



## Lockout Claims Payment Speeded

Thanks to the efforts of the officers and legal staff of Operating Engineers Local 3 the way was cleared for prompt payment of unemployment insurance claims of more than 465 Operating Engineers who were idled by the shutdown of contractor members of the A.G.C., E.G.C.A. and related employer organizations.

Business Manager Al Clem, announcing the agreement concerning these claims, said that assuming they were all properly filed and certified they could result in payment of over \$175,000 in benefits to Local 3 members affected by the lockout.

The employer shutdown was instituted on and after May 14 on order of A.G.C. and the other employer organizations as part of their strategy in contesting collective bargaining demands of the Laborers.

### DELAYED

The Department of Employment initially ruled that locked-out workers of other crafts were entitled to receive benefits but the employers countered by filing protests against all claims and delayed payment of claims in cases affecting thousands of building craftsmen.

In the meantime, local building trades councils in Northern California, acting to protect their affiliates, filed unfair labor practice charges with the NLRB against the A.G.C. and other employer associations and their contractor members as a result of this organized attempt to block or delay payment of legitimate unemployment insurance claims.

The employers involved were apparently sufficiently concerned over these pending NLRB charges to be willing to withdraw their protests and appeals in the unemployment insurance cases as a consideration for dismissal of the charges.

The settlement affects only

those Operating Engineers who were denied work because of the employers' voluntary shutdowns and does not affect those who lost time because of pickets on the jobs.

### OTHER CASES

The cases involving pickets and circumstances other than lockout will continue to be handled on an individual basis; the Business Agents in the Branch offices have been instructed to assist in the handling of these cases to the best of their abilities considering the number of cases involved and limitations of time. Operating Engineers who were

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# Building Materials Agreement Signed

For Good  
Citizenship  
For Good  
Unionism  
**REGISTER  
TO VOTE**

Key negotiations in the Building Materials industry of San Francisco, San Mateo and Santa Clara Counties have been completed, with a new three-year agreement that brings substantial gains and is expected to establish the pattern for the rest of the Building Materials industry in Northern California.

The new agreement, effective July 16, 1962, has been presented to the members concerned and ratified by them.

The Building Materials agreement raises wages 5 per cent in each of the three years. It also brings increased contributions for Health & Welfare and Pension comparable to those received in the recent construction industry negotiations.

Business Manager Al Clem said one of the major achievements in the contract is a clause providing a guaranteed 40-hour work week, such as has also been won in the San Francisco shops and the Pile Driving agreement.

Brother Clem also reported that during August two meetings were held with the negotiating committee representing the Steel Erectors & Fabricators Council. It is still too early to establish what the outcome of these negotiations will be, Clem said, but he hoped to be able to give the members a full report on this situation in the next edition of Engineers News.

## More Local 3 Profiles



H. L. ("Curley") SPENCE

Every member has a stake in the history of Local 3, but none more so nor more proudly than H. L. ("Curley") Spence, who helped make so much of that history and who has been a member of the Executive Board from the very early days of Local 3.

Back in 1933, Curley joined the old Operating Engineers Local 59 of San Francisco. Before that time he had been a member of Construction Teamsters Local 216 since 1927.

He served on the executive board of old Local 59 and was instrumental in helping amalgamate the several small locals into Local 3. He helped write the original Local 3 by-laws.

In 1939, Rube Corey, serving as the International supervisor over Local 3 during the amalgamation period, appointed Spence as a business representative and since that time he has served the Local in many of the areas — Marysville, San Jose, Salt Lake City, Ely, Nev., Sacramento, Fresno and finally in 1946, back to Nevada, which he now calls home.

Curley participated in organi-

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JACK W. SLADE

Jack W. Slade, Local 3 executive board member from District No. 6, has been a union man and an earth mover for 40 years. It was in 1922 that he did his first earthmoving for Utah Construction Co. at Kingman, Ariz., and it was in that year also that he first became a union member.

Slade was born in Hickory, North Carolina, Oct. 16, 1902, and began working in construction at the age of 15. He worked as a plumber, steamfitter and steelworker in various states until he began operating equipment in 1922 and since that time has worked for a dozen or more firms, including a 15-year spell with H. Earl Parker Co. of Marysville, from 1944 to 1959.

He recalls that he was working for A. Teichert & Son, relocating a railroad around Shasta Dam, when he became a member of Local 3, in 1939.

He has been a member of Local 3 in continuous good standing since that time. In 1960 his fellow members showed their confidence in him by electing him to the Grievance Committee and



CLIFF MARTIN

Cliff Martin, Local 3 executive board member from the 7th District, sums up his union career in these words. "I have been a member of one union or another since I was old enough to work for a living."

Cliff was born in 1916 in the State of Washington and started operating dozers in the woods of Washington in 1935. He worked on the townsite for Friant Dam in 1937, then went to Alaska in 1938 building roads for a mining company. After his return to the States, he was drafted into the Army in 1941 and spent four and one-half years in the Field Artillery, including three years overseas in the Aleutians and Germany.

He has been a member of Local 3 for 15 years, operating dozers, rubber tired rigs and blades. For the past few years he has been working as a foreman.

Brother Martin has served on the By-Laws and Grievance Committees of the local.

the Executive Board.

"I have always tried to help build Local 3 into something better," says Slade.

## Quite a Contrast

Getting a law on the books is one thing.

How it is administered may be quite another thing.

This nugget of philosophy is illustrated by the latest report of the National Labor Relations Board, which permits an interesting comparison of the effectiveness with which the National Labor Relations Act has been enforced during the Eisenhower and the Kennedy administrations.

During the period before Eisenhower's election, back pay awards in unfair labor practices cases were running at a level well over \$1 million yearly.

As the unsympathetic labor policies of the Eisenhower administration began to reflect themselves in the NLRB the total of back pay awards dwindled. For fiscal year 1954 the back pay total was down to \$929,000. By 1958 it had shrunk to a low of \$751,933.

After President Kennedy came into office there were new faces on the NLRB, including Gerald Brown who made a fine record as Regional Director of the NLRB 20th Region, with headquarters in San Francisco, and the statistics speak eloquently of more liberal policies and more vigorous enforcement.

The total back pay awards in the July-to-July fiscal years were: 1960 — \$1,139,810; 1961 — \$1,685,750; 1962 — \$2,092,213.

Quite a contrast. It does seem to matter who gets elected.

## Apprenticeship Postage Stamp

The system of indentured apprenticeship training got deserved recognition Aug. 31 when a new 4-cent commemorative U. S. postage stamp went on sale at all post offices.

The federal government's recognition of apprenticeship came after a two and one-half year campaign by labor and management throughout the nation. The campaign was initiated by the Idaho State Building Trades Council, which sent letters to labor councils and unions all over the country, enlisting their support.

"These stamps will give the National apprenticeship system public recognition, especially the joint apprenticeship and training committees, apprentices and craftsmen throughout the nation," the Bureau of Apprenticeship declared.



## California Labor Drafts

# Program for State and Nation

Almost 2,000 delegates gathered in a week-long convention of the California Labor Federation at Long Beach, Aug. 20-24, looked searchingly at major economic, social, political and international issues of the day and came up with detailed, workable programs to benefit the State and nation.

Politics could hardly have been excluded in an election year and with 24 state propositions on the November ballot, many of great importance to labor, but the political flavor was heightened by the delegates' almost universal resentment of "labor boss" statements by GOP gubernatorial candidate Richard Nixon and by revelations that the Nixon campaign was organizing employers to propagandize their employees on his behalf.

### OVATION

And the mood of California labor was demonstrated in the rousing ovation given Democratic Gov. Edmund K. Brown when he delivered the convention's principal address.

Governor Brown lauded labor as the outstanding force for social betterment in the State and refuted those who say labor is actuated only by selfish aims.

He declared:

"Labor has always taken the position in Sacramento that legislation was unworthy of its support unless it was both pro-labor and pro-California. If you fought for better conditions in our factories, you also fought for better conditions in our schools. If you fought for a higher level of unemployment insurance, you also fought for a higher standard of living for our older citizens. If you fought intimidation of workers in a picket line, you also fought intimidation of the Negro or the Mexican-American in the polling place.

"In brief, you have fought not only for improvements in the

condition of labor, but for improvements in the condition of all Californians. And I thank you for it."

### ACCOMPLISHMENTS

Brown called the roll of the positive accomplishments of his own administration in the State:

—Historic improvements in unemployment and disability insurance and workmen's compensation.

—The first FEPC in the history of the state.

—The first Economic Development Agency to bring new industries and payrolls to California.

—The first Office of Consumer Counsel to protect your families from fraud.

—A more secure life for the blind, the lame and the elderly.

### BALANCED BUDGETS

The Governor noted that all four budgets during his term had been in balance, that there had not been one penny of deficit financing and that taxes had remained level for three years in the face of the greatest population growth any state has ever known.

This, he said, was the answer to "fiscal irresponsibility" slurs by a candidate who was second ranking member of a national administration that had five deficits in eight years—one of them the largest in the nation's history.

The major time of the convention was devoted to hammering out policy statements on vital issues. Some of the key actions were:

**ANTI-LABOR LAWS** — The convention condemned current attempts to return to the "dark ages of labor-management relations" by efforts to use the anti-trust laws designed for controlling business monopolies to prevent regional and national bargaining by unions.

It accused the National Association of Manufacturers and its "spiritual brethren of the ultra-right" as spearheading this effort and other moves for anti-labor legislation.

In this unholy alliance, the California Labor Federation said, "the NAM and Chamber of Commerce spokesmen are today joined by their spiritual brethren of the ultra-right. In economic matters, there is very little that separates these business groups from the John Birch Society and the host of 'patriots for a profit' currently sowing their anti-labor and anti-liberal toxins under the guise of anti-communism."

**FULL EMPLOYMENT** — Planning ahead is the key to the problem of unemployment and lagging economic growth, the California labor convention concluded.

