60 days after the contract is awarded.

YUBA COLLEGE

Work on the Yuba College job is moving right along with

Carl N. Swenson doing the job. Johnny Ray Haase, who subbed the underground work, has completed this part of the job. Work on the Yuba County Courthouse is on schedule.

Crow's job at Forest Ranch is really in high gear. Brothers Buck Lash and Mike Day are doing the shifting. Clarence Squires is master mechanic, with Paul Travis as superintendent. There are 26 operating engineers on this job. The way the muck is flying, they will all be in by the time the rains come.

Construction is underway on the new Colusa basin bridge on Highway 20 between Colusa and Williams.

The job, which is under contract to Harms Brothers of Sacramento for \$403,500 is expected to take eight to ten months to complete.

Located about 2½ miles west of Colusa, the new reinforced concrete structure will be built immediately upstream from the existing 1915 bridge, which crosses Colusa Slough. Its 20 spans will total 800 feet in

length and will provide a clear roadway width of 28 feet. Including the new highway approaches on the new alignment the project will total 1.1 miles. The existing bridge will remain in use during construction. It will later be removed. There are four Engineers working on this job at the present time. Brother Lloyd Hanna will be pushing.

G. S. Herrington has started his job at Cohasset Highway which will go from the Chico Airport to Keefer Road. They figure about five curves and widening the highway to 32 feet. A new bridge will be built over Mud Creek south of the Richardson Springs Road.

Work at the Capehart Housing has reached its peak and has begun to level off. There is several months work for Engineers left here yet.

The Missile Bases have approximately 80 Engineers but these jobs are also leveling off.

HIGHWAY WORK

Work has started on the resurfacing of nearly nine miles of U. S. 99W from Arbuckle in Colusa County to a point of 1.7 miles south of the Colusa-Yolo County line north of Dunnigan.

The improvement is part of an overall project under contract to Granite Construction Company of Watsonville for \$302,400, which includes the repaving of a total of 46 miles of selected sections of state highways in six Sacramento Valley counties.

Yet remaining are several sections of State Sign Route 16 in Colusa and Yolo Counties. All work has been completed in Butte, Glenn, Sacramento and El Dorado counties, and the S.S.R. 16 sections are expected to be completed before the end of September.

Concrete Conduit Keeps Safety A Management Matter

Good Program, But Bosses Balk At Employee Participation

Last month in reporting on the results of the negotiations with the Concrete Pipe Plants, we said considerable time was consumed during the negotiations discussing safety. And while we were unable to change the wording of the agreement, we could not understand why the employers would not agree, as they have a fine safety record.

Illustrating what we meant is the case of the Concrete Conduit Company, which has plants at Yuba City and Chico. It is a division of the American-Marietta Company, a highly diversified company with some 17,000 employees in a large number of different type plants throughout

the United States and Canada.

The home office is in Chicago, where they employ a safety director. From his office traveling safety inspectors make regular safety inspections of all this company's plants.

In addition, another inspector makes random inspections at unscheduled times. While plant managers may prepare to some extent for the visits of the first inspector, they haven't been able to plan on the second inspector's visits—to many manager's embarrassment.

In making the regular and random inspections everything is checked, such as housekeeping, safety, etc., and pictures are taken of any conditions con-

sidered unsafe or of poor housekeeping, and a copy is presented to the manager of the plant involved.

The plan does NOT exclude employee participation. Every week there is an employee safety meeting conducted by the employees themselves on company time, and records are kept of any employee's suggestions for the improvement or betterment of the safety program.

The plan is paying off. The Yuba City plant has operated three years without a lost-time accident and the Chico plant, two years.

In each plant hangs a handsome plaque and on the Yuba City one there are three date

plates indicating three years without a disabling accident; the Chico plant has two date plates.

As we said before, when we wanted to formalize the system and provide for positive employee participation in the plan, the bosses balked. Why, we just can't figure out—unless they just can't bear giving their employees and their employees' union any share of the credit.

Nevertheless, it is a good program that is producing good results, and most of the dangerous conditions in the various plants have been taken care of. So it is with some pleasure that we briefly give credit to an employer who is really trying to make safety pay.

ENGINEERS NEWS

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BIG SCRAPER—Brother Marion Whitson is the operator of this Twin-engine Euclid scraper on the Western Divide Highway job of Cherf Brothers and Sandkay in the Johnsondale, Calif. area.

Fresno Area

Work Hits Seasonal Peak

By JOSEPH "JOE" MILLER and B. F. "TINY" HELLING

Fresno reaches its season peak as of this writing. The out-of-work list is very low and at various times we have had difficulty in filling some jobs. The work ranges from Ford tractors on landscaping of housing projects to dams, levees and power plant construction, and is scattered from one end of the district to the other.

Most of the projects are on a 40-hour schedule, but some of the mountain jobs are working from 50 to 60 hours per week. A few of these jobs are on a two-shift schedule and as a result have a fair sized crew of engineers working.

MERCED LEVEE

Charley Harney is working two shifts on the levee job at Merced and has a large crew working. The job is only working 40 hours, but is a good job that will last for quite a while. The job has been going along fairly well without too many beefs. Those that we have had were straightened out without too much difficulty.

Brother Clifford Stofle, a member of Local 3 and a volunteer fireman at Planada, Merced County, was seriously injured while attempting to rescue Reuben Jones of the same city. Jones' car smashed into a power pole south of Planada and a high tension power line fell across his car and set it on fire. Volunteer fireman rushed to the scene. Davis Chavez, the first fireman to approach the accident with a hose, stepped on the hot line. It electrocuted him instantly. The current went through his body and hit Brother Stofle in the thigh and grounded out under his foot. Other firemen removed Brother Stofle from the wire with a pike pole and administered artificial respiration, which saved his life. Brother Stofle was seriously injured but is recovering from the accident. He may lose a couple of his toes from the burns. Any brother in Merced can visit him in the Merced Hospital.

SAN LUIS PROJECT

Many brothers as well as many travelers have been coming into this office asking ques-

tions about the San Luis project, and seeking work on it.

This project has not started yet and will not get started until 1963. There will be some highway work and re-routing before the main project starts, but even this will not start until late next year.

There will be no large projects of that type or size in the Fresno district until 1963 as presently reported, but due to the newspaper publicity on the project, people are coming from all over the country and calls are coming in from coast to coast. All I can say now is: do not plan on the San Luis project in this district for two years. Pass the word along.

Sherf Bros. and Sandway at Johnsondale have been keeping 20 of the brothers busy on their road job in the Sierras. The heavy duty repairmen and welders are working 60 to 70 hours a week and the dirt crew has been working 50 to 60 hours a week.

Brother T. D. Shanklin is operating a twin engine Euclid dozer, that is moving lots of rock. Lloyd H. Gough is on a D-9 dozer. Jim Saling also on D-9 dozer. Robert Reidlen and Marion Whitson are operating two twin engine Euclid pulls. William Waters is on a Pioneer dozer. Harry Gavell and John Pandza are doing the clearing.

Cherf Brothers and Sandway also have a canal job in Madera. Glen Mullowney is operating a dragline, Eugene B. Davis is oiling on this rig, Joe Zarate is also on dragline and Jesse Whitakere the oiler.

John Farris is on a back hoe and Harold Mounce is oiler. Everett Tunner is operating a trencher and Bob Hays oiling. Jerry Howell is on a blade. Sandkay and Ransome were awarded the contract at Madera for a canal job for \$1,874,917, this job will be held up due to grapes in the way and waiting to be picked. But this job will start some time in October.

Griffith Company on their highway job at Tipton have started the black top on detours and four and one half miles of overlay. Hayden Church and Nickols have moved lots of dirt and still have about three months more to go. Winston and Green still have two shifts working on terminus dam at Lemon Cove. The north end of the fill is about half finished. This job should be good till about November. This company still have a few brothers busy on their tunnel job at Balch Camp. This is mostly clean-up work.

Al Clem Reports—

Your officers attended 12 district meetings throughout the territory during the past month, discussing the question of increasing the dues in Local 3. While we would have liked to discuss the problems of the union with more of the members, we feel that the Brothers who did attend the meetings will relay the message to others who were on the job and not able to attend . . .

—ac—

The results of the voting was very gratifying. It indicates that the members are genuinely interested in supporting their union financially. We were extremely proud of the results in California and the two "right-to-work" states—Utah and Nevada. Also, the members in Hawaii voted overwhelmingly for the dues increase . . .

—ac—

The vote in Hawaii, a new state with workers comparatively new in our organization, gave a forceful endorsement to the necessity for the dues increase. It demonstrates more than ever that the Hawaiians are greatly interested in securing the future of Local 3 . . .

—ac—

In our talks with the Brothers around the various districts, we found that the work picture is living up to our expectations for this time of the year. In most of the offices the out-of-work list was very light, and in some instances, the offices were short men of certain classifications. By the time this issue of the Engineers News gets to you, the fall work push will be underway.

—ac—

Because of the difficulty the Teamsters are having in getting a suitable agreement with the Readimix industry, however, work has been slow in the East Bay area.

—ac—

Short-form agreements signed the past month: 62; regular agreements signed, 15 . . .

—ac—

The Executive Board approved appointment of the following delegates to the Nevada State AFL-CIO convention, held September 8, 9 and 10: Al Clem, H. L. Spence and Danny Dees. Attending the Utah State Convention of the AFL-CIO on August 21 were T. J. Stapleton, Clarence Bruner, L. J. Neeley, M. F. Bowman and John Thornton . . .

—ac—

Two special meetings were held at the Kennecott Copper Company at which the membership ratified their contract by an overwhelming majority. President Paul Edgecombe and I attended these meetings, at which the members voted for the contract, 120 to 29 . . .

—ac—

Another step was taken in apprenticeship Program Standards, finalized with business representatives, the union, AGC, and EGCA. AGC signed EGCA amendments to the agreements and apprenticeship standards, and these were approved by the executive board.

Tech Engineers Conclude Apprenticeship Pact

By AL BOARDMAN and ART PENNEBAKER

Your apprenticeship committee has been meeting with the Bay Counties unit Engineer & Land Surveyors. The basic agreement has been concluded. We now are down to administration details.

Any technical engineer interested in entering the apprenticeship program should notify us so we will be able to notify all the parties concerned as the program progresses.

AGREEMENT

We have just concluded an agreement covering draftsmen in a production plant. We quote part of the statement made by the employer during negotiations:

"We employ in other parts of the United States men for as little as \$1.16 per hour, to do exactly the same type of drafting . . . The highest paid man being one who has worked for us for 26 years in Chicago, and is paid \$3.00 an hour."

Of course, these low paid employees have NO union representation. Your union representatives were able to negotiate \$3.27 with 37 cents fringe benefits.

It has been reported to us that the Western Association of

Civil Engineers & Land Surveyors will raise the pay of their employees by 12 cents. They get no retroactive pay, so it really works out to 10 cents an hour.

The ESC purports to represent these men, but it is obvious that the ESC has let its members down again.

On August 1 the Technical Engineers' working under CE & LS master agreement received 16 cents to 21 cents and on July under the construction master agreement 18 cents to 23 cents.

SUPPORT

The biggest single reason for these big differences is the attitude of the membership. As long as your union can receive the strong backing of its members, as it always has in the past, then the union can progress and the membership can reap the profits of effective representation.

We were proud when recently the call went out to the membership that an increase in dues was imperative. The members voted about 2 to 1 for this increase. This is one more indication of the intelligence and practical horse sense of the individual members of the Operating Engineers Local 3. Wear that union button proudly.

Blood Bank

SAN MATEO

Donors: Betty McWinnburg, Hugh Meara and Dick Nolan Jr.

REDDING

Donors: Ann McBroome, William Bowmann, Ruby Vardanega, W. S. Vardanega, Fred Clements, Ernest LaFond, John Nash, Fred Phillips, Carl Warner and O. B. Dusina.

OAKLAND

Blood Needed: By Brother Herb Devine, who suffered a heart attack July 4. By Ida Miley, wife of Brother Victor Miley. To Donate: Phone OLYmpic 4-2924.

WATSONVILLE

Donors: Loren Brown, Glen Christenberry, James E. Higgenbotham, Ray Howe, Donald Hurst, Martin Imboden, Wilbur Jackson, Tony Jaquez, Raymond Johnson, Bill Keller, Loren Oswald, Anthony Ponza, James V. Robertson, Robert Seaman, Bert Spaulding, Fred Webb and Ira Williamson.

SAN JOSE

Donors: Conception Delagadillo, Ivan Delagadillo, Sergio Aturaldi, Paul E. Mybro, Lawrence Suazo, Frances Langford, Antonio Jimenez, Gregory Perez, Harold Campbell, Sylvia Ruiz, Aureillo Delagadillo.

Work Slow But Steady At Stockton

By WALTER M. TALBOT,
AL McNAMARA and GLENN
L. DOBYNS

The situation in this district is much the same as reported in last month's issue of the Engineer's News, with very little activity in the job placement phase of our operations.

This is because at this time of year the majority of projects in progress will, in most cases, be completed by the crews that are now manning the equipment. However, it has been particularly slow this past month because our out-of-work lists are beginning to gain over those being dispatched.

Harms Bros., of Sacramento, was low bidder on 5.7 miles of relocation and grading of State Route 88 in Amador County, between Peddler Hill and Corral Flat, for \$1,114,865. Inasmuch as this job is at 7500-foot elevation, we do not expect much activity until next spring with the exception of some clearing to be under way until the snow flies. Bozarth Brothers, of Placerville, has the sub-contract for the clearing.

U.S. JOB

Ralph Larsen & Son, Inc., of South San Francisco, was low bidder on a federal communication project adjacent to the Owen-Illinois Glass Plant property, west of Tracy. This involves the construction of a communication buildign that will be radiation fall-out proof, antennae fields and the required paving and grading, which has been awarded to Eugene Alves, of Pittsburg.