"We have no sympathy for those who would confine government to the sidelines and allow rampant speculation to become the master planner of California's destiny," the delegates declared.

On the federal level they called on the Kennedy Administration to adopt an expanded budget "to meet the immense backlog of our social needs" and for money policies that will expand consumer demand and create job opportunities.

The convention praised steps already taken by Governor Brown in planning for growth and called for vast expansion of metropoli-

tan and regional planning and for development of job training programs to upgrade workers' skills as technology advances and to ease the workers' adjustment to automation.

**HOUSING**—Delegates deplored defeat this year of Proposition 4 for self-liquidating housing for the elderly and financially handicapped and said the Legislature must "harness the state's credit along the lines pioneered by the Cal-Vet program in an aggressive effort to meet the state's housing needs and curb rampant land speculation."

**EDUCATION**—Forceful warning was given against the "hypocritical flag-waving force" of the ultra-right, which the convention accused of launching a massive campaign to capture the public schools.

The Federation warned: "If they succeed in imbuing American education with a totalitarian-like rhythm, the Birchers and their big business allies know they have only to await the passage of time until a generation of indoctrinated youth takes its place at the polls . . . Working people must be as alert to the dangers of this well-heeled and demagogic movement as of the open shop campaign. Just as there is more than one way to skin a cat, there are also diverse routes toward pawing off unsavory political and economic packages."

Other convention policy standards stressed the importance of defending civil rights of all, called for improving disability and unemployment insurance benefits and overcoming efforts of private insurers and employers to weaken these funds, expressed support of efforts to organize agricultural workers, urged Congress to give more consideration to the "consumer squeeze" than the so-called "profit squeeze" in drafting tax laws.

Of the State Propositions, the Convention particularly stressed its opposition to Proposition 22, the proposal for State Senate reapportionment that would give added Senators mostly to Southern California, and Proposition 24, the so-called Louis Francis Amendment, supposedly aimed at curbing Communists, but which the convention said "would gravely jeopardize traditional freedoms by replacing the state constitution's present safeguards against subversion with a wholly irresponsible new article replete with vague, uncertain and ambiguous terms and findings."

All incumbent officers of the Federation were reelected including Operating Engineers Intl. Rep. Newell J. Carman, a State Fed. vice president.

## Lockout Claims Pay Speeded

*Continued from Page 1*—locked out, however, if they have not already received their benefits, should receive them in the very near future.

Lists of Operating Engineers who were locked out and who should be receiving their benefits, have been furnished to the Branch Officers. Members can check at their Branch Office to determine whether their names were included and for any further information they may desire.



**AT STREET LEVEL**, handier for the members and lighter and roomier is the new Local 3 dispatch office in San Francisco at 470 Valencia St. **ABOVE:** Street view of the new dispatch office. **BELOW:** How it looks behind the scenes, with Dispatcher Ed DuBos and office secretary Mary O'Looney taking care of Brother Tom Helean.



## San Francisco: Back to Normal

By **JERRY DOWD**  
and **GEORGE BAKER**

Work in San Francisco is back to normal. The out-of-work list is low, and we're out of men in some classifications.

With favorable action by the boards of supervisors of the three counties clearing the way, the stage has been set for decision on what, if approved, will be the outstanding construction project of this decade in the Bay Area—the Bay Area Rapid Transit System, to serve initially San Francisco, Alameda and Contra Costa counties.

November 6 has been set as the date for a bond election in the amount of \$792,000,000 by the voters in all three counties. This would finance construction of the proposed 75-mile network, consisting of 16 miles of subways and tunnels, 31 miles of aerial lines and 24 miles of surface track, as well as a 4-mile-long underwater transbay transit tube.

This could be one of the most spectacular transit developments in the nation and go far to relieve the traffic strangulation that is afflicting the Bay cities.

There is a substantial number of other bids called for or let

on good-sized jobs lately. Among them the following:

Bids were to be opened Sept. 12 for a \$4,316,000 freeway stretch of 1.8 miles with all necessary roads, ramps, bridges, lighting, signals and other necessary work, adjacent to Orizaba St., Ocean Ave. and Mission St.

Bids have been received for the first units of the Golden Gateway Redevelopment by the Perini Corp. Estimated cost was given at \$15 million for the first three big apartment buildings, one of 22 stories with 400 units and two 25-story buildings of 178 units each, plus a 570-car parking garage with another 38 apartment units on top. This will be a big one when it gets going.

There are a couple of big hospital jobs in the offing. Kaiser Foundation Hospital and Medical Plan has completely outgrown its San Francisco facilities and is planning an 8-story medical office building and separate 6-level parking center between Geary and O'Farrell near its present hospital on Geary St. Estimated cost is between \$4 and \$5 million.

Also, Perini Corp. was low with a \$4,280,000 bid for an additional hospital wing and medical office building at the Veterans

Administration Hospital in San Francisco.

Other good sized jobs either called for bids or awarded include:

Pacific Payment Co., \$255,965 low bid for paving repairs.

Bernard Gayman, Sausalito, low bidder at \$151,500 for improvements to the botanical gardens in Golden Gate Park.

Johnson Western Gunite Co., Oakland, \$480,196 contract for gunite repairs to substructures of Piers 29, 31 and 33 on the Embarcadero.

Charles L. Harney Inc., low bidder at \$296,689 for improvement of a stretch of 16th St.

A. C. Bashnick, Oakland, \$198,822 contract for construction of a section of the North Point collection sewer, and M. J. Lynch, \$168,400 for another section of this North Point sewer.

## Non-Inflationary

Labor Sec. Arthur Goldberg, in a report on half-year results of collective bargaining in the U.S., said that wage settlements averaged 3.2 per cent.

He said the settlements were "clearly non-inflationary" and that he was "very gratified at the low level of strike activity."



# NOT BY BREAD ALONE

An eloquent statement of why organized labor is and must be interested in more than just bread-and-butter trade unionism was a high point of the California Labor Federation convention in Long Beach and earned a tremendous ovation for John F. Henning, director of the State Division of Industrial Relations.

Henning led into his statement by noting that Richard Nixon had challenged the right of the convention to speak for labor in the political and social area, and said:

"Let no man tell you that you can survive economically without an interest in the political area. The most militant trade union can be crippled and destroyed overnight by reactionary legislation . . . You have the right and duty to speak for the trade union members you represent."

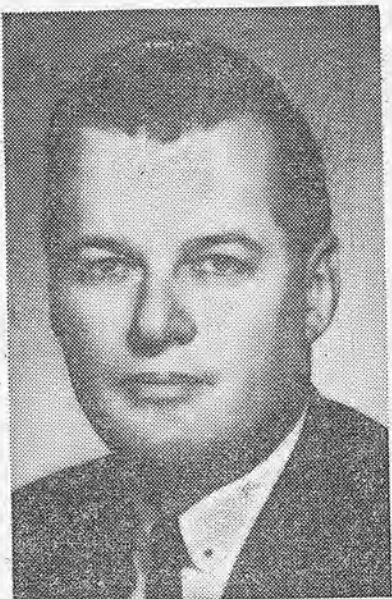
## AGENCY OF REFORM

Then he continued:

"The American labor movement must always be the agency of constructive protest; it must always be the agency of constructive reform; it must always be the agency of constructive change."

"The first duties of the labor movement are found in the economic area . . . But the functions and the obligations of American trade unionism extend beyond the perimeter of collective bargaining; extend beyond the immediate negotiation of wages and hours and conditions of work. American labor would build not only greater unions; it would build a greater world."

" . . . By reason of its social-action struggle American labor today seeks a society in which every American will be well-clothed and well-housed and well-fed and well-cared-for when in medical need. American labor seeks a society which will be free of economic insecurity for the wage earner; seeks a society which will be free of terrors of discrimination; seeks in effect,



JOHN F. HENNING

without apology in any manner, the ideal society.

"And by reason of its devotion and its energies in this area American labor has become with-in our time the social conscience of the nation."

## SOCIAL CONSCIENCE

"No other institution in American life has done so much to instill a sense of morality, a sense of democracy, a sense of equality in the economic and social orders than the American trade union movement."

"Indeed, we may claim today that not only has unionism become the social conscience of the nation; it has become the social shelter and the social sanctuary of the nation. Because to you there come for aid and assistance the helpless and the needy of the land. They come for your vitality; they come for your political leadership; they come for your humanity. The aged in seeking medical care; those who would fight for the abandoned child; the men and women who carry the scars of discrimination—indeed, all who carry on the struggle for the afflicted, for those who bear the heavy deformities

of mind or body, the scorned and the abandoned and the forgotten of the world come to you in their hour of need. And it is your duty, it is your obligation to stand always with them, because their cause is your cause and their fight is your fight . . .

## MEASURE OF MAN

"Whatever your personal philosophy of life may be, by reason of your active presence in the trade union movement you regard man as something more than a collection of chemicals, something more than a lower animal with just a bit of added instinct. Surely you regard him as something more than a talented dog running and then whining and crawling and at last dying in the gutters of the world."

"Man was meant for more than that. It is the nobility of man's nature which summons your movement to greater dedication and to greater sacrifice."

"Let us trust, then that with God's help and in the name of a common humanity labor shall in our generation show to all mankind the way to that civilization of justice, of liberty and abundance upon which man on this earth was destined. That civilization your movement was born to attain and advance."

## Victories

AFL-CIO unions won bargaining rights for more workers in the 12 months ending June 30, 1962, than in any of the past seven years.

Based on preliminary figures available as of Aug. 9, AFL-CIO affiliates also won more elections than at any time since the merger of the AFL and CIO, and its election percentage was the highest in the past three years.

AFL-CIO unions participated in 4,934 elections and won won 2,692 involving bargaining rights for 186,439 persons.

# Operating Engineers + + + Official Directory

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AL CLEM, Business Manager . . . . . WYman 2-0294  
PAUL EDGEcombe, President . . . . . DElaware 4-0419  
Jerry DOWD, V. President, Dist. Representative; UNION 7-9369 (Saratoga)  
W. V. MINAHAN, Recording-Secretary . . . . . Flreside 5-2616 (San Mateo)  
H. T. PETERSON, Treasurer and Representative . . . . . ESsex 7-6105 (San Jose)  
ART PENNEBAKER, Business Representative . . . . . Clifford 4-8681 (Orinda)  
GEORGE BAKER, Business Representative . . . . . JUniper 6-4423  
DALE MARR, Safety Engineer . . . . . HIlstop 7-3668 (Livermore)  
DANNY O. DEES, Apprenticeship . . . . . PLaza 6-3432

SAN MATEO, California

**1527 South "B" Street** Flreside 5-7237  
BILL RANEY, Business Representative . . . . . EMerson 8-5690  
DAN MATTESON, Business Representative . . . . . JUnio 9-0799

SAN RAFAEL, California

**701 Mission Avenue** Glenwood 4-3565  
T. J. STAPLETON, Business Representative . . . . . 479-0881

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 . . . . . 837-7418 (Danville)  
NORRIS CASEY, Business Representative . . . . . MULberry 5-4341 (Concord)  
L. L. LAUX, Business Representative . . . . . LANDscape 4-4023  
HOWARD WYNN, Business Representative . . . . . KELlog 2-4780  
JAMES IVY, Business Representative . . . . . ACademy 8-2968 (Martinez)  
F. O. WALKER, Business Representative . . . . . GREENleaf 1-2905 (Union City)  
STANLEY GABER, Business Representative . . . . . 538-4069

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 2-7328  
WARREN LEMOINE, District Representative . . . . . Hillside 2-8628  
RAY COOPER, Business Representative . . . . . Hillside 3-1814

FRESNO, California

**3121 East Olive** ADams 3-3148  
JOSEPH MILLER, District Representative . . . . . BALdwin 2-8232  
B. F. HELLING, Business Representative . . . . . BALdwin 7-3764  
GLENN MULLOWNEY, Business Representative . . . . . BALdwin 2-0288

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  
BOB SKIDGEL, Business Representative . . . . . 342-2950 (Chico)

REDDING, California

**1054 Tehama Street** CHestnut 1-0158  
J. B. JENNINGS, District Representative . . . . . CHestnut 1-2773  
SID McBROOME, Business Representative . . . . . CHestnut 3-4256  
TOM ECK, Business Representative . . . . . CHestnut 1-5338

SACRAMENTO, California

**2525 Stockton Blvd.** GLadstone 7-5795  
ERNEST NELSON, District Representative . . . . . GLadstone 7-2471  
ED HEARNE, Business Representative . . . . . GARden 8-2515  
WILLIAM METTZ, Business Representative . . . . . YOrktown 7-5006 (Fair Oaks)  
AL DALTON, Business Representative . . . . . Nlagara 4-2565 (Pollock Pines)  
CLEM HOOVER, Business Representative . . . . . YUkon 8-2178 (Orangevale)

SAN JOSE, California

**760 Emory Street** CYpress 5-8788  
A. J. HOPE, Financial Secretary and  
District Representative . . . . . YOrkshire 7-2942 (Los Altos)  
LYNN MOORE, Business Representative . . . . . CHerry 3-0410  
W. HARLEY DAVIDSON, Business Representative . . . . . PA 4-5490 (Watsonville)  
JAMES N. HALL, Business Representative . . . . . 241-6467 (Santa Clara)

SANTA ROSA, California

**3913 Mayette** Liberty 6-2487  
RUSSELL SWANSON, District Representative . . . . . Liberty 5-4414  
LOU BARNES, Business Representative . . . . . Liberty 2-5948

RENO, Nevada

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H. L. SPENCE, District Representative . . . . . FAirview 2-1420  
BUFORD BARKS, Business Representative . . . . . 355-9523 (Sparks)  
MICHAEL KRAYNICK, Business Representative . . . . .

SALT LAKE CITY, Utah

**1969 S. Main Street** HUunter 6-7401  
JAY NEELEY, District Representative . . . . . CRestwood 8-9628  
LAKE AUSTIN, Business Representative . . . . . 467-5724

PROVO, Utah

**165 West 1st North** FRanklin 3-8237  
JOHN THORNTON, Bus. Representative . . . . . SKyline 6-4915 (American Fork)  
VANCE ABBOTT, Business Representative . . . . . 798-7123 (Spanish Fork)

OGDEN, Utah

**2538 Washington Blvd.** EXport 4-1011  
M. F. BOWMAN, Business Representative . . . . . 393-8728

HONOLULU, Hawaii

**208 McCandles Bldg.** HOlonulu 565-418  
HAROLD LEWIS, District Representative . . . . . HOlonulu 775-038  
BERT NAKANO, Business Representative . . . . . HIlo 665-676

# 'Look for the Label'-Meany

AFL-CIO President George Meany has officially endorsed the observance of UNION LABEL WEEK, set for September 3-9 by the national Union Label & Service Trades Department, and urged all union members and consumers to look for the Union Label, the Shop Card and the Service Button, "not only during UNION LABEL WEEK but every week throughout the year."

President Meany said:

"The labor movement is vastly different today than it was in 1909, when the operation that is now known as the Union Label and Service Trades Department was first established."

"Not only has our movement grown enormously in numbers; it has extended its field of interest even more widely. There is hardly a facet of American life, hardly a question of national policy, in which our unions are not involved."

"This is entirely proper. However, it does not and should not cause us to lose sight of trade union fundamentals. High on the list of these fundamentals is support of union-made, Union Label products."

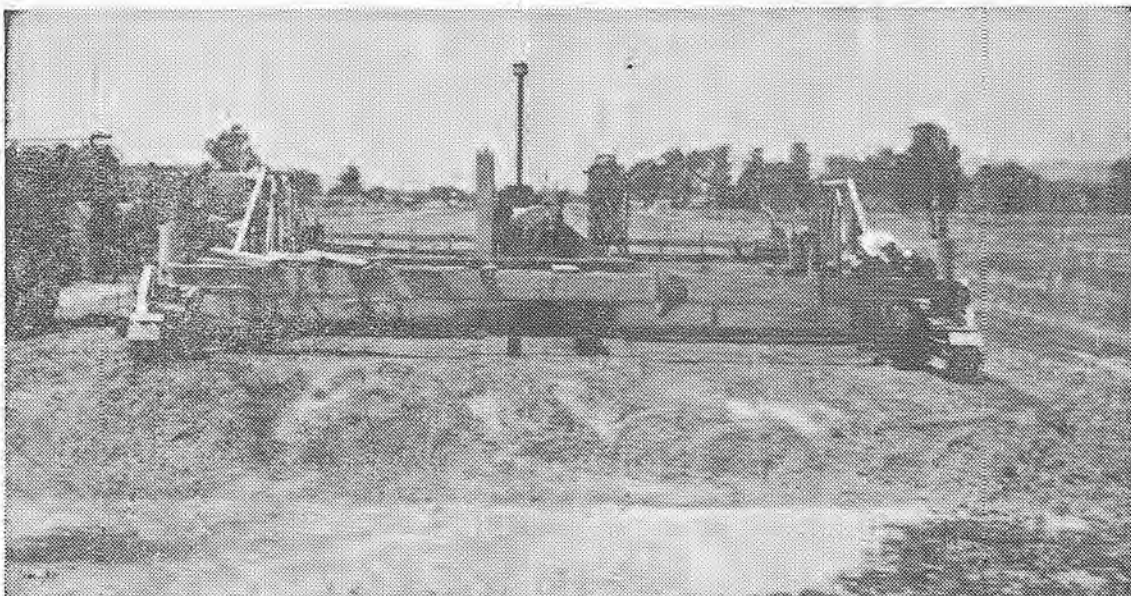
"Union Label Week serves to remind us, each year, that the best way to buy is to look for the



Union Label, Shop Card or Service Button. These are symbols of fair wages and working condi-

tions; and they are the symbols of quality products and services as well."





**WIDE AND LOW:** This machine is called a Lewis sub-grader and is presently in use on the Guy F. Atkinson freeway job near Santa Rosa in preparation for their paving operations.

## Santa Rosa—Ukiah

# Expected More Work

By RUSS SWANSON  
and LOU BARNES

Santa Rosa and Ukiah are doing well. Jobs are still rolling along with most all of the Brothers working.

Guy F. Atkinson and Ball & Simpson have finished paving on their respective jobs. With new jobs being let, we have most of the Brothers back out.

Most of the bigger jobs are working overtime and after the strike this means a lot to the men, for we are working on a short season.

We expected the work load to be much heavier in this area than it is, but due to the short season the State has not let some projects out to bid here, aiming for next year.

Lee J. Immel Co. was low bidder on four miles of two-lane widening with rock base on shoulders and plant mix at Yountville in the amount of \$580,685. Franklin Serres was low bidder on a portion of Arnold Drive in Sonoma for \$44,181.

### RAIN WORRY

The L. A. & R. S. Crow Co. flood control job, which consists of an earth fill dam, is making slow progress. If early rains come this could mean trouble.

Peter Kiewit & Sons are in full swing on their Highway 12 Freeway job; the dirt spread is a truck spread hauling from a belt loader with Brother Floyd Webb at the controls, and this is quite a machine with a loading cycle of 60 seconds to a semi-truck and trailer.

Arthur B. Siri Co. has been busy with quite a complement of men on several jobs in all of the three counties. Reichold & Jurkovich have finished their Steel Lane job and have moved to their new job on Highway 37 in Napa county, taking most of their crew.

The M. G. M. Co. is making slow progress on the pipeline job in Sonoma. They have had their problems hitting nothing but rock and hardpan. Good luck, Brother Mickey Morgan!