A. Teichert & Son, S. M. McGaw and Claude C. Wood Co. are picking off the grading and paving jobs being let by the cities of Stockton and Lodi, plus work for San Joaquin, Amador and Calaveras Counties. To this date A. Teichert & Son has been getting the lion's share of this work.

SMALL JOBS

In addition to the three grading and paving contractors mentioned above, other small jobs that have been awarded the past month are: Sidney L. Wright, levee reconstruction and outlet repair at the South Plant oxidation pond; Gordon L. Capps, two sewer pumping plants on Swain Road; R. Gould & Son, sewer line, Morada Acres; Manuel Smith, storm drainage in Escalon.

The East Bay Municipal Utility District opened bids September 8 for the construction of river crossings of the San Joaquin, Middle and Old Rivers for the Third Mokelumne Aqueduct. This job will involve pile-driving and dredge work on the three crossings in addition to levee excavation and backfill.

Bids for the \$3 million Highway 99 by-pass of Lodi will probably be called in October, according to the California Division of Highways. Most of the buildings along the 5.2 mile route have been removed. This project will entail three interchanges and three over-crossings.

Because of the delay in the construction of the new asbestos mill, near Copperopolis, we are told that it will probably be two months before the mining and stripping phase of the operation will commence.

DEATH RIDES WITH YOU

Leaving drinking alone if you are going to be driving, and driving alone if you've done some drinking. Drive after drinking and Death rides by your side.

Sacramento Clears 786

Good Jobs Are In The Mountains

By ERNIE NELSON, EDWARD
HEARNE, WILLIAM METTZ,
C. E. COCKAYNE AND
A. V. DALTON

The Sacramento area is still in full swing. We cleared 786 brothers last month. We have a lot of short jobs in the city, but most of the good jobs are in the mountains.

Boyles Brothers have a drilling job in French Meadows. This job is 97 miles from the hall. They have set up a small camp for the boys.

Gordon H. Ball has started the paving on the South Sacramento Freeway and is really moving down the line. They are using a Guntert & Zimmerman developed slip form paver and they waste no time waiting for forms.

They are presently laying a two-lane strip that is 24 feet wide and will add 12-foot section and pave 36 feet wide, or, in other words, three lanes. The finished project will be about half six-lane and half four-lane. Paving will take approximately 30 working days and the job completion date is sometime in November.

LEVEE JOB

Eugene Luhr and Elmer Wendt are making good progress on their levee job at Liberty Island. Blasi Trucking & C. T. S. are moving the dirt that has to come out of the pit. They have two Cat loaders loading out of the muck with Brothers Dave Woodie on one and Al Leerburg on the other.

Work continues slow in the Lake Tahoe area with very little new work to come up this summer. Most jobs in progress are not working very many hours.

Vincent Rodriguez is still putting pipe in the ground, but he is having problems. He is hoping for a late winter so that he

Pollock Pines

Several Dam Jobs Underway

J. W. Briggs is moving along on the Highway 5 job between Pollock Pines and Riverton. This construction company has done very good despite heavy traffic. They are almost ready for the hot stuff. This has been a long and rocky job.

The Fredrickson & Watson Construction Co. is set in at the Placerville Freeway job on Highway 50. This will turn out to be a good job. Paul Fields is the project manager and Johnny Owens is the ramrod.

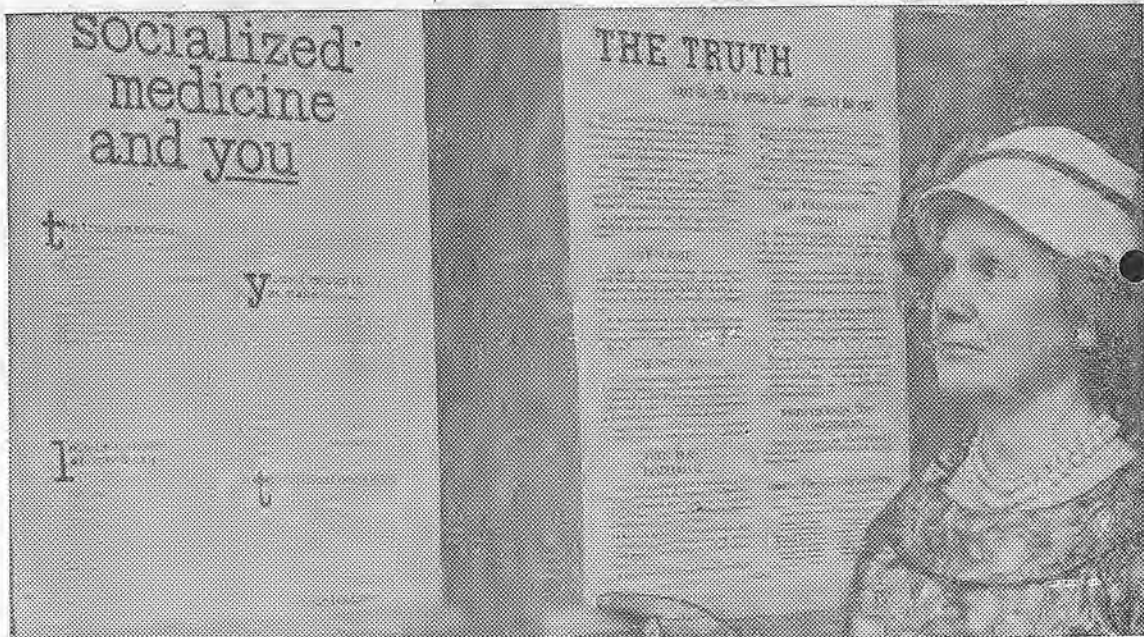
They are also putting up a crusher plant at Caloma and will furnish material for the Piombo job at the freeway in Placerville.

Joe Vicini has the clearing about done for the Fredrickson-Watson Construction Co. and his road job at Georgetown is about done. This will keep a lot of our men working around this area on little jobs. He keeps the same men the year around.

The Piombo Construction Co. has a number of jobs in Placerville. They also have a pipe line job going in Placerville.

DAM JOB

Their Stumpy Meadows dam job out of Georgetown is now running two shifts. Brother Hinte and the supervision claim



PROTESTS BY ORGANIZED LABOR against presence in lobby of Baroness Erlanger Hospital, Chattanooga, Tenn., of American Medical Association propaganda blast against health care for the aged under social security (left) forced hospital authorities to permit display of answer to medical association attack. Mrs. Charles Crable, chairman of citizens' Committee for Medical Care Under Social Security, examines the two posters.

can finish this year.

Thermal Construction Co. has a small crew at Chambers Point putting in a couple of streets. Brother Roy Peoles is the operator on this job.

Northrop Construction Co. has a crew putting in a ski lift at Deer Park. This will open up an entire new ski area. In connection with this job will be a new two-lane road from Highway 89 to the ski lift. This 3½ mile road job has yet to be let. Nomellini Construction Co. is building the bridge and the approaches.

PROSSOR DAM

Prossor Creek Dam is beginning to take shape with a fleet of DW 20s scrapers and wagons going two shifts. At present this high-ball crew is placing 5000 yards of material a shift. More equipment will be added to bring the production up to an estimated 12,000 yards per shift. It is either too wet or too dry. A month ago the material was too wet, now Hientz is having a problem trying to get enough water mixed in to meet the minimum compaction of .96.

Madonna's job along the North Shore of Lake Tahoe is

progressing with tourist traffic delaying the operation. Road rock of the right caliber is hard to come by on a site near the project so the company is setting up a plant on Highway 89 near Deer Creek to supplement the correct mix and use for surfacing.

Wright Brothers have finally finished the sub-grade on the Truckee cut-off to Kings Beach and the prime contractor, Geo. Miller from Reno, has moved in to do the paving. Clements and Co. is furnishing the base aggregates and black-top.

SUMMIT JOB

Briggs-Conley-Dennis on the Donner Summit job have everything under control now with a grade "A" crew of shovel runners, cat skimmers and nut-busters. The big push there now is to get all the metal pipe in before it rains so to have proper drainage throughout the winter. Poor drainage this spring was the main cause for the job starting so late in the season.

Clements & Co.'s dredge was not completed at the time planned, so rubber-tired equipment was moved in to feed the crush-

er until such time the dredge is in operation. This company keeps around 30 engineers on the pay roll who can produce any type of aggregates, concrete products and asphalt paving material.

Isabell Construction Co. has finished the surfacing of Highway 89 north of Truckee. This was a rerouting job around the future Prossor Creek Lake.

The Guy F. Atkinson job at Soda Springs is out in front with production and will finish ahead of schedule.

EMIGRANT GAP

Also at Guy F. Atkinson's Emigrant Gap job we find everything going smooth. The 150 Electric is putting out its share of rock with a couple of old time tight-line operators at the controls. All old timers on this job with a go-ahead spirit that makes the contractor money and take home pay in the hip pocket for the engineers. The mechanics have their end of it under control on three shifts and a new shop to work in.

The paving is well under way on Madonna's Monte Vista job. The brothers are working long hours to finish on schedule.

Big Science Center Plan For S.F.

(Continued from Page 1)

months to complete. The hotel will have 1200 rooms. Charles Harney is on the excavation, P & Z is on the drilling, Spencer White & Prentice of New York is doing the shoring. It appears there will not be a water problem on this project.

OUTLOOK

The work picture in San Francisco remains about the same, but there is an upswing in the ship repair yards and at Hunters Point.

The army camped next to a jungle river, and a private was sent out to get some water. He soon returned saying, "Sir, there's a big crocodile in the river, and I'm afraid to get any water."

"Nonsense," replied the lieutenant, "That crocodile is probably four times as scared of you as you are of him."

"Well, sir," replied the private, "if that crocodile is only half as scared of me as I am of him, that water aint' fit to drink."

they will finish this job on time if the weather holds out.

Gibbons and Reed has a job going at Gurley Creek. This is an Operating Engineers' paradise. They bought all new equipment to start the job including a 80D shovel. They are putting up a crusher. This job will not be finished this year.

The Peter Kiewit job is changing every day. This is the biggest job in the area. It has approximately 216 Local 3 Engineers working at this time.

The James Construction Co. under the supervision of the Cherf Brothers, are moving on their Robbs Peak tunnel. This tunnel will be approximately 17,000 feet long and will take the water from Gurley Creek and put it into Union Valley Dam. This is a beautiful granite tunnel and is really worth seeing.

CAMINO TUNNEL

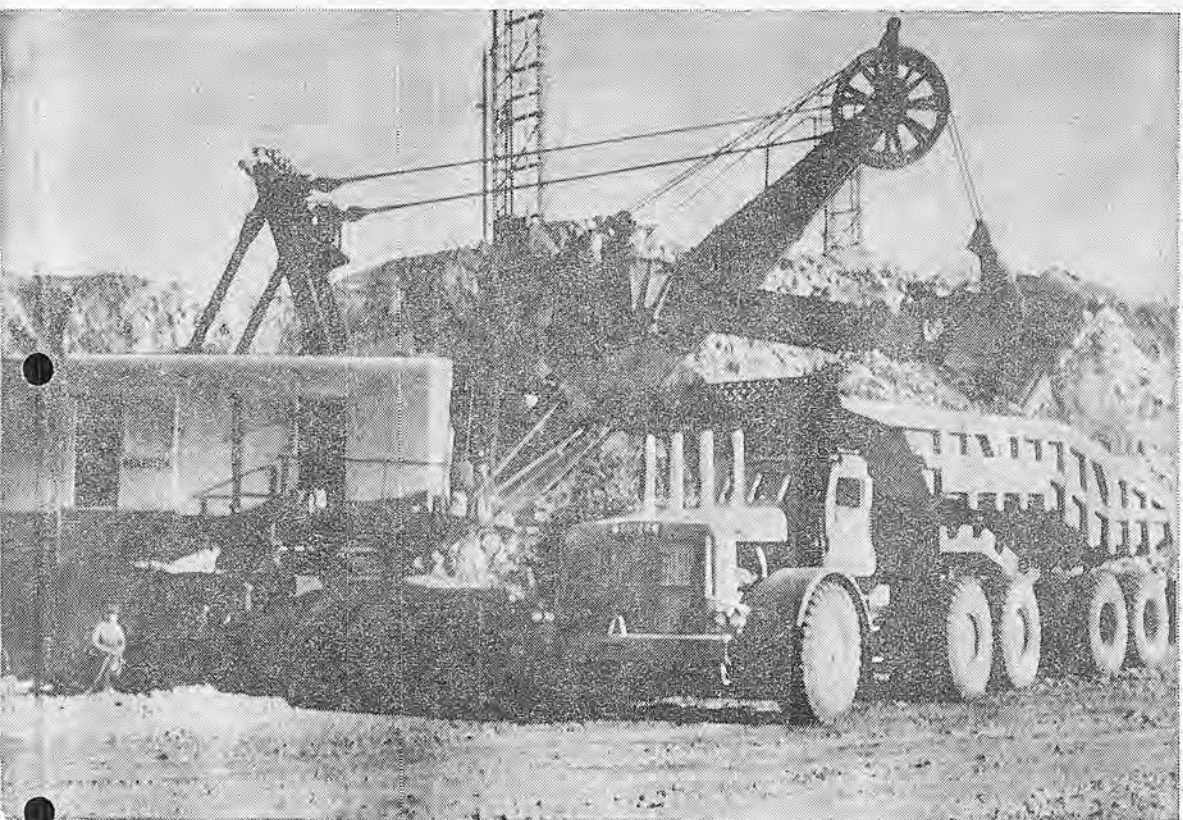
The Camino tunnel is a feature of the upper American River Development for Sacramento Municipal Utility District. It is a 14-foot unlined tunnel, 5.2 miles long, which will serve as a power tunnel conveying water from the recently completed Camino dam to the future Camino Powerhouse. It is located

about four miles northeast of Placerville adjacent to the south fork of the American River.