Fredrickson & Watson and Hooker & McCammon are going full blast with Brother Tex

Strickland ordering men on their Ukiah job. Fredrickson Brothers with Arkie Edmonds have very few problems on the freeway job north of Ukiah. The L. B. Wells Construction Co. from Fresno are in the finishing stages.

### GOT BENEFITS

Most of the Dept. of Employment hearings in regards to the Brothers who were out of work because of the strike have been held. The results have been such that a lot of brothers received their back-unemployment benefit checks because your officers

## Safety Is Not An Accident

For altogether too long it seemed to be an accepted idea that when an accident occurred on a construction job it was just one of those things that happen around rough work.

Surely by now most of us realize that accidents don't just happen . . . rather, they are caused. There is also growing understanding that most accidents could have been prevented with just a little bit more thought or care in doing the operation involved in the accident.

Your safety representative has investigated a number of accidents recently, several of which involved injury and three of which resulted in death, and in each case the accident could have been prevented by using just a little bit of common sense.

As we go around checking the jobs and discussing safety problems with our men and our employers, it is apparent that our brothers are taking an increased interest in safety.

We are in the midst of a series of safety meetings that will cover all of our jurisdiction in the near future, and hope to see most of you brothers, either on the jobs or at the meetings in your area.

As we go from job to job, it is evident that the jobs that have a good safety record are really working to keep the job a safe place to work. That is why we say that safety is no accident.

Don't forget that the schools are opening again this month. So watch out for our children.

and agents made every effort to show the referee that there was a reason for their being out of work. Not because of a picket line, for past decision in these cases have been poor, but because a foreman or someone in command told them to go home.

Our efforts paid off. The time spent not only in the hearings but also in preparation of the cases was well worth it, even though we did not win all the cases.

May we apologize at this time for not seeing the brothers as often as we would like, but the time spent with the normal complaints and new agreements to sign has taken the rest of the time.

A safety meeting was held in Ukiah at the Blue Bonnet Cafe, where the representatives of Fredrickson & Watson, Hooker Co., and McCammon Const. Co., were in attendance. Our safety representative, Dale Marr, made an excellent presentation, and his being there sure made a successful meeting.

**Meeting Notice:** Our next District meeting will be held September 6 in Ukiah at the Labor Temple, 8:00 P.M. Please make every effort to attend.

**Blood Donors:** Still needed. May we say many thanks to Mrs. Marsh, who was our only donor this month.

**Deaths:** This office deeply regrets the recent loss of Orville (Jack) Norris, and extends its sincere sympathy to his loved ones.

## Start Study of Pacific Trade

A long-range Congressional inquiry into prospects for improving trade among nations of the Pacific was initiated with Senate Commerce Committee hearings in Washington, D. C., August 28 and 29.

Sen. Clair Engle (D-Calif.), an advocate of strengthening Pacific trade and chairman of the hearings, said:

"Our eyes have been drawn to Europe which is fast developing a new and strong economic unity, thereby strengthening the Atlantic trading community, but the United States bridges the gap between the Atlantic and the Pacific, and there are equally important challenges to the west."

# Memo from the Manager's Desk

By AL CLEM

Last month we had the first meeting of the Joint Conference Board, composed of six representatives of the employer associations and six officers of IUOE Local 3, where we discussed problems connected with the construction industry, and more specifically, problems of the Operating Engineers and their employers.

This board was created as a result of the recent industry negotiations and is something new in our industry.

We are hopeful that by closer cooperation between our union and the employers we can bring about a better understanding of our mutual problems.

—ac—

Your business manager visited Utah during the past month and attended the negotiating sessions with the representatives of Kennecott Copper Co.

These have been prolonged negotiations due to several factors. The Local 3 negotiating group, which consists of the Operating Engineers stewards employed by Kennecott and the local's representatives in Utah, is hopeful of reaching agreement.

—ac—

The work picture in Utah seems better than it was last year, but we still have a tremendous job of organizing to do, not only in construction but also in the industries of this state.

We are now attempting to secure authorization cards at the uranium mill at Moab, looking forward to petitioning for another NLRB election.

—ac—

In adjacent Northern Nevada we now have three business representatives, and we're working at consolidating our position in the construction industry and at organizing some mining operations.

We urge the members in Nevada to give the Representatives every possible bit of cooperation so that we may more rapidly complete the big organizing job which lies before us in this section of our jurisdiction.

—ac—

Reports from the areas show that the out-of-work lists continue to diminish, and we hope that all those who are actively seeking work will be employed by the time this reaches you.

—ac—

I want to conclude by urging every member of Operating Engineers Local 3 to register and vote in the coming elections.

It isn't just a luxury . . . it's more, even, than living up to your responsibility as a citizen in a democratic nation; it has become a matter of sheer necessity, of economic life-and-death.

It is becoming more and more recognized that while the union can go out at each contract term and negotiate wage increases, your buying power, which is the real measure of your earnings, is greatly affected by government tax and spending policies, by the relative degree of inflation or deflation and similar policies. These are fixed, not at the bargaining table, but by elected and appointed officials of government.

If you're not registered, if you don't vote, you are surrendering your only chance to influence the political factors which have become increasingly important in your life.

This is particularly painful and evident in our so-called "right-to-work" states — Nevada and Utah. When we go to the bargaining table in these states we find that this has definite effect on our being able to secure the economic gains to which our members are entitled.

It is evidently necessary to elect more people who are friendly to organized labor in these states. That will not happen if our people and their families and friends are not registered and do not vote.

### ENGINEERS NEWS

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Survey Notes

# Do We Want Pay Or Fancy Titles?

By ART PENNEBAKER and HOWARD WYNN

The keys to the battle are the words workmen and/or mechanics and sub-professional.

A couple of years ago the union was able to persuade the federal government that Field Surveyors were workmen and/or mechanics. In so doing, the Field Surveyors were for the first time included under the Davis-Bacon Act. In a nutshell, this provides that the prevailing rate of pay will be paid on construction jobs using federal funds. Locally, these would be the negotiated union wages.

The professional employer has been screaming "low blow," and is now using the sub-professional dodge in an attempt to water down this protection that the union was able to provide for its members.

It is reported that the National Society of Professional Engineers is planning to push for legislation to exclude Field Surveyors from the protection of the Davis-Bacon Act on the basis that Field Surveyors are sub-professional.

There is no practical reason for the professional employer to quibble about titles unless it is to insure low wages.

### MISH-MASH

Historically, Field Surveyors have been underpaid. It was only when these employees got their "bellies full" of this sort of sub-professional "mish-mash" and joined together in the union that

they were able to gain decent wages and conditions.

It would be interesting to note whether your particular professional employer is interested in supporting this backward program of the national society, or if he would be willing to help himself, as well as you, in fighting for the prevailing rate of the wages for field surveyors in the construction industry. We will be watching this one closely.

We must say again — better make certain of the candidates' views on labor issues before voting in November. If the national society gets the votes — you could lose the pay.

### MORE GAINS

In addition to the 5 per cent raise in pay, you are receiving under the Technical Engineer Master Agreement, the union has negotiated an additional 4½ cents for the Health & Welfare fund and ½ cent for a new Pensioners' Health & Welfare fund. At this writing, we are bargaining to provide funds for apprenticeship training.

More chiefs and instrument men should become interested in gradesetting. The union was able to negotiate into the Construction Master Agreement that gradesetters using drawings, prints or specifications will be paid at the instrument man's rate of pay.

### ORO PRE-JOB

A pre-job conference was held with the "Oro Dam Contractors" August 17. This combine of contractors, consisting of Ohmen Const., and Merritt, Chapman & Scott, will build the huge earth-filled Oroville Dam.

The total amount of their bid was in excess of 120 million dollars, with completion date set for approximately December, 1967.

It is the contractors' intent to hire a survey firm to kick off the project and eventually take over the engineering after the operation is well under way. At this writing a sub-contractor for the surveying has not yet been selected by the combine.

Upon cessation of the lockout and agreement on new contracts, the darndest work explosion in many a year has come to San Mateo county.

Nearly all contractors are doing their utmost to complete old jobs and get started on new ones. The backlog should keep most engineers busy for many months.

As Winter approaches, NEW work will then be a backlog. It appears that work will continue late and on into Spring. Most all engineers are working and getting on their feet at long last.

### BIG "M"

The big "M" job is finally making noises like work for the brothers. Subdividers are frantically completing homes for waiting buyers. Foster City is getting more work ways every day. Most of the lagoons have been dug by Granite, new areas are being stripped of top soil and new dredge equipment is making large scale sand-pumping a near-reality by Associated Dredging Co.

Granite is erecting a concrete batch plant at his site that will handle part of the anticipated foundation paving. Massman is well started on their first bridge extending 19th Ave. across the island to the Toll Plaza, with L. C. Smith doing the approach work.

### APPRENTICES!

Classes start at College of San Mateo Tuesday evening, September 11, 1962.

Class sessions: 8 p.m. to 10 p.m., Tuesday and Thursday evenings.

L. C. Smith is moving dirt in all directions on and off the 19th Ave. Freeway to the new College of San Mateo site. Even the old Euc scrapers are out of retirement. The scene on 19th Ave. changes so rapidly, one gets lost if he hasn't been there for two days.

### FRENZY

Westborough (Callan tract) is in Mexican overdrive again. Sub-contractors are getting in each others way, they are so busy. Multi-million dollar shopping centers are so numerous one yawns when hearing of a new one. There is still talk of developers getting access to watershed lands off the Crystal Springs Lakes, but we shouldn't hold our breath.

An overpass or underpass at Hillsdale may be in the offing. It's been needed for years, and there is sure to be some new group that will come to the front to protest possible misplacement of someone's petunias.

At this writing we know of no San Mateo engineers, who have lost their unemployment benefits because of the lockout. We know of many who will be receiving checks from the State very shortly.

### BUSY

Your Business Representatives have been busy with the sudden influx of work orders, new jobs, etc. They have been assisting in negotiation with the Dredging Association, Building Materials Association, Shop Agreements, etc.