The tunnel was driven in two directions from a 1000-foot adit, located at the midpoint of the tunnel. The alignment contains four horizontal bends and one grade change which complicated the surveying and construction somewhat. A 17-foot-diameter concrete-lined surge chamber is located 345 feet upstream of the outlet portal and the tunnel is steel lined from this point down stream. A short branch section of tunnel was driven just upstream of the surge chamber for connection to a future tunnel.

Tunnel construction was started in July, 1960, and was just completed. Both headings are holing through perfectly both as to line and grade.

The surveying for this project was under the direct supervision of William Long, chief of survey parties with Bechtel Corporation the designers and supervisors of construction for the project. Other surveyors who contributed to this successful operation are: Patrick Murphy, party chief; Hank Seira, party chief; Mike Moore, instrument man and Hugh Mathews, instrument man.



At Kennecott Copper, where a 12 million yardstripping job is under way, an 8-yard Marion loads a 100-yard Euclid.

Utah Roundup

Highway Study Group Formed

By T. J. STAPLETON, M. F. BOWMAN, JOHN THORNTON, JAY NEELEY and FRAN WALKER.

A statewide official highway advisory committee, representing cities and counties, is being organized under State Highway Department auspices to coordinate all Utah street, road and highway development.

It is the first time any such organization has been set up. It will study each facility, its use and its adequacy to meet traffic demands.

Utah is concentrating on completion of the elaborate system of Interstate Highways. But only rarely will the Interstate take an individual motorist to his doorstep, place of work or other places for business or recreation.

There will be little to gain if a motorist can move swiftly, smoothly and safely for a few miles over the Interstate, only to leave it for frustrating bumper-to-bumper congestion on a city street or a perilous drive on a winding and chuck-holed county road.

The study will be conducted under the direction of J. Edward Johnston, deputy director in charge of planning. There will be close consultation with the state advisory committee and official advisory groups in each county. The U. S. Bureau of Roads has indicated it will pay 88 per cent of the cost.

FLAMING GORGE

The Flaming Gorge Dam reached the quarter mark last month and with no setbacks should be half-way by November. The aggregate plant is now scheduled for a two-shift operation. Three DW 21's feed the crushing plant and heavy media floatation operation; however, the haul for the 21's gets further away with the increased area of the pit.

The Arch Dam Company has been working short handed on cableway operators and are attempting to break in some of the men who are already working for them.

American Bridge Company was low bidder on the suspension bridge over Cart Creek, near the dam with a bid of slightly over \$750,000.

Wheelwright Construction Co. has completed the grade on the road leading towards Manila from Green Lakes, has set up a crusher and is now grading.

Strong Company was awarded the plant mix job between Vernal and Dutch John, and has set up a crusher and hot plant. This company also was low bidder on another job in Uintah County from Jensen towards the Colorado state line, and should be moving the "B" pulls and other equipment in soon.

Tiago Construction moved in a hot plant from Colorado and has started the black top on the Daniel's Canyon job. This job should be good for six more weeks.

Consolidate Western is anticipating the overhaul of another Blast Furnace at Geneva. This entails jacking the furnace to increase the output capacity and replacing the down-comers besides the regular over-haul. There should be work for about 20 additional engineers. There are sufficient operators and oilers registered in the Provo office to man this job at this time.

NORTHERN AREA

In the Northern Section, things are moving along with most of the brothers busy. We have now been in our new location at 2538 Washington Boulevard for about a month, and the Brothers are happy with the new office.

The regular monthly meeting was held on August 15; hereafter, we will hold our monthly meeting on the third Tuesday of each month.

Work in the Ogden area has been good. We have very few Brothers out of work and most of the ones on the out-of-work list have been out on short jobs and will go out again soon.

Gibbons & Reed's job is going full swing. Brothers are coming and going on this job; there is

quite a turnover on this job at the present time.

Strong's job at Porcupine Dam is now underway. At this writing there are about ten Brothers up there. This is an earthfill dam.

There is another earthfill dam getting started at Woodruff, Utah. The pre-job conference was held on August 16 with the General Contracting Company of Salt Lake City.

Wheelwright Construction Co. is putting in a bridge near Richmond, Utah. The Brother who is running the pile driving rig will receive pile driving wage scale.

Germer, Abbott and Waldron is making good progress on the road job near Grouse Creek, also on an oil job on the road from Woodruff to Monte Cristo.

J. B. Parsons Company is finishing up the job at Hill Field but is having a problem with compaction on this job.

The Syblon and Reid Company from Oregon is getting started August 15, moving in machinery and placing it in position. There are a number of small contractors now working on the approximately \$30 million job at the Thiokol plant.

Brewster's job is going full blast at Willard Bay. There are 30 to 45 of the Brothers on this job.

SOUTHERN UTAH

Floyd S. Whiting, contractor, is speeding up operations to complete a \$1,024,796, 6.5 mile road project in a narrow rocky canyon in central Utah's Utah County on U. S. Highway 50-6.

Behind schedule because of difficult terrain and traffic problems, the contractor expects to catch up soon with more concentrated effort and more equipment. To widen the roadway, the contractor was forced to blast away the rocky canyon walls. This caused a problem with traffic on both the present highway and the railroad tracks which wind through the canyon.

Because of the mountainous terrain, traffic could not be rerouted nor detoured conveniently and Whiting crews have had to quickly clear debris after shooting. Such problems slowed progress until the contractor is now 22 per cent behind schedule, with 75 per cent of the time elapsed and 53 per cent of the job completed.

Much more rapid progress is expected from now on, however, as all of the cuts are now completed except for the largest one on the west end of the project.

Personal Notes

EAST BAY

A note has been received about an old friend of Local 3, J. R. Feeney, 64, who started a cable business in Berkeley in 1948 and was for many years an advertiser in the Engineers News. His wife, Mae, reports that he was hospitalized for cancer of the throat and stomach and died on Aug. 31. A native of New York, he came to the Oakland area in 1940 and served in the Navy SeaBees during World War II. Mrs. Feeney lives at 2306 Arlington Boulevard, El Cerrito, BEacon 5-8654. . . The James Lehman family (he's with McGuire & Hester in Oakland) recently had a peck of trouble: There was a seige of mumps, then James Jr. broke his leg, and, at last report, James Sr. was in the hospital for surgery . . .

SAN FRANCISCO

Brother Larry Zimmer has opened a shop at 17th and Folsom streets, and is ready to work as a mechanic for any who need him . . . Brother Jerry Dowd has been named District Rep. for District One . . . Brother Mac Lee was in to say hello. He's still on crutches from an accident while working for Charles Harney Co. . . Brother John Williams is back to work for Guy F. Atkinson after a recent illness . . .

RENO

Brother H. L. "Curley" Spence, District Representative, has been reelected president of the Building Trades, a post he has held for 15 years . . . James Mott has been elected to serve on the Grievance Committee in District 11. . .

FRESNO

Brother James D. Mark, dispatcher in the Fresno office, retired September 15. He and his wife will live in Oregon, where they say the fishing and hunting are excellent.

SAN RAFAEL

Brother Joe Cicero of the Justice Company recently became the father of a baby boy, weighing in at 8-pounds-9 . . . Brother Jim Rowlette of Ghilotti Brothers was married . . . On the sick list: Brothers J. H. Rider, Charles Bricker (hurt when his dozer rolled over as he was backfilling on the lower side of Channing Way north of San Rafael), and Ken Shaffer . . . Brother John Dobbins, craneoperator formerly with Davis Equipment and Harmon Equipment Rental, now owns his own crane . . . Brother E. Pozzi, a councilman in Novato, is taking over the North Marin Concrete Plant, which he formerly owned. Also says he's thinking about a trip to Africa for a little game hunting . . .

VALLEJO

The first job fatality in the area this year: Floyd Oliver Helm, superintendent for Wunderlich Company on Highway 40, was killed by a truck as he walked toward his work area . . .

SAN MATEO

Brother Art Cuddeback was banged up when he fell off a blade on the Ratkovich job . . . Brother Jim Guice underwent surgery at Mills Memorial Hospital . . . Brother Howard Dougerty underwent surgery at Sequoia, but is home now . . . Bill (Wild Bill) Drahos was hospitalized after suffering a heart attack . . .

SAN JOSE

Edward Kavanaugh, backhoe operator for Thomas Construction, was seriously injured near Big Sur when the machine went over a 40-foot cliff . . . Brother Roy Lynn, injured eight weeks ago, has recovered . . .

UTAH

Brother Steve Featherstone, one of the best shovel runners in the state, succumbed to a heart attack . . . Don Allen, dispatcher in the Provo office, is a father for the first time—a girl . . . Keith Fox and his wife also had a daughter. They already have three boys . . . On the sick list: Lester Chambers, who was stricken on his way to a new job on a Sooner Boomer sideboom . . .

STOCKTON

Brother Bill Floyd recently was injured in an automobile accident on his way to work. He's recuperating from several broken ribs and internal injuries . . .

REDDING

Two Brothers killed on the job recently: James James, our roller operator, was run over by a roller. Earl Holt was killed when a flywheel on an 80D Shovel flew off. At Mercy Hospital, recuperating, is Brother Orin Montgomery, hurt on the Slate, Hall and Hamilton job when his shovel got away from him.

SANTA ROSA

Brother Ralph Bowman's wife had an 8-pond-3 baby girl, and Keith Tyler's wife had a 6-pound-8 boy . . . Recuperating are Brothers Ora Gibson, James Griffith and Frank Forrest. Brother Jack Rossi is hospitalized . . .

SAN JOSE

Brother Joe Bowling, working in Saigon now, stopped by the office. He's quarry superintendent for the E. V. Lane Company, which is building a runway for Saigon. Conditions are good, Bowling said, but it's hot. When it rains, workers put on the rain gear and keep on working . . .



ENGINEERS NEWS

STATIONARY ENGINEERS LOCAL 39 OPERATING ENGINEERS LOCAL 3

Published each month by Local Union No. 3 of the
International Union of Operating Engineers
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Members Vote for Continued Strength

The members of Local 3, by an approximate margin of 2½ to 1, have voted to increase dues \$1 a month effective October 1.

By their vote they have demonstrated their belief that a strong union is the best union. They know the monthly investment will return itself manyfold in the future.

Union strength, they know, is the best weapon available at the bargaining table.

For the great majority in Local 3, the dues have not changed since 1952 although the members have received numerous substantial wage increases.

But the expenses of our union have continued to rise—particularly because of the Landrum-Griffin and the Taft-Hartley Acts:

1. The strict application of these laws imposes a great amount of extra paper work; and
2. Arbitration is made necessary more often by the employers' insistence on taking advantage of the laws.

Other costs have increased as well—higher salaries for office personnel, telephone service, postage and printing, automobiles, gasoline, insurance, and so on.

With costs increased so substantially, a decision had to be made: Should services be reduced or should dues be brought in line with other Engineer locals on the West Coast?

We must always keep in mind that Local 3 must continue to grow and progress, endeavoring to continue securing benefits for members and their families, so they may enjoy a better way of life.

Those who attended the B special meetings demonstrated by the overwhelming vote of about 2½ to 1 that they are fully aware of the importance of carrying out our program. The mandate of the members is to maintain a strong financial position in order to maintain services they are receiving now, and, in some instances, improving them.

This will be done; the future of Operating Engineers Local Union No. 3 has been assured by the outcome of this vote.

State Building Plan Told

(Continued from Page 1)
Chino by May, 1962. When the permanent center is completed, the Chino building will be used as a conservation camp.

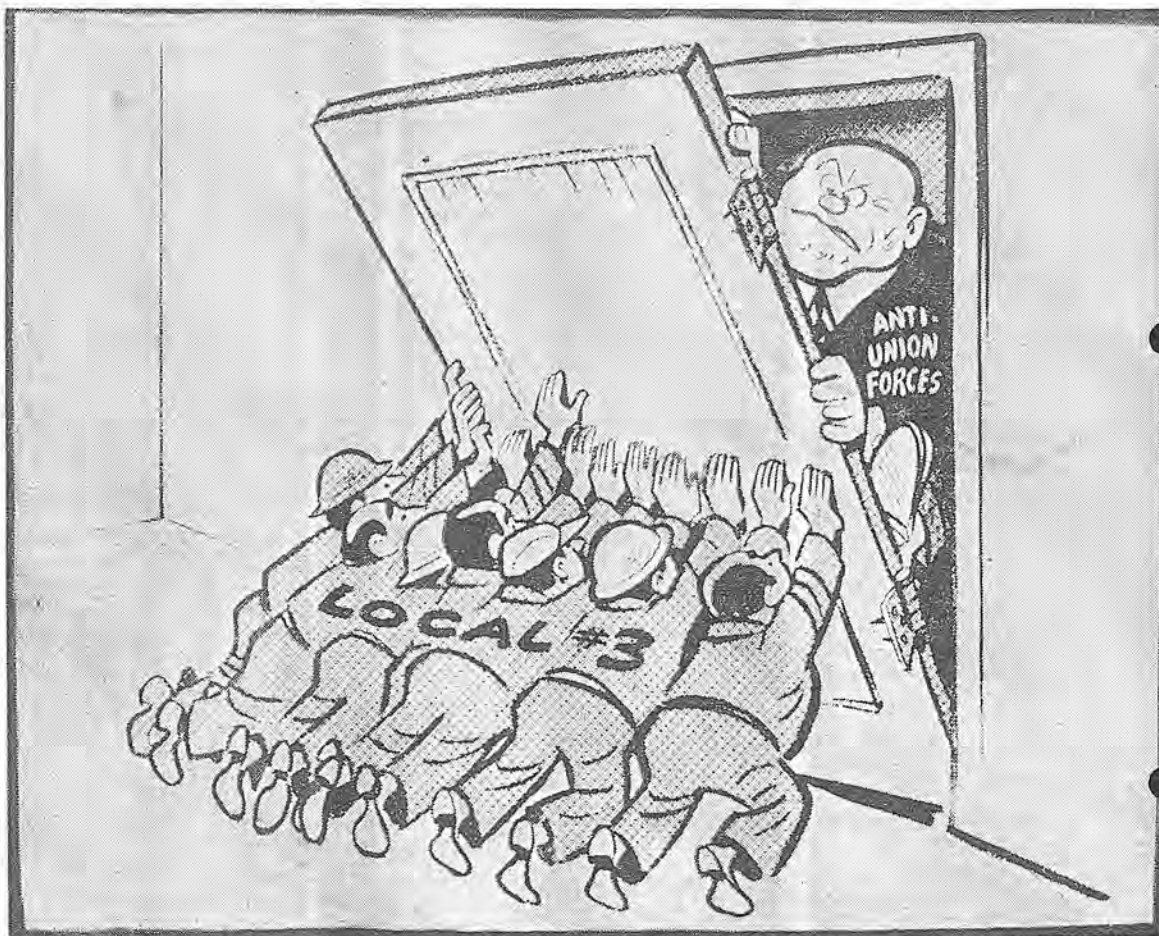
State colleges in Southern California will be enlarged by \$20 million worth of construction. Among the projects is a \$7.5 million classroom at San Fernando Valley State College, Northridge; \$5 million engineering building at the Kellogg-Voorhis campus of the California State Polytechnic College near Pomona; and two adminis-

tration-classroom buildings worth \$3.5 million each at San Diego State College and San Fernando Valley State College.