All indentured apprentices are working at present, with the outlook favorable for getting a few more indentured.

Your San Mateo office wishes to apologize for not having a column in the last month's issue of the Engineers News. It seems that we sent in the copy a little late.

We have been rather low on 20 operators as well as a few other classifications. The work orders continue to come in at a rate that keeps Jim snowed under.

Most medium-sized contractors have more engineers now than they have ever had.

The Brothers on Haskin's jobs are plenty busy. A large crew is now going full blast on Doelger's new Fairmont Tract.

## Stockton Area

# Enough on Hand Now

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

Due to the influx of members from other districts because of our optimistic report in last month's issue of the News, we now have men in almost all classifications to cover any jobs that will be forthcoming. The situation will probably remain status quo for the rest of the season as the demand for men has slackened off, and although new jobs have yet to start old ones will be finishing, releasing these members for reemployment.

The jobs mentioned in last month's report are still in progress, with Camanche and New Hogan Dams apparently completely manned with engineers, and with no surge of employment expected unless either project decides to double-shift.

### FINALLY GOT IT

The State Highway 88 job, for which Hooker Co. and Norman I. Fadel Co. were mentioned as low bidders, was finally awarded to them. The job was bid at \$1,475,716 for six and one-half miles of two-lane expressway in Amador county and was held up because it exceeded the engineers' estimate by approximately \$300,000. This project will begin at the east end of the Harms job and terminate near Silver Lake.

Construction of an additional 78-inch aqueduct for the Hetch Hetchy system running south of Tracy will start this month. The three million dollar contract has been awarded to the joint venture of Consolidated Western Steel Co. of South San Francisco for the pipe, and Morrison-Knud-

sen Co. for excavation and grading.

This job will cover the 11-mile section from the Tesla Portal, south of Tracy, to the San Joaquin River. It is expected that bids for another 22-mile section, to run from the San Joaquin River to Oakdale will be let by next April.

### MANY SMALL JOBS

Numerous small jobs have been let this year by the various agencies, providing work for the smaller contractors and owner-operators. These jobs are generally under \$50,000 and would require a full page to list.

The State is again calling for bids to be opened September 15th for six and one-half miles of realignment and new road work, with two reinforced concrete bridges, on State Route 24 between Mokelumne Hill and San Andreas in Calaveras county. This job was scheduled for this spring but was postponed.

A. Teichert & Son, Inc., are constructing three reinforced concrete bridges and approaches across Bear Creek, on Highway 99 south of Lodi, on Eight Mile Road in the same vicinity and on Thornton Road. These new, wider bridges are replacing existing ones that will be inadequate as the U. S. Army Corps of Engineers have plans to widen Bear Creek as a flood control measure soon, but we have not yet heard of the date for bids.

Plumas Development Co., Inc., of Oroville are busy on the Panther Creek forest development road, 33 miles east of Jackson in El Dorado National Forest. Bid price of this job was \$178,978.00.

A. Teichert & Son, of Stockton, at \$221,822, was low bidder

for reconstructing and realigning of four miles of Santa Fe Road from the Escalon city limits to the Stanislaus River, south of Escalon in San Joaquin County.

## Sketch of H. C. Spence

Continued from Page 1—

zing not only in California, but also in Utah and Nevada. He helped organize Geneva Steel in Utah and organized and negotiated the agreement for Local 3 with the Nevada operation of Anaconda Copper — Anaconda's only AFL-CIO contract.

In addition to these achievements for his own union, Spence is a ranking figure in the Nevada labor movement. Since 1946 he has been president of the Northern Nevada Building & Construction Trades Council and also is active in the Central Labor Councils of the Reno and Ely vicinities.

He serves also as one of the Auditors of Local 3 and as District Representative for the Nevada area. He makes his home in Reno, with his wife, Betty.

Seems like Curley has come a long way since he left his native state of Georgia at age 18 to join the Army and see the world.

### Drug Control

An administration bill to give the public greater protection from harmful drug products has been backed by the AFL-CIO in house committee hearings—with the suggestion that even stronger safeguards are needed.

## Medical Ethics

California Social Welfare Director J. M. Wedemeyer has announced the suspension of three Los Angeles doctors from further participation in the public assistance medical care program.

They were charged with collecting for services never rendered to welfare recipients. The doctors had a 15-day period to appeal the suspensions but none appealed.

USED—?

NEW—?

## EQUIPMENT

Many a job will not pay out on new equipment, sometimes extended rentals are too costly.

Then check **ERBCO** for a machine from our trade-in stock — good clean units with plenty of working hours left in them for your job. Our prices are right too!

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# Nevada: Roads, Mines & Airport

By H. L. SPENCE, BU BARKS  
and MIKE KRAYNICK

Isbell Construction Co. is well along with their highway job at Verdi, Nev. They are working a large crew of Operating Engineers on this job. Isbell's 2nd Street Hot Plant and Gravel Plant is under the supervision of Brother Bill Boegle and between him and Brother Norman Bailey there is lots of activity.

At Isbell's main shop on South Virginia in Reno, Nev., the shop men and the Operating Engineers Union finally came to an understanding on the shop agreement with a fair, substantial increase in wages and fringe benefits. Isbell also has some work starting at a mine near Battle Mountain, Nev.

George Griffal Construction Co. has the old Bob "Sandman" Williams pit in good shape and putting out a lot of sand and gravel. It's no longer the "Sandman Pit," it's known now as the Greek sand and gravel pit. That George really gets with it when he takes over an operation. He makes it pay or else.

Utility Construction Co. at Incline Village Development Co., Inc., has just about finished their portion of their contract. However, there will be more work later.

## AIRPORT JOB

Robert L. Helms Construction Co. has his outfit lined out and doing lots of work around Reno. He has a job at the Reno Airport and one at the Rockadyne site on the Pyramid Road.

Carson Frazzini General Engineering Contractor has a road job on Highway No. 40, ten miles east of Sparks, Nev., at McCarron Hill. Carson expects to get started real soon on this job.

Service Construction Co. has a paving job for the National Guard in Reno.

George E. Miller Co. has some equipment on Service Construction Co.'s job, doing the back-filling.

The mining at Anaconda Copper at Yerington is going along at a regular pace. The copper is coming from Weed Heights as this plant is of very high grade.

Wells-Cargo is mining and shipping from Leviathan Mine to the Anaconda Company. This mining of sulphur should last until late October, with Brother Bradford running the operation.

## A GOOD JOB

Silver State Construction Co. are about to finish a 10-mile stretch of road, State Highway No. 6 over Montgomery Pass to California State Line. This has been a good job for about 50 of our Brothers with Chip Montrose and Joe Soleagui running the grading crew, and Jack Beech running the paving gang.

Bing Construction Co. are moving quite rapidly on the Vista job just east of Sparks. They are also getting ready for the extension and capping of runways at the Reno Airport. These two jobs are using about 30 men. Bing Construction has also purchased the John DeLaGrange gravel and hot plants at Kingsbury grade, Lake Tahoe. We hope this operation will use a few men on a year-round basis

after the plant has been put into operation.

## FREEWAY PROGRESSES

On Interstate 80, six miles east of Elko, Vinnell Corp. of Phoenix, Ariz., has moved more than 255,000 cubic yards of cut and fill to date. They have placed 13,000 cubic yards of concrete and at this reading have done at least one half as much more under the muck-leading leadership of Jack Collins, general superintendent of the job.

They purchased a new Pioneer gravel plant and also a number 500 Hough Paydozer. This rig is new for this state, and Brother Joe Guerra is skinning this 600-horsepowered monster. It has a blade 6½ feet high and 16 feet long. It will be used to feed the plant that is expected to turn out 700 tons of gravel per hour and planned to work two 9-hour shifts, six days per week.

At this writing Gibbons and Reed on their Highway No. 6 job out of Ely are at blue top and expect to be black-topping tomorrow.

Industrial Construction from Las Vegas have plans for supplying the black top under the supervision of Brother Bill Nielsen (Gibbons & Reed) & Rielly of Industrial Construction. This job will be sold before we go to press.

Gary Pollock and his crew on the Strawberry Road job out of Eldorado, just east of Eureka, are causing dust storms of their own transporting this Nevada soil around into position. Knowing his ability and that of his Engineers, it will be one of eastern Nevada's finest when they turn it over to the State.

## Welfare, Pension Plans Double

The number of workers covered by union-negotiated welfare and pension plans more than doubled between 1950 and late 1960, the Labor Department's Bureau of Labor Statistics has reported.

Those covered by negotiated health and insurance plans increased from about 600,000 workers in 1945, when the BLS study began, to 7 million in 1950 and to 14.5 million in 1960. Pension plan coverage during the same period climbed from a "negligible amount" in 1945 to 5 million in 1950 and 11 million by the end of 1960.

Spurred by union negotiations in the basic steel and auto industries, health and insurance coverage increased by about 4.4 million workers between 1948 and 1950, and pension coverage rose by about 3.4 million workers, the bureau found.

By the end of 1960, health and insurance plans covered about 78 percent of all workers under collective bargaining agreements, and pension plan coverage affected 60 percent.

The bureau reported that labor-management negotiations during the 1950s not only increased the number covered but also achieved many improvements in existing benefits, broadening of the range of benefits, and gradual elimination of employee contributions.



**BIG AS THE SIDE OF A BARN**, 6½ feet high and 16 feet long, is the blade of this No. 500 Hough Paydozer purchased by Vinnell Corp. for use at its gravel plant for the Interstate 80 freeway job east of Elko, Nev. The 600 horsepower rig is new in Nevada. This monster weighs 156,000 pounds.

## Oakland Area

# ROCK QUARRIES IMPORTANT

By DON KINCHLOE,  
L. L. (TINY) LAUX,  
NORRIS CASEY,  
FRAN WALKER and  
J. R. (RED) IVY

All the work in the south end of the county is in full swing now. Most anywhere you look there is a job running. Some are small, but the majority are good, big jobs.

Schlegel Plumbing were low bidders on all the plumbing, piping, air conditioning, ventilating work for the automotive assembly plant in Fremont. This was a contract of \$4,500,000.

Yuba Erectors have moved in their Manitowoc on the demolition of the old San Mateo Bridge. This is a slow process, so these boys will be working for awhile. They are going ahead at the rate of about 200 feet a day on the new construction.

## QUARRIES

The rock quarries are back in full swing with all their people back. They have had to hire more people in some instances, and most of them have multiple shifts working. This industry plays a major role in employment in this area.

There are brothers working in some of these plants that have spent their entire working life working for these companies, with their sons following in their footsteps.

To give a general description of how much is involved in these quarries, here is a rundown of the companies and men employed:

**HENRY J. KAISER CO.** — 1 plant in Pleasanton employing 90 engineers, 1 plant in Centerville employing 15 engineers.

**PACIFIC CEMENT & AGGREGATES INC.** — plant in Pleasanton employing 50, plant in Centerville employing 30, plant in Dumbarton employing 10.

**SANTA CLARA SAND**—plant in Sunol employing eight.

**RHODES & JAMISON**—plant in Pleasanton employing 24, plant in Centerville employing 22.

**NILES QUARRY CO.**—plant in Niles employing four.

**CALIFORNIA ROCK CO.** —

plant in Pleasanton employing 16.

**CONCRETE SERVICE CO.** — plant near Sunol employing seven.

**SAN LEANDRO ROCK**—plant in Castro Valley employing six.

**NILES SAND & GRAVEL CO.** —plant in Niles employing 18.

Elements Construction have a hot plant in Niles that employs seven engineers and a quarry in Hayward with six engineers.

In addition to this, many of the local contractors have their own pits set up for their job material.

East Bay Excavators have a pit in Hayward and one in San Leandro. Redgewick & Banke have a pit near Niles. Independent Construction have a pit in Hayward. A. S. Holmes have a pit in Mission San Jose. Oliver De Silva have a pit near Pleasanton.

As you can see, this area plays a very important role in construction, with the rock trucks hauling all over the state and the railroads doing a booming business hauling loaded gondola cars all over the State.

## CONTRA COSTA

Upper Contra Costa county continues to be very busy.

Yuba Erectors has a half million dollar flood control job in the Pacheco area and has subbed the dirt work to Al Haworth, Stockton contractor.

Winton Jones and E. J. Freethy both have flood control projects working in the Walnut Creek area.

Gallagher & Burke has about 150 engineers employed on their various jobs which includes two earth fill dams in the Brentwood area and several good sized tract jobs.

Prodanovich has a \$350,000 job for installation of sewers and pump stations near Martinez.

Underground Construction has a \$456,000 job for E.B.M.U.D. for installation of water mains.

Martin Bros. has six subdivision jobs working, also a runway extension job at Concord airport and the drainage for the Gordon Ball freeway job at Con-

cord. They have about 60 engineers on the payroll.

The Oakland area is now in full swing.

All shops are working very well. Peterson Tractor is now working some new equipment; a 660 scraper and another twin engine sheepsfoot.

Bay Cities is going strong. Blakemore is going again under new management. The contract with the equipment dealers is now in the process of negotiation.

The Broadway Tunnel is working three shifts on the east and west portals. We are getting appeals from this job on unemployment insurance. So, if your case has been appealed by the company, let us know in the Oakland office so you will be represented at the hearing.

The MacArthur freeway is going well, with Peter Kiewit finishing up his section and Stolte-M & K making good progress with their part. Lowe & Mason is doing the dirt work with the following brothers on the job: foreman, Carl Prince; blade operator, W. Anderson; D-9, Don McManamy; D-9 push cat, Lou Jones; dozer, Joe Riley; 631 operators, Berlin Shirts, Charley Wilson, Doyle Cowan and Paul Mooney; Wagner compactor, Lloyd Allen; grade setter, Ted Allen. They had 1½ million yards of dirt to move, and to date the job is half finished dirt-wise.

Gallagher & Burke and McGuire & Hester have small jobs going all over town. Engstrom & Nourse is nearing the completion on the Hall of Justice.

Utah Construction is making progress on the heliport at 14th and Madison.

## Support Institute

The AFL-CIO Executive Council has reaffirmed its support of the American Institute for Free Labor Development and voted \$100,000 a year to support its programs.

The council trains Latin-American labor leaders to strengthen the free trade union movement in Latin and Caribbean nations.



# Fresno Hails San Luis Dam

By JOSEPH MILLER, B. F.  
(Tiny) HELLING and GLENN  
MULLOWNEY

On August 18, 1962, President John F. Kennedy set off the first dynamite blast to signal the start of the San Luis Project.

This blast initiated ground-breaking ceremonies attended by the Governor, Pat Brown, of California, and the various Congressmen and Senators who were instrumental in getting the bill passed authorizing the construction of the project. Secretary of the Interior Udall was also in attendance at the ceremony.

Governor Brown should be praised for his water program by all the people of California and for his determined efforts to achieve the reality of construction and actual use of the projects involved.

We should also commend our Congressmen and Senators from California who played such an active part in supporting the needed legislation and appropriations to bring the Central Valley projects into reality, such as Bernie Sisk, Clair Engle, Thomas Kuchel and the others who did their share.

## DON'T RUSH

Due to the nationwide publicity that will result from this dedication we can expect a large influx of men before there will be any jobs available. It should be about this time next year before the major portions of this project are underway.

Work in the Fresno district is good, and we are pleased to report that almost everyone is working. Much work is under way, and more jobs are being advertised and awarded. We expect a good fall and winter season.



**FLYING ENGINEER:** Brother Al Constanz, Fresno area member of Local 3 and a capable operator, is also an experienced pilot. He's shown here with his Cessna 170, which he often uses to commute to jobs away from home.

Negotiations have been under way for the past couple of months with the rock, sand and gravel industry in the Fresno area. These negotiations are now completed for the most part and the new contracts should be signed in a few days. The task of getting a new Agreement has been difficult at times. However, we reached a satisfactory agreement and the membership at large is well satisfied with the results and are ratifying the Agreements in their meetings without many opposing votes. The new contracts will run for two years and expire in July 1965. We want to thank all of the members employed at the rock plant operations for their splendid cooperation during the negotiations. The hot plants in

the area have been included in these agreements and will also be covered for the next two year period. Copies of the agreements will be distributed after they are signed and printed.

## NORTHERN

In the northern part of the district, Homan & Lawrence Co. who are building the Spreckles sugar plant at Mendota are finally getting in the heavy machinery for this plant and using a few more men.

The Frank Donovan Co. are making good progress on their clearing job on the San Joaquin River.

Harry Wilmoth Co. bid of \$266,000.00 was low for 625,000 yards of excavation and canal work for the U. S. B. R. on the San Luis Canal in the Mendota area. Harrison Construction bid of \$280,000.00 was low on the detour of highway 152 at the San Luis Dam site.

Dorrity & Eddie Wrecking Co. have the contract for tearing down the old Merced skid row. They have just recently signed a contract with Local No. 3 and are running a good Union job.

Standard Materials are making progress on the LeGrande road job. They are using a Coleman loader for sub grade material and have moved in a portable crusher for their base material. This job is under the supervision of Red Covington with Nick Nichols assisting.

## PARK WORK

Diani Construction have started moving dirt on their Crane Flat road job in Yosemite Park. They will have to do their burning during the winter months, so this job will not be finished until next year.

J. R. Armstrong Co. are building a campground for the Park service at Crane Flat for \$26,000.00.

Fresno Paving was awarded a contract for \$646,886.00 to grade and surface Lassen Ave. seven miles south of Five Points. This company also has a few jobs around Fresno and out of Mojave, California.

Griffith Co. has all the concrete in on their job at Tipton and are now doing the blacktop work. This job will be completed some time in September.

Claude Woods Co., out of Lodi, California was awarded a contract for \$333,000.00 at Johnsondale, 75 miles above Porterville in the Sierra. This Company started work the 15th of August and have 130 days to complete it.

# Personal Notes

## Hawaii

Congratulations to Brother Sam Enoka who has been promoted to General Foreman at Ben Hayashi, Ltd.'s project in Waikiki. Keep up the good work, Sam!

Sincere condolences to the family and friends of the late Brother Louis Timas who passed away on August 2, 1962.

## Sacramento

We were very sorry to hear of the serious accident that befell Brother Chet Ball. Chet broke his back and will be laid up for some time. He said he dug a hole with his backhoe then fell into it. We wish Brother Chet a speedy recovery from his injuries.

We are also sorry to see another of the old time members ill in the hospital. Brother Charley Jeffs is in the Arden Community Hospital, recovering from a stroke. We have known Charley for a long time and we sincerely hope to see him up and around soon.

## Nevada

Andy Drum, owner of the Silver State Construction Co., is out of the hospital and around the shop in Fallon for short periods with his medico's approval. We wish him a speedy recovery.

## San Mateo

Brothers Ed Kopp and Russ Champion are back on the job, each of them after four years of trouble with disabling injuries. We're mighty glad to see them back.

## Fresno

With deepest regret we report the passing of Brother Ray Tom's wife. Brother Earl Allgood is back working for Industrial Asphalt after a minor operation. The wife of Brother John T. Harger, is seriously ill in the Fresno Community Hospital.

Brother H. L. Childers is in the University of California hospital for a serious operation. No blood donors since May.

## San Jose

Brother Gene Collinge has purchased a new compactor, his second piece of equipment. Brothers Hugo "Red" Russell and Ed Soares are still on the sick list. Brothers Marion Rogers and Otis Bottoms are laid up due to burns received on the job.

Blood Donors include: Alvin Gifford, Bertha Miller, Pauline Walker, Robert Sandow (donated 5 times) and Gertrude Adams. The San Jose Blood Bank has a reserve of only 10 pints of blood!