Among the proposed Northern California projects were two conservation centers for the department of corrections, worth \$5 million each, in Tuolumne and Humboldt Counties.

San Jose State College will get a women's gymnasium worth \$2 million. The same amount was also scheduled for construction of a new ward building at Stockton State Hospital.

"It Takes All Hands Together"



Consumer Advice

Some Prices Have Fallen

By SIDNEY MARGOLIUS

When you go shopping this month, you'll find a number of prices below a year ago, although not on food.

Children's back-to-school clothes and other family clothing needs are priced about the same as a year ago. The chief reductions are in household equipment. Washing machines, housewares, hardware and paints are reduced, while furniture and rugs are just a shade lower. For example, Montgomery Ward's has cut the price of an automatic washer \$50, and a dryer, \$35. Washing machines are being improved in ease of servicing. The manufacturer, Norge, has brought out a washer which can be serviced entirely from the front by removing two panels.

One of the most useful developments for your family is the new home improvement loans just enacted by Congress. These provide for modernization and repair loans at a true annual interest rate of six per cent plus one-half of 1 per cent for FHA insurance, and for amounts up to \$10,000, with as long as 20 years to pay.

LOWER INTEREST

Until now, lowest rates generally available were on the FHA Title 1 home-improvement loans. These go up to \$3500. The fee is \$5 per \$100 up to \$2500, and \$4 per \$100 from \$2500 to \$3500. But this fee is charged on the original amount, not on the declining balance as on the new loans. Thus the \$5 per \$100 is equivalent to a true annual interest rate of about 10 per cent.

The new loans can help you avoid either a second mortgage or refinancing your present mortgage if you need a large sum for improvements. Second mortgages or second trust deeds not only generally require interest of more than 6½ per cent, but often also a "discount" or bonus which often makes the true interest rate as much as 10 per cent.

Depending on the amount you want, you probably also will have to give a second mortgage, or other lien against your property, for the new type of modernization loan. But it will be at the 6½ per cent rate and without the costly discount. You will have to pay some closing fees as with any mortgage.

Only other way to beat the new loan rate when you need modernization money, is with an "open-end" re-advance. Many mortgages have a clause permitting you to re-borrow up to the original amount at the same rate. A re-advance should be your first request. But lenders sometimes are reluctant to advance new money at old low mortgage rates.

TAKE SHORT TERM

Minimum loan under the new program is \$2500, or \$1000 in neighborhoods designated

as urban renewal areas. The loans can be arranged for five, ten, 15 or 20 years. We recommend making the term of the loan as short as practicable, not as long as the bank will allow. Even at 6 per cent, interest costs pile up. For example, on a \$6000 loan on which you pay \$43.02 a month for 20 years, you would repay a total of \$10,325.

To get the new 6 per cent loan, you will have to show that the loan will be used to enhance the basic livability of a house. Too, the total of the new loan plus your mortgage balance cannot exceed the actual value of your house.

You also may have to inquire about the new loans at more than one bank or savings association. Congress can pass a bill providing for low-rate loans, but the banks can make the loans or not, as they please. In a survey in Mid-August, this reporter found a little more than half the banks questioned said they probably would participate.

The reluctant banks said they aren't keen on tying up money in amounts as low as \$2500 and for as long as 20 years, with all the administrative work required in handling loans on a mortgage basis.

The banks also express concern that the new loans can become a racket for unscrupulous home-renovation promoters as the FHA Title 1 modernization loans were several years ago. For example, a high pressure seller may build up a \$1500 job to \$2500 so a homeowner can qualify for the new 6 per cent loan.

This is a legitimate fear. The new loans will have to be closely inspected by both FHA and banks, and policed by you so you don't pay an exaggerated price because the financing is easy to get and you can stretch out payments a long time.

FOOD CALENDAR

Turkeys are the buy this month. The supply is 25 per cent above a year ago. Also relatively reasonable are poultry, beef and lamb (in heavier supply than usual). This month switch to medium-size eggs, which seasonally are better value than large.

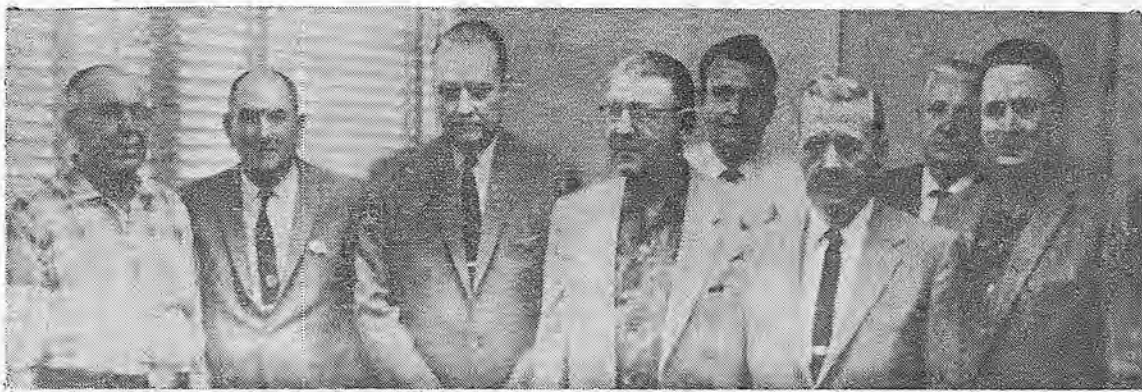
September is also the month to stock up on canned foods. The stores run specials this month to clear out this year's pack before the new pack arrives.

This is also the time to buy late summer vegetables and fruits for freezing or processing. But watch out for "faced" packages, the U. S. Agriculture Department warns. Small fruits and sometimes small vegetables have the best specimens on top. This "face" layer may conceal ordinary or even inferior quality in the rest of the pack.

—Copyright 1961 by Sidney Margolius

"Democracy is based upon the conviction that there are extraordinary possibilities in ordinary people." — Harry Emerson Fosdick





DISCUSSING area problems at the Eureka office during a break in the last special membership meeting there were (from left) Business Representative Bill Tomperlin, President Paul Edgecombe, Business Manager Al Clem, Treasurer

H. T. Petersen, District Representative Warren Lemoine, Recording Secretary W. V. Minahan, Financial Secretary A. J. Hope, and Vice President Jerry Dowd.

Eureka Report

Contractors Fight A Deadline

BY WARREN LEMOINE AND
BILL TOMBERLIN

The Ruth Dam contractors are fighting a deadline less than two months away, and it could mean financial disaster if they miss.

Two ten-hour shifts have sent the cost of overtime soaring with weekly payrolls of \$80,000 to \$100,000 for some 200 men. Al Fadel, building the \$4½ million project, sits looking down into the canyon that fall rains will turn into a lake. Rain changes the barely-moving Mad River into a torrent that will be caught by the structure now starting to rise.

Fadel explains that while the dam completion date is December 31, an October 15 deadline of 130 feet has been set for pro-dam isn't that high and rains tecton against fall floods. If the send the stream wasing over it, the results could be ruinous for the contracting firm, Fadel-Granite.

FUNDS VOTED

Dam construction will take the major share of the \$12 million voted for the Humboldt Bay Municipal Water District, which will furnish water to the cities of Arcata and Eureka as well as to pulp mills on the Samoa Peninsula.

The way to the dam site has

been made much easier as a result of a road paving job by Trinity County. Smooth paving has replaced the rough, dusty stretch from Route 36 to the dam area.

Slate & Hall is progressing on the Myers Flat-Miranda freeway with about 70 engineers working two shifts moving dirt. Ball & Simpson will do the structures on this project.

Clifford C. Bong is progressing on the Fortuna by-pass freeway project. Superintendent John Reed says he will complete the job this year.

At Fields Landing, Morrison-Knudsen has about 20 pieces of equipment working 10 hours a day, 6 days a week. Also going well is the Hazel View summit job on Highway 199.

NEAR GASQUET

Peter Kewitt is getting underway with a bridge and road realignment job near Gasquet on Highway 199. An 80D shovel is working two shifts.

The Oregon Mt. tunnel job, at our last visit, was 400 feet on first drift and preparing to open the second.

Mercer Fraser is busy on jobs at Fields Landing. A 4500 Manitowha Crane is placing rock on the north jetty repair job. Also started on a 22.9-mile of oiling

between Willow Creek and Weitchep.

Future North Coast highway projects will be recommended to State Highway Commission by the California Chamber of Commerce. Included in them are 7.9 miles of freeway from the Mad River bridge to Little River on Highway 101. Commonly called the McKinleyville freeway, this project would complete four lanes from Trinidad in the north to Scotia in the south—about 50 miles.

PARKS FREEWAY

Also recommended is unit three of Redwood Parks Freeway 10.7 miles from Sylva Dale to Myers Flat. This \$10 million construction job would connect with a current job between Myers Flat and Miranda.

Also advocated for immediate work is 6.9 miles from the Humboldt county line north to the Klamath River. This \$7 million project would include a new bridge across the river.

Other top-priority recommendations will include grade and oil on 18.7 miles of Highway 299 from the north fork of Mad river to Berry Summit; new bridges and approaches on three miles of 299 at Redwood Creek; widen and improve curves on 20 miles of Route 36 from Bridgeville to Trinity County.

By-Laws

"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

Ninth Installment

The Recording-Corresponding Secretary, upon request of any bona fide candidate for office, shall distribute such Candidate's campaign literature by mail or otherwise provided the Candidate making such request does so in writing, pays all costs involved and delivers the literature, if it is to be mailed, to the Recording-Corresponding Secretary in a sealed and stamped envelope with two copies of the literature, the contents of the sealed and stamped envelope and two of the envelopes in which the literature was enclosed.

No such requests shall be honored if made on or after the 5th Day of June preceding the mailing of the ballots.

Section 5

All Declarations of Candidacy, Nomination, and Acceptance of Nomination and election records including but not limited to the list of eligible voters, the ballots cast and all challenges and challenged ballots, the certificate of the Certified Public Accountant, copies of all requests for distribution of campaign literature with copies thereof, and envelopes in which mailed, if mailed, the record of the cost thereof and the amount received for such work shall be preserved by the Recording-Corresponding Secretary for a period of at least one year.

Article XIII

INTERNATIONAL CONVENTION DELEGATES

Section 1

Delegates and alternate delegates to the International Convention, other than the President and Business Manager, shall be nominated and elected in the same manner as provided in Article XII of these By-Laws except that:

(a) No Declaration of Candidacy need be filed.

(b) Eligibility shall be the same as that for a Constitutional Officer, except that the membership in Sub-divisions B, C, D and E shall be equivalent to membership in the parent Local Union.

(c) Nominations will be held in the month of January.

(d) Elections will be in the month of February.

(e) Election Committee shall be nominated and elected at the regular quarterly District Meetings in the fourth quarter of the year preceding the election.

(f) Each Nominee shall have the right to list his office, position or employment after his name on the ballot.

Section 2

The election of delegates, other than the President and Business Manager, to State, Interstate and Provincial Organizations, shall be held by secret ballot and adequate safeguards to insure a fair election shall be provided by the Union in accordance with the International Constitution, applicable laws and such rules and regulations as may be promulgated by the General Executive Board.

Wealthy Union Leaders?

Almost one half—or 109 out of 219—of National and International Union presidents are paid less than \$10,000 a year, according to the Bureau of Labor-Management Reports. Forty-one are paid nothing, 30 receive less than \$5,000 and 38 make between \$5,000 and \$9,999. Only one out of five is paid more than \$20,000, and only three receive more than \$50,000.

Any little tomato who knows her onions can go out with an old potato and come home with a couple of carats.

SWAP SHOP: free want ads for Operating Engineers

FOR SALE

14½ ACRES river bottom land, under cultivation (or will trade for Calif. property). House, barn, double garage. 18 miles south of Salem, Ore. \$12,000, terms. Write: Fred A. Powell, Rt. E, Box 1560, Auburn, Calif. Reg. No. 817485.

SHIELD BANTAM GMC mounted backhoe, economical to run. Digs 13' d. See at Lucas Motors, 2101 N. Main, Walnut Creek. \$600 dn. H. G. Lloyd. Reg. No. 369919.

300 AMP H D GE trailer mch welder. Sell account of illness. Sacrifice for \$300. First class shape. Write: W. H. McNutt, Route 1, Box 271A, Suisun, Calif. Phone: HA 5-4912. Reg. No. 26886.

10,000 SQ. FT. lot at Lake Tahoe. 3 miles from State Line. 6 miles from Squaw Valley. 1 mile from Kings Beach. \$4000. Write: Jack Pool, 3635 Brookdale Ave., Oakland 19, Calif. Phone: KE 4-1753. Reg. No. 1062382.

10 ACRES in Lassen County. Fenced, level, near electricity, road. Water table 30 feet. \$1500 with 25 per cent down, balance \$40/month. Write: Ray Klankin, 4409 Crestridge Rd., Fair Oaks, Calif. Reg. No. 983218.

12½-ACRE RANCH. 2 good houses, pipelined, 2 wells, fruit, nut, citrus trees, aluminum shed 40x60. Write: Howard Winsett, 11813 S. Temperance, Selma, Calif. Reg. No. 420996.

MOBILE HOME, ABC custom built, 8x50, 3-bedroom, Youngstown kitchen, 45' awning, air conditioning, etc. Excellent condition. Phone: GL 6-2120, Reg. No. 879763.

HOUSE TRAILER HITCH. Heavy-duty equalizer. Original price, \$137. Will sell half-price—\$65. Write: Dean R. Frazier, 1824 21st St., San Pablo, Calif. Reg. No. 939642.

UPRIGHT FREEZER, 20 cu. ft. Ben Hur Supreme. 2 years old. Excellent condition. Save \$270 plus tax. \$400 cash. Write: H. L. Walker, 15471 Bonnis Lane, Los Gatos, Calif. Phone: ELgato 6-4404. Reg. No. 18135.

80 ACRES in Lassen County. \$6,000. 10% down, balance at \$50 per month. Surveyed, cleared, level. Write: Ray Flaniken, 4409 Crestridge Rd., Fair Oaks, Calif. Phone: YO 7-6229, Reg. No. 933216.

HALF ACRE, with 20x22 building, on lower Sherman Island in Neil tract, ¼-mile from Sacramento River. Full price, \$4,000. Write: Royal Winfred, 1063 Capp St., San Francisco 10. Phone: VA 4-0718. Reg. No. 423253.

1956 CLEVELAND 95 TRENCHER. Digs 18" 24" wide, 5% deep. Sq. buckets. A-1 condition. Write: Bill Barrett, 7728 Walerga Rd., No. Highlands, Calif. Phone: PA 5-2227. Reg. No. 688800.

1954 FORD Station Wagon, automatic transmission, two new recaps. \$450. Also 1950 Plymouth Station Wagon, \$200. Write: M. B. Rose, Santa Rosa Ranch, 418 Horn Ave., Santa Rosa, Calif. Phone: Liberty 5-3746 evenings. Reg. No. 1059628.

1960 DETROITER, 46' by 10'. \$500 cash for my equity. Cooler included. Write: Richard V. Kingston, 501 Moana Lane, Reno, Nev. Phone: FA 9-5303. Reg. No. 496934.

23-FT. CABIN CRUISER. Trojan family sedan. Eight foot beam. Excellent condition. Run only 25 hours. Write: W. C. (Slim) Wentworth, 5484 E. Griffith Way, Fresno 27, Calif. Reg. No. 468357.

TWO NEW, UNUSED ½-inch air drills. Ingersoll Rand, value over \$300. Sell for \$100 cash. No attachments. Write: Elmer C. Hansen, 2721 E. 11th Street, Oakland 1, Calif. Phone: KEllogg 4-8770. Reg. No. 324534.

BLACK & DECKER value refacer, Black & Decker seat refacer, Sunner rod aligner, Quickway boring bar, Quickway power value seat cutter, assorted shop tools. Phone: Merrill McCarthy, EL 7-2959, (San Leandro). Reg. No. 402912.

TO SWAP

ROCKS AND MINERALS. Will buy good rocks. Want information on rock locations. Write: Eugene Russell, 2087 28th Ave., San Francisco. Reg. No. 1058913.

GO KART, Titan all aluminum with MC 10 engine. Includes helmet and extra parts. Trade for 10- to 14-ft. ski boat with motor. Write: Richard Turner, 2266 83rd Ave., Oakland 5, Calif. Phone: NE 2-9139. Reg. No. 772999.

GLASS CHURN and home health pasteurizer for a female burro that is over 1½ years old. Or will purchase one. Write: A. J. Davis, 181 Geyer Road, Santa Cruz, Calif. Phone: EDison 5-7032. Reg. No. 915736.

Anything to buy, trade or sell?

com-
er, field
est offer.
I AM Lodge
don St., Providence 4,

FORD COLUMBIA rear end, \$25. Front hood fender & grill assembly from 48 Ford wagon. Make offer. Write: Harold Reiser, 758, 12437 Trail Stage Canyon, San Fernando, Calif.

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

YEAR-ROUND HOME, nicely furnished, 3-bedrm., bath, on water front, 67' well, lot 100x300, good ing. Hamlin Lake. Write: Robbins, 105, 7

RULES FOR SUBMITTING ADS

Any Operating Engineer may advertise in these columns without charge any PERSONAL PROPERTY he wishes to sell, swap or purchase. Ads will not be accepted for rentals, personal services or side-

lines.
• PRINT OR TYPE the wording you want in your advertisement on a separate sheet of paper, limiting yourself to 30 words or less, including your NAME, complete ADDRESS and REGISTER NUMBER.
• Allow for a time lapse of several weeks between the posting of

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

All Ads Are FREE!

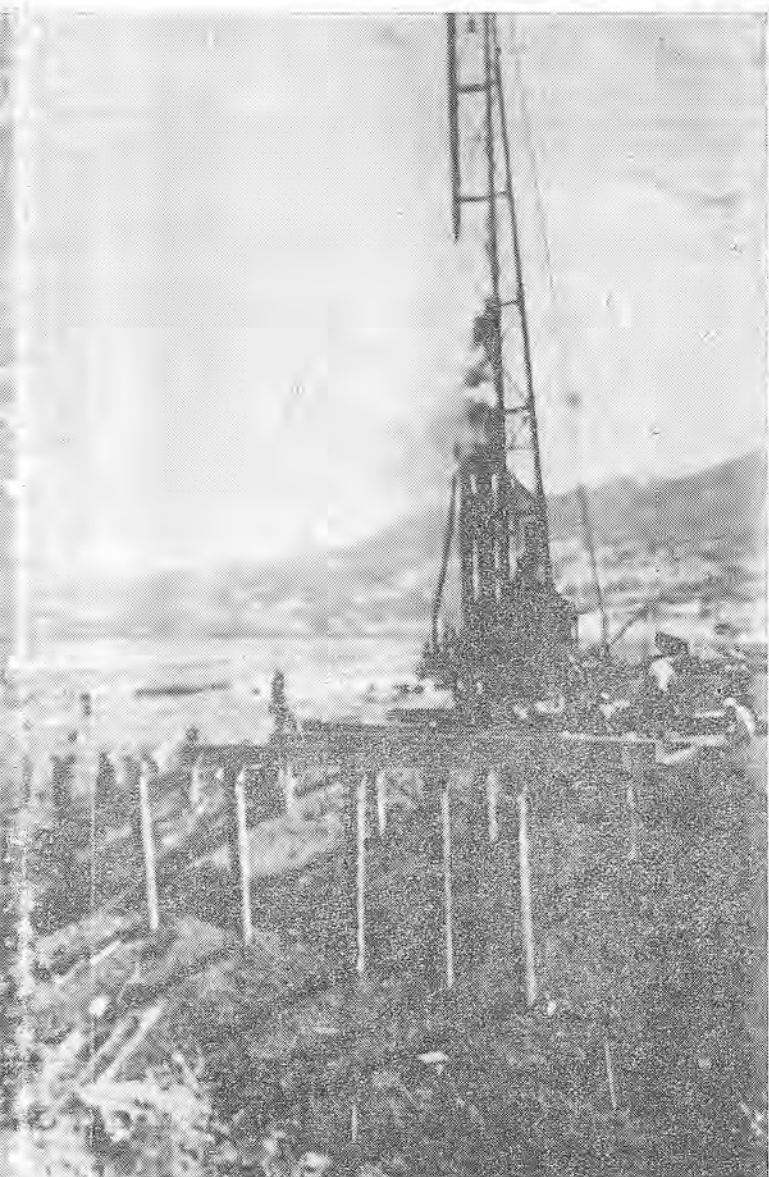
send in
your ad
NOW for
Next Issue



At Noyo, earth is moving under the leadership of foreman Don Tucker. Don Wiley is crane operator, Harry Gales is oiler. Also on the job are operators Virgil Smith and George Bell, oiler He [unclear] and mechanic Floyd Burger.



That's Brother Charlie McCaffrey on the rig, and the black object just under his arms is his constant companion, a long-eared and alert spaniel. They're together on jobs constantly.



Steam puffs out on the driver at the Yulupa Avenue concrete [unclear] job. Walter Fahje is the operator.

An Eye on The Sky as Fall Is on Us

By RUSSELL SWANSON

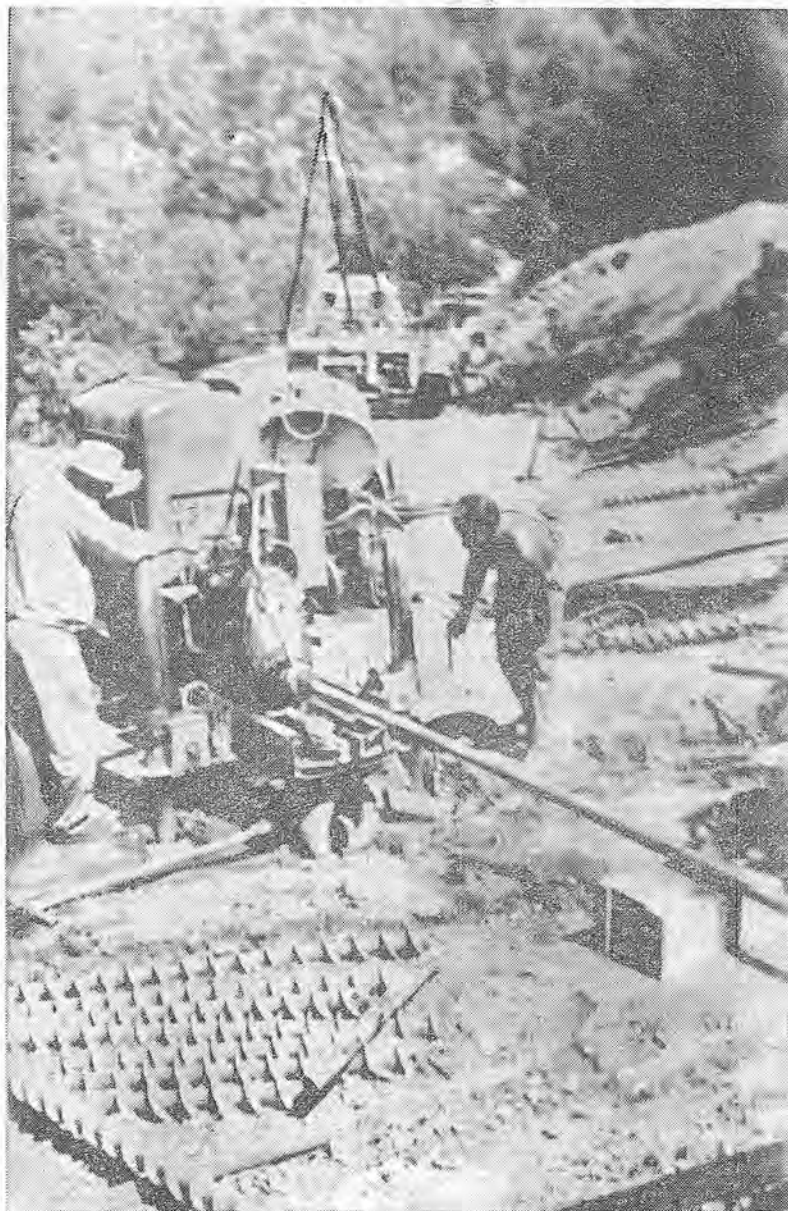
Action has been good during the last few months, but it is now noticeable that some of the contractors are eyeing the sky and thinking about the weather.

We hear that Drake Construction of Oregon is the low bidder for the Santa Rosa Creek Dam-Spring Creek diversion job. This is the same job that was called for last month and there were no bidders. It is still up in the air as to whether or not the job will be awarded. It is our understanding that the original engineers' estimate was \$1,300,000 and the low bid is \$1,800,000; so it will be up to Washington to decide.

Bids have been called for September 27 on a \$359,000 road job in Redwood Valley. L. A. & R. S. Crow was low bidder on a bridge and road job at Duncan Mills at \$616,000. Work has now started on this project. E. T. Haas have started on pipeline jobs, both in Clear Lake Oaks and Chanate Road in Santa Rosa. Power Construction is beginning the \$157,000 Piner Creek Dam-Art. Siri is going right to town on the slide removal job near Longvale, Brush Creek Dam job also moving along. Carey Brothers also is on home stretch at Lower Lake road job. Guy F. Atkinson is slowing down somewhat on both Ukiah and Windsor.

Ball & Simpson still is working two shifts. H. Sparks is on Highland Creek Dam & Road job near Lakeport. Pug Hastings is finishing at Jenner, but still is going strong on Adobe Creek Dam. Granit-Healy is making short work of jobs both at Bodega Bay and Noyo. Granit also is about to finish approaches for the bridge at Big River—Art Siri low bidder at \$88,000 for road job near Gualala-Argonaut Construction is working well on Yulupa avenue. Bennett Valley and various other locations around Santa Rosa. Galbraith Construction is going to town on the Aqueduct job.

Another obstacle has been passed towards the beginning of Warm Springs Dam. (Also obstacle was money which is known as Dry Creek Dam). The cluded \$3,250,000 in advance locally for the project. It is now understood that this advance will not be needed on this \$42-million project. The project originally was not to have started until 1964, but now that completion date is figured as 1963 the start of the project should be 1963.