## Eureka

We are sorry to report the death of one of our old time members, Ernie Ellis. Ernie was accidentally killed when the motor grader he was operating backed over a stump, flipping the machine which rolled over a bank and pinned Ernie in the cab.

The accident occurred at the Ruth Dam where Contractors Burchett & Good are completing the road repairs around the dam. We will miss Ernie very much as he was a good union member, a good blade operator and a friend to one and all. We extend heartfelt sympathies to his family.

Congratulations to "Grandpa" Barney Bell. His dropped chest has returned to its former location, and his cigars are bigger than ever. If you don't think Barney is proud of his 8 pound granddaughter, Sandra Lee, just ask him.

## Oakland

Brother John E. Silva, retired from Kaiser in Pleasanton, is not feeling well and needs cheering up. How about dropping a card to him at 212 Maple St., Livermore, Calif.?

Brother Josef Magnusson is taking his wife on a vacation to the "old country." They are flying to Gottenberg, Sweden, and plan to be gone between four and six weeks. Josef has five brothers and their families whom he has not seen for 26 years. This should really be quite a happy reunion for them all.

Happy to report that Brother Louis Dietz has been released after an extended stay in the Vets Hospital. We hope to see him back firing real soon.

## Stockton

Brother Dale Sanders dropped in the office the other day after spending several weeks in St. Mary's Hospital in San Francisco to thank all the Brothers for their kind words and deeds.

## San Rafael

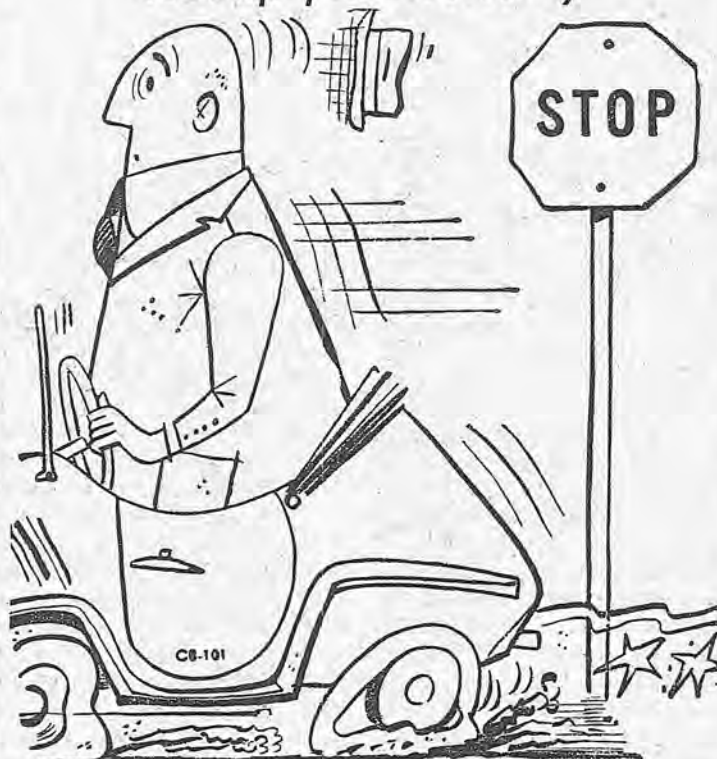
We are sorry to report the death of Brother J. M. "Jack" Bean, August 15. Brother Bean was superintendent with Syar & Harms for many years. He passed away after a short illness.

Congratulations are in order to Brother Gale Gibbs of Shamrock materials on his recent marriage. Also to Brother Dan Ritter and his missus on becoming parents of a girl born on August 15, 4 lb.-1 oz. Brother Ritter is in Thailand at the present time with Alcan-Pacific.

Best wishes for speedy recovery to the following: Chuck Smith, injured in an auto accident; John Jaquish, also injured in an auto accident and now out of the hospital and recuperating nicely; Claude "Pop" Scantlin, in Marin General recuperating from injuries on the Brown-Ely Tiburon job, "Pop" was operating a roller, making his last pass, when it ran off a 300 foot embankment and threw him off.

## Cochran & Celli

### Recap for Economy



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## Sacramento Report

# Not too Much Work in Valley

By ERNIE NELSON,  
ED HEARNE, BILL METTZ,  
AL DALTON and CLEM  
HOOVER

The Sacramento area is rolling now, but there is not too much work here in the Valley this year. The strike held up some job-letting, but it looks like the State is going to let some freeway work later this year, which will help next year. There may also be more work let in the hills the last part of the year or the first part of next.

There has been a big drain on our blood bank lately. We sure would like to get it built back, so if any of you brothers can give blood, please do so, because you might be next.

A. Teichert & Son has moved in on their job on Watt Ave., and are moving dirt and clearing. When completed, this will be a big improvement over the present two lanes.

Teichert has about finished the erection of their new ultra-modern ready-mix plant at Perkins. It will replace the old plant at Brighton and will be completely automatic.

Brighton Sand & Gravel Co. has both of the rock plants at Perkins running five days a week. They plan eventually to move everything out of the old yard and into the new one.

### AEROJET TANKS

Chicago Bridge & Iron Co. has about half a dozen tanks under construction at Aerojet. They are employing four brother Engineers in the plant.

Delta Construction, Brockman Excavation and Teichert are doing almost all of the dirt work that is being done at Aerojet.

H. C. Smith has had to lay off two of their three operators due to a lack of work.

Lentz Construction Co. has made very good progress on the dirt work on the Citrus-Sunrise Road.

A. Teichert has moved most of the equipment off of the project at Sunset City. At one time during the peak, there were 65 pieces of equipment going and 75 Engineers on the job. It was the largest number of rigs ever assembled on one particular job-site in the Sacramento area. Jim Church was in command.

Granite Construction also has 35 Engineers working on the same project with Al Veracrizen head man, getting the muck moved with a top-notch crew of brother Engineers.

Ince Brothers from the San Jose area are putting in all underground work, including water waste and drainage. This job takes a lot of service and time.

### WATER TANK

Chicago Bridge & Iron have the contract to erect an 8000-barrel water tank to supply the city.

Guy F. Atkinson at Emigrant Gap is working one shift on the excavation and two in the shop. Their crushing plant is nearing completion at Yuba Gap and will be producing aggregates at the rate of 500 tons per hour. Art Smart and Mark Barnes are the stewards.

Fredrickson & Watson and Granite have completed footings on several crossings on the Cisco Grove job without too much diffi-

culty, considering the close quarters on Highway 40, tourists, campers and fishermen.

Brights-Conley-Dennis have two shifts going on the excavating and mechanics. This is a rock job that only the old timers will survive on. Most of them feel right at home and enjoy the tough ones. Buck Darewit and Harlan Shackelford, the stewards, have the respect of the brother Engineers.

### SMOOTH JOB

Briggs-Conley-Dennis are going smooth with top Engineers at the controls of the equipment under the supervision of capable Engineer foremen. Two old timers are stewards here—Harvey Cline and Bill Gaines.

Riverbend Construction Co.'s job at Prosser Creek has quieted down with a crew of highball Engineers moving the muck at Prosser Creek. Bill Starks handles the steward end of it.

Clements & Co. have their dredge operating two shifts, supplying the aggregate plant at the rate of 1,000 tons an hour. The hot plant crew is getting plenty of time in, with a two-week backlog of orders. This crushing and screening plant is up to date and modern in all respects to produce 14 different types of material with no difficulty. Jim Bonney handles his duty as a steward and maintains good relations.

### WEST SIDE

Work on the West side is still slow. A. Teichert is almost ready to switch traffic over on the near side on Freeport Blvd. and start rebuilding the old site. Teichert was low bidder on the street and underground work at Yolo Port. This job was just under one million dollars.

N. P. Van Valkenburgh has started their pipeline job on San Juan Rd. That is quite a machine they have. They dig about 28 feet, lay the pipe and cover it up all in one operation.

A. M. Van Valkenburgh has a good sized job on Sutterville Rd., alongside Wm. Land Park. The brothers have a hard time keeping their mind on their work.

Wunchel & Small have a couple of pipeline jobs going in town. They keep a good crew going full time.

Over in Yolo county things are going along normally.

Fredrickson & Watson & Lew Jones have about one more month before they open the new side to traffic. Brother Wm. "Bill" Adams with a fine crew of blade and roller men is putting the finishing touches to the off-ramp shoulders.

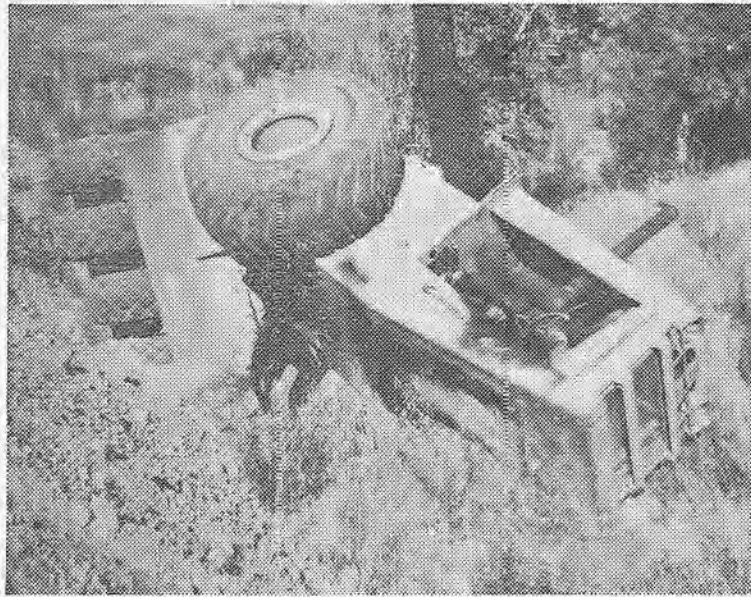
### STUDENT HOUSING

Alcan Pacific was low bidder for the next unit of the married students' housing on the Davis campus. This unit is supposed to be larger than the one now under construction.