Shirtless under the sun on the Siri job near Longvale. The crew is George Casey, Cuz Leonard, Norm Gebhart, and Fred Campbell.

Big Savings Available On Supermarket Brands

How much can you really save by buying supermarkets own brands of food and cleaning supplies? A survey found the average price of 32 items packed under stores' own brand names was 14 per cent under similar products sold under nationally-advertised names.

This is an important saving. It can be pyramided further if you also buy the larger sizes. Larger sizes of foods and cleaning supplies cost an average of 7 per cent less per ounce than small sizes of the same products.

By combining the two techniques of buying private brands and buying larger sizes you cut the cost of some staple foods actually in half. For example, private-brand baked beans selling for only seven-tenths of a cent an ounce in the larger cans. A famous brand of canned beans in the small size costs 1.4 cents an ounce.

The biggest savings found were on private brands of cleaning supplies. The most startling example is the popular new liquid household cleaners.

Of the 32 items compared, only two of the private brands

were priced the same as the advertised brands.

Nor, despite some popular belief, is the difference in price attributable to differences in quality. We tried to compare quality of quality, and consider the qualities to be at least approximately comparable.

As a matter of fact, as merchandise experts know, many of the private-brand products are packed for stores by the manufacturers of the nationally-advertised brands.

The potential savings in private brands extend beyond foods. The large difference in price between private and national brands of household medicines and toiletries. In a Federal Trade Commission hearing not long ago, the Sun Oil Company testified that private-brand gas stations usually pay as much as three or four cents per gallon less than independent major dealers pay for gasoline of "like grade and quality" under advertised brand names.

People often needlessly rely on advertised brand names instead of using their own judgment and making quality comparisons.

Warning: Food Prices on The Way to New Highs

Storm signals are warning that working families are in for a spell of high food prices. The Dun & Bradstreet wholesale index recently hit a four-months' peak. The BLS wholesale food index has bounced up almost 2 per cent in one month.

Rising meat prices are the special problem. Meat takes 25 per cent of your food money. But milk and eggs have gone up too, and now the bread manufacturers say they may have to boost their prices again.

How much should it cost you to feed your family? Based on BLS estimates updated for current prices, a family of four, with a boy of 13 and a girl of 8, can have nourishing meals for about \$34 a week or \$147 a month (figure 4 and 1/3 weeks in a month).

In general, you can figure that if you can feed a family of these ages for about \$1.20 a day per person you're doing reasonably well. However, costs vary sharply with children's ages.

Here are several points for keeping down your food bills in this period of high prices:

Use The School Lunch Program: Parents who have compared costs say they can't prepare comparable lunches for the price—typically 30-35 cents—charged for lunches served by many schools. If your own school isn't participating in this program (partly financed by surplus foods contributed by the Federal Government) it's worth asking school authorities about the possibilities.

Use These Low-Cost High-Value Foods Often: Several reasonably-priced foods are especially high in nourishment.

One is non-fat milk powder. In baking and cooking, add extra dry milk to improve nutrition.

Other low-cost, high-value foods include canned corned beef and corned beef hash; variety meats; dried fruits, rich in iron, too; peas, lentils and beans. Oatmeal is not only a high-nourishment, low-cost cereal but also a money-saving meat extender. Vegetables generally inexpensive for their high food value include carrots, kale, collards, spinach, green cabbage.

State Cuts Injuries on Farm Jobs

By THOMAS N. SAUNDERS
Chief of the Division of Industrial Safety

A real break-through on the shocking high rate of accidents in the transporting of farm workers was achieved in 1960.

Fewer farm workers were injured while being transported to and from work during 1960 than in any previous year of record. The number of workers disabled dropped from 329 in 1959 by more than half, to 130 in 1960. Fatalities were cut in half—from eight to four.

Under Governor Edmund G. Brown's administration two things have happened to improve the situation: first, a change in the law, and second, rigid inspections.

NEW LAW

During 1959 the Legislature added an entire new section to the vehicle code which is applicable to farm workers who are transported by their employers. The Safety Division adopted safety orders which set minimum standards for transportation of all workers.

A concerted effort has been made by the Division, in cooperation with other interested agencies such as the U.S. Department of Labor, the State Highway Patrol, and Mexican Consulate, to make certain that the new requirements are met.

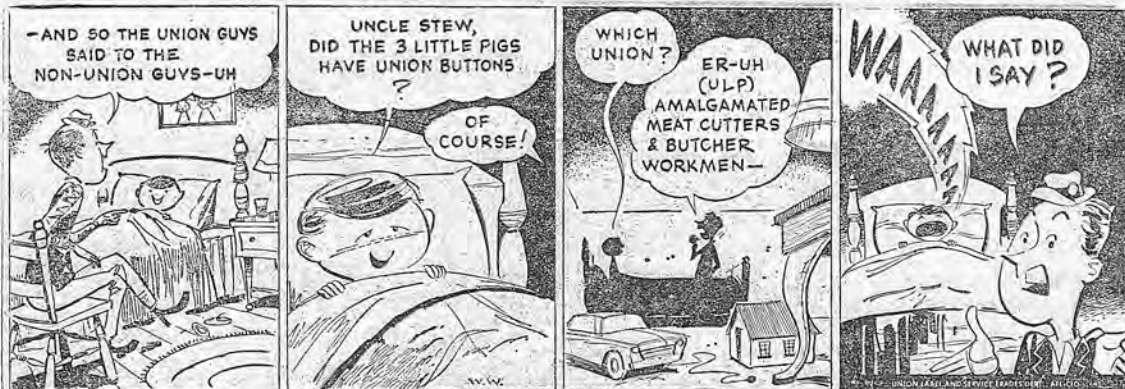
No statistics are available on transportation of workers, other than farm workers. However, there is no question that the existence of minimum enforceable standards and constant policing is having a good effect.

VIOLATIONS

On the other hand, it is obvious that there are many who still violate the code and the safety orders. We are ferreting them out one by one. When necessary we are taking them to court.

Recently, in the Fresno area two Division safety engineers on an inspection tour found these unsafe conditions on a bus loaded with farm workers: the right front door was wired shut; the gasoline filling spout was inside with gasoline spilling into the bus and running out into the gutter as well; no emergency exits; seats not secured; inadequate aisle space; and the only means of entry to a wooden passenger compartment blocked by a locked gate.

One cigaret in that bus thrown in the wrong place could have burned 70 men alive.



Redding May Get New \$92 Million River Job

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

The PG&E-McCloud River Project, a \$92 million job, will go ahead if the state will okay the job. It has been approved by the Federal Utility Commissioner and is now waiting for the green light from the state. If all goes as planned, portions of the project will get under way near the end of the construction season of 1962.

The \$250 million Trinity River Project, started in 1957 won't be completed until 1963. At present it stands only two-thirds completed. Hundreds of men are working on tunnels with concrete, building subsidiary dams, erecting powerhouses, installing penstock foundations on steep mountainsides.

The last truckloads of rock and clay were tamped into the Trinity Dam last year. But work has barely started on the Lewiston Dam nine miles downstream from the big one. The Brothers are still preparing the foundations of Whiskeytown Dam. At Spring Creek tons of silt pour downstream whenever a heavy rainstorm strikes. The brothers are erecting an earthen barrier across the streambed to hold back the silt which otherwise would clog the tailrace of Spring Creek Powerhouse.

When Trinity River Project is finished the Trinity's floodwaters will no longer race downstream to be swallowed up by the ocean. This will all be stored behind Trinity Dam released as needed into Lewiston Dam, crammed through the 11-mile Clear Creek tunnel. When the water emerges from Clear Creek tunnel it will be in the Sacramento River drainage basin.

It will be fed into Whiskeytown lake, shoved through another tunnel and a section of pipe will finally swirl into Keswick Reservoir on the Sacramento River. Along the route, the Trinity flow will spin turbines in four powerhouses. The flood

of fresh, clean Trinity water will help assuage the thirst of central California. This will also add a vast new supply of electric power to the state's industrial potential.

A Washington firm, the John King Company of Tacoma bid \$1,312,374 to build 26 miles of power transmission lines for the Trinity River Project. The contract calls for the clearing right-of-way strips and tower sites, building concrete bases, erecting steel towers and stringing 230 kilovolt power lines over mountains between Trinity River and Keswick.

HATCHERY JOB

The Federal Bureau of reclamation has awarded a \$1,200,000 contract for construction of the Lewiston fish hatchery on the Trinity River. The hatchery will have an animal capacity of 45 million salmon and steelhead. It will handle 36 million king salmon and 5 million steelhead fingerlings. The hatchery will be downstream from the Lewiston Dam. The construction contract went to the E & W Construction Company of Oregon.

TRINITY PROJECT

Three earth dams will be under construction this fall on the Trinity River project by the Gibbons-Reed Construction Company. Preliminary work on the Spring Creek, Whiskeytown and Lewiston Dams is nearly complete. Workmen are mixing the bottom layer of rock at the Lewiston Dam, where 320,000 yards of fill must be poured by December 1962.

Tractors are stripping brush from the steep sides of Spring Creek canyon for the \$4 million debris dam west of the powerhouse. Next fall huge machines will begin the year long job of tamping 4 million yards of earth fill to back up water in Whiskeytown reservoir.

PG&E GAS LINE

The gas line is moving out of Redding District. The No. 1 spread is on its last streak now and has reached Highway 36 and the Sacramento River. This was the most rugged part of the entire job. Members on this job are faced with all problems that could only arise on the Pipe Line. The No. 2 spread is traveling about three miles a day on this 36 inch pipe line.

PG&E date has not yet been awarded the 42 miles transmission line that will supply the city of Redding with natural gas. This job is due to come up in September. Drilling crews will be extremely busy with 6 to 8 miles of this job in lava rock that requires drilling.

OTHER JOBS

Shea, Kaiser, Morrison project is near completion on concrete work and has grout crews on the finish work.

Gibbons & Reed & MacConstruction diversion tunnel at Whiskeytown is near completion.

Winston, Green and Drake Spring Creek job is in full swing working around the clock with 1½ years remaining.

Fred Drayer of Paradise was awarded a \$274,000 contract for clearing the 3,200 acre site of the Whiskeytown reservoir. Completion of this project is required by December 1962.

HIGHWAY 99

John Gist is doing his finish work on the second bridge. Morgan Construction is paving for John Gist on two bridges in Redding, and is also paving for the Clervendon Construction job in the Benton Track.

A 1½ mile belt-line conveyor at the new plant of the Calvares Cement Company will be tested within three weeks. The three sections of the belt will be installed during the next few days. The Osborn Construction Company holds a \$199,935 contract to install electrical and mechanical equipment at the plant.

Slate, Hall and Hamilton job is going along with its \$7 million project, to be complete in the fall of 1962.

Granite Construction is working on their two lane road from Highway 89, between McCloud and Highway 99.

Bids have been opened by the Division of Highways for the 12 mile section of highway between Cottonwood and Red Bluff. The estimate of this work will be 7½ million dollars and consist of five bridges.

Special Phone

"What kind of telephone is that on your desk?" a visitor is reported to have asked the Premier of one of Russia's satellite states. "There's an earpiece, but no mouthpiece."

"If you must know," said the Premier sadly, "that's our direct line to the Kremlin."

Carelessness On Jobs—A Great Toll

By DALE MARR
Local 3 Safety Engineer

I have investigated a number of accidents recently that involved either serious injury or death that could have been avoided easily of the people involved had taken a few seconds to think about what they were going to do.

As I go around from area to area to cover the jobs and talk to our men and the contractors, I become more convinced all the time that our biggest safety problem is how to stop the carelessness that I see.

HAZARD

I continually find fire extinguishers that have been used and hung back up without refilling. In fact, a shop recently burned down because four extinguishers were used but not refilled. I continually find men using gasoline to wash up with and our men are regularly being burned that way.

We continue to find violations of the electrical safety code in which our men are working too close to high voltage lines. I would like once more to warn all the Brothers of the seriousness of this violation.

If you are asked to work close to high voltage, please give us a call at once. Some of our men are in serious trouble now because of this violation.

We could enumerate many more practices, but they all point up the fact that if we would all take a personal interest in safety, we would have a better industry to work in.

FTC Bans 'Cure' Claim for Tablets

Falsification was charged to Carlson Pharmaceuticals, Inc., Detroit, Mich., in a complaint issued by the Federal Trade Commission the other day. The FTC charged that the firm "falsely implied" that its "ARTH-RITE" tablets are "a cure for all kinds of arthritis and rheumatism."

"In reality, the tablets will have no therapeutic effect beyond temporarily relieving minor aches and pains," the complaint said.



NEW hard hats have been ordered for all men on a safety measure by John Pestano Jr. (left), principal owner and general manager of San Leandro Pipe Lines Inc. J. A. "Tommy" Thompson (right), master mechanic, has had all the helmets painted bright yellow.

ON THE JOB -



...when emergencies arise, plus regular follow-up of equipment sold by Bacon, means better and more reliable performance from your machines.

Our servicemen, both shop and field, are experienced and competent. When you buy your equipment from Bacon it is backed by real service.

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EDWARD R. BACON COMPANY
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Highway 40 Hot Plant on Two Shifts

By H. L. "CURLEY" SPENCE, and SAM COBURN

Silver State Construction Company, better known as Andy Drumm Jr., has two shifts on the hot plant on Golconda Summit job on Interstate 80, Highway 40. Drumm hopes to finish the job within the time limit even with all of the shut down time by the Bureau of Public Roads.

Drumm's job on Highway 6 at Montgomery Pass is well along with the dirt spread. Brother "Chip" Montrose and Solaegui have really been pushing the job. Some of the dirt spread of Drumm's outfit will be moving to his job near Topaz Lake on Highway 395 and the junction of Highway 3 in the near future. The Drumm crews have been really busy this season. Drumm had some rigs on the cleanup of the flash flood on Highway 40.

AIRPORT JOB

The George E. Miller Company is well along with a paving job at the Reno Airport. The Miller Company also has quite a project going down at the Fallon, Nevada, Naval Air Station: streets, water mains, sewer lines and the sewer disposal plant. They are having some trouble on the cave-ins at the disposal plant.

P. W. Burge has the water main work on the Jan-Mar Construction Company job at the Fallon Naval Air Station.

Ready-Mix at Oroville has finished the first 14 miles of the Highway 95 job and were laying the blacktop on the second section until a cloudburst hit the other night, and they had to shut down. They are claiming the record for laying blacktop, putting down 360 tons an hour with a new system. Dredge Trucking has fixed a measuring box for the belly dump trucks and they have a new pick up loader that picks up the windrows when the Barbergreene takes off. It does not stop until lunch.

STORM HITS

Wells-Cargo is just starting their 14 miles at Rye Patch Dam to Humboldt House on Highway 40. They are clearing the right of way of brush and starting to put down pipe. This highway section was closed by a cloudburst the other night for seven hours with three feet of mud over it, cutting some new ravines through the new right of way.

Dodge Construction is well underway on a section at Orinda on Highway 40, putting in the new bridge and culvert. They are moving in borrow on the east section of their job, working about 25 of the brothers.

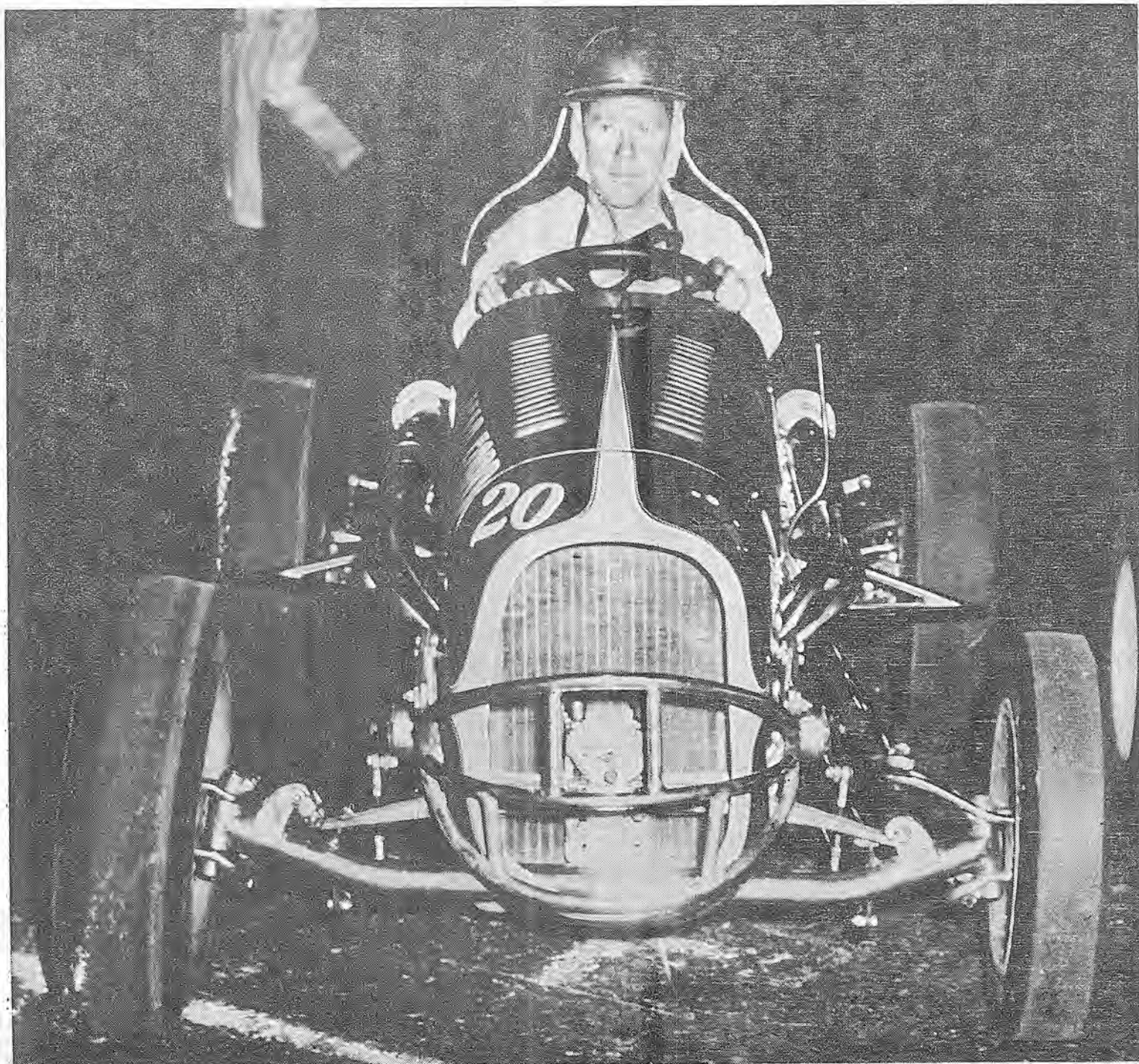
Dodge Construction's job at Eastgate is down to laying blacktop. They were going good until a flash flood came along and cut a big canyon across their new right of way, slowing them down some.

RYE PATCH

Wells-Cargo or their Highway 40 job, west of Lovelock, will start getting black top. They are just moving the hot plant back from Idaho where they had some work. The dirt spread is finished and waiting to start the Rye Patch job.

Standard Slag expects to hold a pre-job conference with all the Building Trades on the starting of their new \$1 million iron ore mill. As you know, we have some 30 brothers working for them. They had to build a new road in to the plant.

Engineer at Leisure



Speedster Mike McGreevy Between Races

McGreevy Burns Up the Tracks

Brother Mike McGreevy, who for five days a week works for San Leandro Pipeline on their grease truck, is one of the Bay Area's most prominent automobile race drivers.

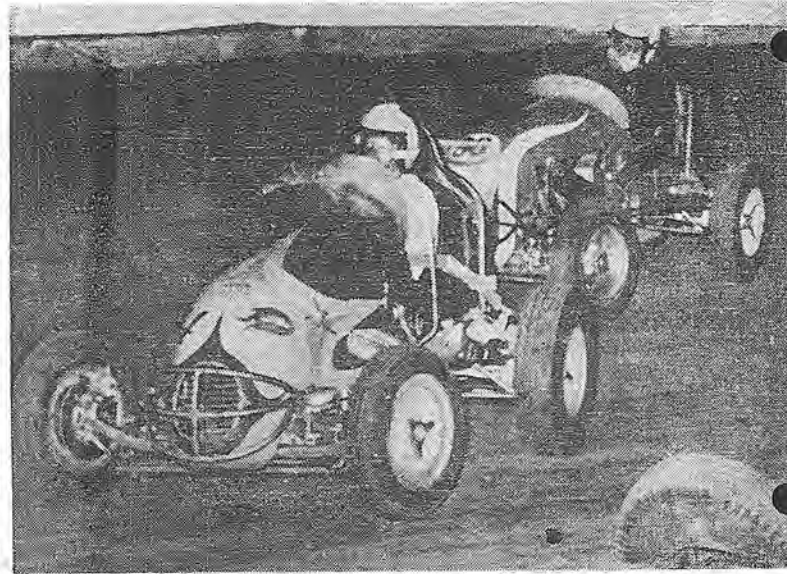
Mike, who lives with his wife Cathy and children Renee, Desiree and Michelle in Castro Valley, has been racing since 1946. He has driven on all local tracks, at the wheel of midgets, sprint cars, hard tops and stock cars. Here's his record:

1956, Sprint Car Championship; 1957, Sprint Car Championship; 1958, Midget Championship; 1959, Midget Championship; 1960, Midget Championship.

He presently is running in the top three for this year's Midget Championship. Brother Mike drives under the flag of the Bay Cities Racing Association. He also has raced three years in Midwest and Eastern circuits.

The 1956 and 1957 Sprint Car Championships were won in a car owned and sponsored by Brother John Pestasa of San Leandro Pipeline.

Mike went to Indianapolis, last May to try for the 500-mile race, but was unable to get a car. He weighs only 125 pounds and stands 5 feet 1 3/4 inches, but has the skill and the spirit of three big men.



McGreevy (No. 14) leads racer Joe Soares around a tight corner in a midget auto race.

San Jose Area

Work Picks Up—400 Referrals

By A. J. HOPE, WM. HARLEY DAVIDSON and G. L. MOORE.

Work has picked up to some degree in the San Jose District. During the past month, more than 400 dispatch referrals were issued. The demand for men has been fair, but the jobs are of short duration, so the out-of-work list has remained long. Only a few of the larger companies have seen fit to work overtime this summer.

A. J. Raisch Paving Company has had a busy season. The project on the San Jose Airport has kept the Brothers busy for several months. About two weeks are left to complete the paving on this job, and most equipment has been moved to north of Mil-

pitias or a large sub division job. Raisch was low bidder on a \$49,475 contract for the resurfacing of a section of Blossom Hill Road.

Oscar C. Holmes Company was low bidder on a \$169,252 contract for the rerouting of a canal for the flood control district, between Homestead Road and the Bayshore. At present they are using three 20's, two Cats and a Northwest 25 Shovel.

William & Burrows has completed the excavation on the reservoir on Prospect Avenue, and is putting up the structures for the roof.

Piazza Paving Company has had crews busy on construction work and at both of their plants. Piazza recently was awarded a

good-sized job in the amount of \$475,099, for the grading and paving of Curtner Ave., and Stone Ave., in San Jose and the installation of signal lights.

L. C. Smith Company was the low bidder on a contract for the widening of Middlefield Road west of Mountain View to the Bayshore. This bid was in the amount of \$288,060.

San Jose and San Francisco will be solidly linked by a six-lane freeway by April of 1962. Work is proceeding on schedule on the last two contracts from Charleston Road in Mountain View south to Brokaw Road in San Jose. The two projects will connect with the portion of the freeway already completed from San Francisco to Mountain View.

The most northerly section of the freeway from Mountain View to Sunnyvale—approximately 5.4 miles—should be finished by the first of the year. L. C. Smith is the prime contractor on this project. The Allen Campbell Construction Company has the next section of the freeway, about 6.1 miles.

Granite Construction Company was awarded several large contracts. Work has started on a \$419,000 contract for the resurfacing and rebuilding of section of Highway 1, south of Davenport. Granite also was low bidder on a \$162,000 contract for the construction of a road to La-Torre's Chicken Ranch on Maker Road.

Canada-to-California Gas Line



Two drum hoist which was used to pull pipe line across Sacramento River. First of such two lines is in place, with cable shown pulling the second line across.

In mid-June, Hood Corporation was awarded the contract for the final link of the Pacific Gas and Electric Company's gas line from Alberta, Canada, to Antioch, California.

The main pipeline, being built at a cost of \$300 million, has now extended as far south

as Shasta County and eventually will tie in with the river crossing awarded Hood. Hood's section of the job consists of: (a) constructing two 26-inch lines, 3000 feet, crossing under the Sacramento River; (b) two 26-inch lines, 4000 feet, crossing under the San Joaquin River; and (c) 13,000

feet on Sherman island. Other phases include a valve installation, a 250-foot trestle crossing over Mayberry Slough and 4500 feet of 36-inch pipeline into the Antioch Pumping Plant.

There are many construction problems on this job. The main ones are ground water,

peat soil on Sherman Island and winds up to 30 miles an hour. But the biggest problem Hood has encountered is the weight of the pipe being installed. The 26-inch line is half-inch steel coated with Somatic and 2½ inches of concrete with reinforcing mesh. It weighs 417 pounds per lineal

foot and is in 40 foot sections. The 36-inch pipe is .687 wall and coated with Somatic. This pipe weighs 326 pounds per lineal foot and is in 80 foot sections. Many times in the bad soil Hood has had to tie off the '72 sidebooms with a D-8 winchcat just to handle a single piece of pipe.



Pre-fabbed pipe ready to be welded together before being pulled across Sacramento River crossing at Antioch.

'Unionists Help Support The State'

State Controller Alan Cranston has urged union members to be interested in government "as taxpayers as well as wage earners."

Cranston spoke before union members and their families attending the AFL-CIO Labor Day family picnic at the Alameda County Fairgrounds. The affair was sponsored by the Alameda County Central Labor Council and the Building and Construction Trades Council.

The Controller said that since Labor Day of 1958, wages, the number of jobs and union memberships have been on the increase in California.

WAGES

"On Labor Day in 1958, the average California factory worker was earning about \$99 a week," Cranston said. "Today he averages close to \$110. Total wages and salaries paid in California this year will be \$30 billion — up from \$25 billion in 1958."

"Per capita income in California last year was \$2,753 — 23 per cent above the average for the nation."

Cranston said these facts serve to emphasize the strong role the wage earners play in the financial support of State government.

TAXPAYERS

"Consequently, I can only urge you to be interested in government not only as wage earners, but also as taxpayers. And when you look at it from this standpoint, you will find that the Democratic administration has served you just as well as it has in the areas of government in which Labor traditionally is considered to be most interested — the areas of social welfare, civil rights, consumer protection and workers' benefits."

The Controller pointed out that California, even though it faces greater growth problems than any other state, ranks 37th among the 50 states on the basis of state expenditures in relation to personal income.

Oakland Area

Work Good—575 Men Cleared

By DON KINCHOLE, L. L. "TINY" LAUX, NORRIS CASEY and TOM ECK

During the month of August, approximately 575 men were cleared. The work in the Oakland area for blades, rubber tire, dozers, loaders, and mechanics has been good. The cranes, hoes, clams, draglines, are somewhat slow, but these classifications are moving.

The Oakland area's work is very good with jobs already let, jobs that have been let and not yet started, and more jobs coming up to be let.

Every operator and oiler has a special job to watch for. That job is Safety. When working together check your equipment and be sure your equipment is safe. If it is unsafe, call your Business Agent.

RICHMOND

There is some new activity in the Richmond Area. Yuba Erectors are cleaning up a portion of their Richmond yard which has been leased of Peter Kiewit. Kiewit will install about 3000 feet of track, a concrete plant and use three overhead cranes to precast the concrete piling for the Hayward-San Mateo Bridge.

Kiewit will do all the precasting and load the piling out on the barges at which point Yuba Erectors will take over and float the piling to position and drive them. This operation at present

figure to run about two years.

On the Standard Oil property, the Chicago Bridge and Iron Co. has a contract to erect some tanks and stacks, one of which will be among the tallest refinery structures in the area—280 feet. The Fluor Corp. was awarded a job amounting to between \$5 and \$6 million. For projects on the site recently cleared by the Macco Co.

SOUTHERN ALAMEDA

Barnhard Construction from Santa Clara are off to a good start on the \$3 million Newark High School job on Newark Boulevard, in Newark.

George Hall Paving Co. has the initial grading and all the survey work. San Leandro Pipeline did the sub-structure work.

E. T. Haas Co. has a \$250,000 sewer line project at the future site of the G.M.C. Plant near Irvington. This consists of one mile of 39-inch pipe and approximately 1500 feet of 21-inch pipe. Brother Charlie Reese is the Superintendent with Brother M. McCarthy as his assistant. On the 15B are Brother John Charlie, operator, and Brother Gene Souza, oiler. On the N.W. 25 are Brother Bill Malcolm, operator, and Brother Chuck Pennington is doing the oiling. On the 11B Brother Harold Lockett is operator, and Brother G. "Shorty" Johnson is his oiler. On the Michigan Loader is Brother Forest Lockett.

The Erwin D. Varwig job at

the Alameda County State College in Hayward is coming to an end. This is the initial grading on the first section of this college job. This has been going since approximately April 1. They have worked two 8-hour shifts all summer and have moved approximately 2,000,000 yards of dirt.

The contractor on this job is Brother Erwin D. Varwig from San Carlos. The Superintendent is Brother H. J. Lundberg.

The day shift consists of: Brother Bob Rasmussen, Foreman; Norm Ferger, Grade Setter, and the Catskinners are T. Harris, Charles Duncan, Ernie Vargas, Harry Gansberger, Jud Harrison and Harold Dooley.

The blade operators are Vic Cochrane and Anthony Meserchick. Compactor operators: Francis Hansbrough and Wilford Anderson. The DW 20 and 21 operators are L. Cunha, A. Denney, E. L. Looney, Roy Town, Jim Flieg, Jr., E. Griffin, W. W. Wildoner and Paul Pugh.

The afternoon shift consists of Brother Ron Jones, Foreman; Ken Rogers, Grade Setter. Catskinners are A. Kruger, J. T. Woods, L. H. Jones, C. Wells, A. Preston and A. Angiolini.

Blade operators are P. Stone and H. Campbell. Compact operators are J. Atkins and D. Jackman. On the DW 20 and 21s are J. Worthy, S. Edison, J. Busby, J. Bryant, S. Barnes, D. Stedman, V. Delaney and R. Smith.

State Probes Housing in Agriculture

The State Department of Industrial Relations has begun a comprehensive study of the family housing needs of California's agricultural workers, it was announced today.

John F. Henning, Director of the Department, said the study will be conducted by the Division of Housing under a grant from the Rosenberg Foundation.

He said it marks the first time in memory such a grant has been given a public agency.

Purpose of the study, Henning said, is to assess the condition and extent of housing available to farm worker families and recommend remedial legislation, including possible proposals for financing low-cost family housing.

NAMED

Lowell Nelson, Chief of the Division of Housing, has appointed Oliver McMillan, former labor reporter for the San Francisco Chronicle and documentary producer for KRON-TV, to coordinate the study and write the report.

Nelson said there are increasing indications that family housing for farm workers is beginning to disappear in the face of growing dependence by farmers on the single worker. Many growers are aware of the problems, he said, and are concerned that the disappearance of the family worker may add to the instability of the farm labor force.

Although the Division has the responsibility of enforcing minimum standards in farm labor camps, Nelson said, the survey will also investigate an area of agricultural housing about which almost nothing is known.

SHANTIES

That is the substandard shanty towns which lie hidden away in the State's agricultural counties and along the outskirts of farm centers.

"On the creek banks and in the thickets of our farm areas, one can still find the packing box and tar paper shacks usually associated with the depression years," Nelson said.



Pushing on the Varwig job at Alameda College

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.

Specific problems should be addressed to the Pension Trust Fund, 476 Valencia Street, San Francisco.

Q—Does an Engineer earn pension credit during periods of military service?

A—Only AFTER Jan. 1, 1958: he will receive 30 hours of Pension Credit per week for periods of service in any of the Armed Forces of the United States, in time of war, national emergency or as the result of the draft, provided he makes himself available for work as an Operating Engineer within 90 days after release from active duty or recovery from a disability continuing after his release from active duty. In order to secure Credits for periods of military service, an Operating Engineer must notify the Pension Fund Office within 90 days of this entry into the Armed Forces and within 90 days of his release from active duty or recovery from a disability continuing after his release from active duty.

Q—Are their periods which will not be covered in determining if a break in employment has occurred?

A—Yes. After Jan. 1, 1958, no break in employment will occur if an engineer fails to earn Pension Credit because he is totally disabled. This "grace period" may consist of up to two consecutive calendar years. Whenever an Engineer is totally disabled, he should notify the Pension Fund office in order to apply for this grace period.

Q—How does an Engineer obtain a grace period in order to preserve his pension credits?

A—An Engineer must make written application to the Trustees through the Pension Fund Office. Grace periods will be granted for only one year at a time; in order to continue a grace period in effect, a renewal application must be filed each year, on a timely basis.

Q—Do the pensions provided under this splan affect Social Security benefits in any way?

A—No. The benefits are in addition to benefits paid under Social Security.

Q—Who administers the Pension Plan?

A—A Board of Trustees consisting of seven employee representatives and seven employer representatives.

(End of Series)

Deaths, August, 1961

Reg. No.	Name—City	Died
714956	Eddie Brown, Concord, Calif.	August 3, 1961
449693	James C. Cauthen, Phoenix, Ariz.	August 1, 1961
723743	O. R. Burks, Stockton, Calif.	August 3, 1961
260003	Jess Mora, Stockton, Calif.	August 16, 1961
477056	C. W. Matheny, Stockton, Calif.	August 11, 1961
452038	Ralph J. Guthrie, San Jose, Calif.	August 21, 1961
858006	Joe B. Phillips, San Jose, Calif.	August 22, 1961
486319	H. Clayton Smith, Midvale, Utah	August 4, 1961
285474	Gabe C. Bernal, San Jose, Calif.	August 24, 1961
486132	W. R. Austin, Citrus Heights, Calif.	August 25, 1961
369877	William R. Barrett, Richmond, Calif.	August 28, 1961
584413	Russell R. Dunn, Woodleaf, Calif.	August 29, 1961
796039	Dalton Wright, Gridley, Calif.	August 15, 1961
950892	Earl E. Holt, Redding, Calif.	August ?, 1961
361253	James W. James, Redding, Calif.	August ?, 1961
754121	Steve E. Featherstone, Wendover, Utah	August 29, 1961
314243	M. Manco, Auburn, Calif.	August 30, 1961

MEETING NOTICES

The following are regular meetings for October and November:

SAN FRANCISCO
Oct. 4 (Wednesday), 200 Guerrero.

EUREKA
Oct. 10 (Tuesday), 9th and E streets, Labor Temple.

REDDING
Oct. 11 (Wednesday), New Elk's Hall, Benton Drive.

MARYSVILLE
Oct. 12 (Thursday), 920 D Street.

STOCKTON
Nov. 1 (Wednesday), Engineer's Building.

SACRAMENTO
Nov. 2 (Thursday), C.E.L.T. Building.

OAKLAND
Nov. 9 (Thursday) Labor Temple, 2315 Valdez Street.

SALINAS
Nov. 16 (Thursday), Labor Temple, 117 Pajaro.

Utah Meetings Notices

PROVO
Labor Temple, Room 2
1st Tuesday each month
8:00 p.m.

VERNAL
2nd Tuesday of each month
8:00 p.m.

CEDAR CITY
City and County Building
2nd Tuesday of each month
8:00 p.m.

LOGAN
Oldham Hall
September 26th
8:00 p.m.

OGDEN
2538 Washington Blvd.
3rd Tuesday of each month
8:00 p.m.

School Jobs Employ Many

At the current rate of construction, the building of public schools in providing full-time employment for about 275,000 workers. Over 115,000 full-time workers are required at the sites of construction and an additional 160,000 are being employed in other industries providing the materials and services needed to build schools.

Harrah's Club Picket Line

The Reno Local Joint Executive Board of Bartenders Union Local 86 and Culinary Workers Union 45 are serving notice to potential patrons of Harrah's Club in Reno that the casino does not "deserve patronage at the present time."

Informational picket lines have been set up. The unions report that the casino has refused to bargain even though agreements have been reached with the Reno Employers Council, from which Harrah's has withdrawn.

SAFETY is always in SEASON



Operating Engineers Official Directory

MAIN OFFICE—SAN FRANCISCO, CALIFORNIA

474 VALENCIA Tel: HEmlock 1-1568
AL CLEM, Business Manager WYman 2-0294
PAUL EDGEcombe, President MISSION 7-4748
JERRY DOWD, Vice President and Representative UNION 7-9369 (Saratoga)
W. V. MINAHAN, Recording-Secretary FReside 5-2616 (San Mateo)
H. T. PETERSEN, Treasurer and Representative ESsex 7-6105 (San Jose)
AL BOARDMAN, Business Representative FI 5-3971
GEORGE BAKER, Business Representative JUNiper 6-4423
DALE MARR, Safety Engineer HILLtop 7-3668 (Livermore)

SAN MATEO, California

1527 South "B" Street FI 5-8237
BILL RANEY, Business Representative EMerson 8-5690
DAN MATTESON, Business Representative JUNo 9-0977

SAN RAFAEL, California

701 Mission Avenue GLenwood 4-3565
F. A. LAWRENCE, Business Representative GLenwood 4-2214

VALLEJO, California

2172 Springs Road Midway 4-2667
AARON S. SMITH, Business Representative Midway 2-9634

OAKLAND, California

1444 Webster Street TWinoaks 3-2120
DON KINCHLOE, District Representative VERNon 7-7418 (Danville)
NORRIS CASEY, Business Representative MU 5-4341 (Concord)
L. L. LAUX, Business Representative LANDscape 4-4023
ART PENNEBAKER, Business Representative CL 4-8681 (Orinda)
THOMAS ECK, Business Representative OAKland

STOCKTON, California

2626 No. California St. HOWard 4-7687
WALTER TALBOT, District Representative HOWard 4-1092
AL McNAMARA, Business Representative HOWard 4-0706

MODESTO, California

1521 K Street LAMbert 2-0833
GLENN DOBYNS, Business Representative LAMbert 2-7632

EUREKA, California

2806 Broadway HILLside 3-7328
WARREN LEMOINE, District Representative HI 2-8628
BILL TOMBERLIN, Business Representative HILLside 2-4089

FRESNO, California

3121 East Olive ADams 3-1981
JOSEPH MILLER, District Representative BA 2-8232
B. F. HELLING, Business Representative BALDwin 7-3764

MARYSVILLE, California

1010 Eye Street SHERwood 3-7321
HAROLD HUSTON, District Representative SHERwood 2-1728
C. R. VAN WINKLE, Business Representative SHERwood 2-2747
W. R. WEEKS, Business Representative SHERwood 3-9588
JAMES N. HALL, Business Representative

REDDING, California

1054 Tehama Street CHEstnut 1-0158
J. B. JENNINGS, District Representative CHEstnut 1-2773
SID McBROOME, Business Representative CHEstnut 3-4256

SACRAMENTO, California

2525 Stockton Blvd. GLadstone 7-5795
ERNEST NELSON, District Representative GLadstone 7-2471
C. E. COCKAYNE, Business Representative SHERwood 2-3009 (Yuba City)

ED HEARNE, Business Representative YORktown 7-5006 (Fair Oaks)
WILLIAM METTZ, Business Representative NIagara 4-2565 (Pollock Pines)
AL DALTON, Business Representative

SAN JOSE, California

760 Emory Street OYpress 5-8788
A. J. HOPE, Financial Secretary and District Representative YORkshire 7-2942 (Los Altos)
S. COBURN, Business Representative
LYNN MOORE, Business Representative PA 4-5490
W. HARLEY DAVIDSON, Business Representative (Watsonville)

SANTA ROSA, California

1186 Yulupa Avenue LIBerty 6-2487
RUSSELL SWANSON, Business Representative LIBerty 5-4414

RENO Nevada

185 Martin Avenue FAIRview 9-0236
H. L. SPENCE, District Representative FAIRview 2-1420
DANNY O. DEES, Business Representative

SALT LAKE CITY, Utah

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M. F. BOWMAN, Business Representative AMherst 2-0644
JAY NEELEY, Business Representative CREstwood 8-9828
F. O. WALKER, Business Representative

PROVO, Utah

165 West 1st North FRanklin 3-8237
JOHN THORNTON, Business Representative SKYline 6-4915 (American Fork)

OGDEN, Utah

2538 Washington Blvd. EXPort 4-1011

HONOLULU, Hawaii

208 McCandless Bldg. HONolulu 6-5418
HAROLD LEWIS, District Representative HONolulu 775-038
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The dollar for the Good-standing Fund, and six dollars for the Burial Expense Fund are incorporated in your dues for the fourth quarter, as provided in Article VI of the By-Laws.

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