A. Teichert & Son have small jobs all around Yolo County. Every street you start down in Davis and Woodland, you might run into some of their equipment.

All the rock plants in Yolo County are going strong. Madison Sand & Gravel moved their batch plant from Winters over to Highway 40. They expect to be there at least three years.

Harms & Sterling Concrete



**A LUCKY BROTHER** walked away from this one without injury. This electric pull, with a compactor behind it, came out of gear and the operator lost control. It happened on the Fredrickson & Watson job at Placerville.

Const. Co. are about 50 per cent complete on their pipeline job in Esparto.

The work in the Pollock Pines area is going good and most of the brothers are working. They are putting the steel on top of the big cement pillars on the Fredrickson & Watson freeway job. These big steel beams are approximately 135 feet long and weigh 19 tons each.

The Underground Pipeline are making very good progress and are keeping a number of our brothers happy with work. They also purchased a few pieces of new equipment.

### MOVING MUCK

The Case-Hood Pipeline and the Engineering Corp. are going very good; these jobs will finish up this year.

Peter Kiewit & Sons at the Un-

ion Valley Dam are still moving the muck. This job should be finished this year. It has been tough to find the right material to put in the dam.

The M & K Corporation at Camino are working on the powerhouse and are making good headway.

The Deeborn Co. are taking care of the penstock, and they seem to be working together very good.

Donald Drake is working on the powerhouse below the Union Valley Dam and they are going to set their own penstock for this plant.

J. A. Jones Co. are working on the Loon Lake Dam job. They are working a lot of our brothers, and this job will last till next year. Most of this work will stop for the winter, as this above the 5,000 foot elevation.

# A Significant Appointment

By A. G. BOARDMAN

Director of Education and Research

California Conference of Operating Engineers

Recently Matthew Tobriner was sworn in as Justice of the State Supreme Court, the first labor attorney ever appointed to that position in the history of the State of California.

Governor Brown, in appointing Tobriner to the State Supreme Court, again proves himself a friend of labor, for here is the meat of the nut as far as labor is concerned: labor can negotiate the best contracts, and get enacted into law the most favorable legislation — but it is all lost motion if the judicial branch of our government is hostile to the cause of labor.

American labor history is replete with defeats suffered at the hands of the courts after apparent victories won in the legislative halls. The courts long held that labor was a marketable commodity, and to organize with intent to improve the working man's wages and working conditions was a crime against the state.

The earliest legal case in American labor history resulted in eight leaders of the Philadelphia Bootmakers' Union being fined and sentenced to prison for the crime of forming a combination to raise wages. This occurred in the year 1806 and had a profound effect upon labor history for the next one hundred years.

The master employers and the dominant political powers have

repeatedly used the powers of the courts to suppress and prevent organization of labor in these United States. Government by injunction is the handiest weapon with which the government, at the behest of the employers, can strike down the efforts of the labor leaders.

The most telling blow was struck by the federal government in the struggle between the American Railway Union and the Pullman Company. Federal courts enjoined the leaders of the union from discharging their duties as officers and representatives of their membership. By this action they were able to break the union and win the strike.

It was not until the passage of the Norris-LaGuardia Act, restricting the power of the courts in issuing injunctions, that the labor movement was able to organize and bargain collectively with any freedom. During the few free years under the Roosevelt administration, labor made great progress; but again the oppressive Taft-Hartley and Landrum-Griffin Laws block labor's organizing progress.

So it is with no little pleasure, that we view the appointment of labor's friend to the California State Supreme Court.

# Vallejo Is Busy

By AARON SMITH

Work in Vallejo is still good, with most of the Brothers lousy.

Wunderlich Co. on Highway 40 has slowed down due to conversion to divert traffic. As soon as this is completed they will be back full swing. Wunderlich was also low bidder on the American Canyon road job in Vallejo.

Syar & Harms in Vallejo has numerous jobs in Solano county. Among them is their Leisuretown job near Vacaville. This is a senior citizens development, with golf course and other recreational facilities. Syar & Harms are currently putting in the underground and expect to start buildings within two weeks. Leisuretown will eventually have a championship golf course.

Syar & Harms also got the contract for the City of Fairfield Union Ave. improvement project, which includes street widening, sewers, etc. Cost is \$130,836.

### DREDGING

Utah Dredge started August 13 on the deep water channel from Rio Vista to Collinsville and should keep the Brothers busy for a least a year.

Oliver DeSilva is paving the Springs Road to Lake Herman road job in Vallejo. This should be completed in September.

McGuire & Hester in Elmira finished the first section of the Solano Irrigation District Canal, and are working on the second portion of this project.

Kaiser Steel is working three shifts.

Utah Dredge and Syar & Harms are started on a small boat harbor in Vallejo. Utah subbed the dredge portion to Shellmaker Dredge Co., and they are currently running two shifts and expect to go to three shifts. This job should run three months.

Pete Weber has an underground job on Broadway in Vallejo. Van Valkenberg also has an underground job in the same area.

### JOB RESUME

Gordon Ball, Syar & Harms, Macco Corp. job in the Vacaville area, this is freeway and is keeping many brothers busy, as is the Fredrickson & Watson Hess & Dubach freeway job at Dixon. D. D. Altermatt and H. M. Robertson on separate jobs in connection with the Solano Irrigation District Canal. Senator Trucking is busy with the subgrade on the Ball job. Pomeroy & Gerwick are beginning to show progress on the Napa River Mare Island channel bridge job.

### NEW CONTRACTS

Syar & Harms, for street improvement on Sutter St., Vallejo — cost \$92,630. Gilbert Const. Co., Castro Valley, for building Naval schools at Mare Island — cost \$208,500. George Slinson, Napa, for parking area construction at Napa County Airport — cost \$14,244; and reconstruction and construction drains and installation of curbs, gutters, and removal and relocation of fences in Napa — cost \$80,888.

Lee J. Immel, San Pablo, for 4.7 miles of two-layer to be graded and surfaced with asphalt concrete and aggregate base and cement treated base Dry Creek Road in Napa — cost \$580,685. G. & G. Pipelines, Hayward, for construction of storm drain in Austin Creek, Vallejo — cost \$83,950.



# Redding Area: Some Big Jobs Starting

By J. B. JENNINGS, S. N. McBROOME and TOM ECK

Diamond National were recently awarded an additional three quarter million dollars to be added to the new mill in Red Bluff. The prime contractor for this pulp operation is Warren Construction of Cincinnati. This project will take one year.

Kimberly Clark with its \$92 million pulp mill will get started some time in September of this year. This is a three year project.

August 29 a new job between the North Pit River Bridge to O'Brien on Hiway 99 north was opened for bids.

At last we have some information on the first stage of the \$92 million McCloud project that will be awarded September 6. The first two stages of tunnel work, Pit No. 6 and Pit No. 7, will start around October 1. This job is located approximately 11 miles east of McCloud, off Hiway 89. By the next issue we will know more about living conditions in and around this project.

## HIWAY 99 SOUTH

Work on the Red Bluff diversion dam is in full operation with Vinnell Co. of Alhambra. Fredrickson & Watson is making good progress on their 14 miles freeway at Cottonwood Bridge — Red Bluff city limits.

Stolte and Stephens got under way on their new bridge job at Cottonwood. This job will run for 19 months. The superintendent for Stolte is Paul Getshet.

Raymond Concrete is driving pile with Brother Sam Countryman at the controls. Brother Countryman has been a member of Local No. 3 for 20 years. Sam was thinking strongly about retiring — but since he has worked for Raymond Concrete for 12 years and at last is doing a job one mile from his home — he decided not to retire for the time being. This, as he puts it, is too good to pass up.

## HIWAY 299 WEST

The Scheumann & Johnson Co. are putting the finishing touches on the Spring Creek power house and penstock. This has been a good job, working rather steady through all sorts of weather.

Gunther-Shirley-Lane and the Lee Turzillo Contracting Co. doing the installations on the Spring Creek power house, the Clear Creek power house and the Trinity power house, will keep the bridge crane operators and compressor men as well as the concrete crews busy for some time to come.

The Spring Creek debris dam is going full blast on a two-shift basis. We understand Gibbons & Reed did not receive an extension of time on this job for time lost due to the laborers' strike. Consequently the six-day work week.

Winston-Green-Drake have ap-

proximately 61 of the Brothers on a three-shift basis, lining Spring Creek tunnels 1 and 2.

American Pipe & Construction Co. have kept a couple of Engineers going steady on the Rock Creek syphon even though this job is double-blocked till the tunnels are completed.

The Whiskeytown Dam being constructed by Gibbons & Reed Co. is going great guns. The dirt is on a two-shift, six-day basis, and the heavy duty repair gang on a three-shift basis. The company is pushing to get the bulk of the dirt in place by December this year.

The clearing of the Whiskeytown Reservoir by Fred Drayer of Paradise is about completed. This, too, has been a good job for a number of the Brothers as they worked right through.

## SUBS FINISHED

At the Clear Creek power house, Geo. W. Lewis Construction Co. will have a small crew busy for some time to come. Several other sub-contractors on this project have completed their portion of the work and are moving out, such as Ken Ward, Weismer and Becker. Ephrata Pre-Mix will have their plant operating on this job site until all the concrete is in place.

Slate, Hall moving along in high gear on their Highway 299 road job at Fawn Lodge. The company got quite a break when the state detoured traffic thru Lewiston. Otherwise it would have been one big mess trying to keep the road open for traffic, as this amounts to a widening job with a bunch of sliver cuts. The J. F. Shea Co. is doing the bridges on this job.

Geo. F. Lewis Construction Co. will keep a small crew busy for some time to come on the Trinity Fish Hatchery.

## ROCK WORK

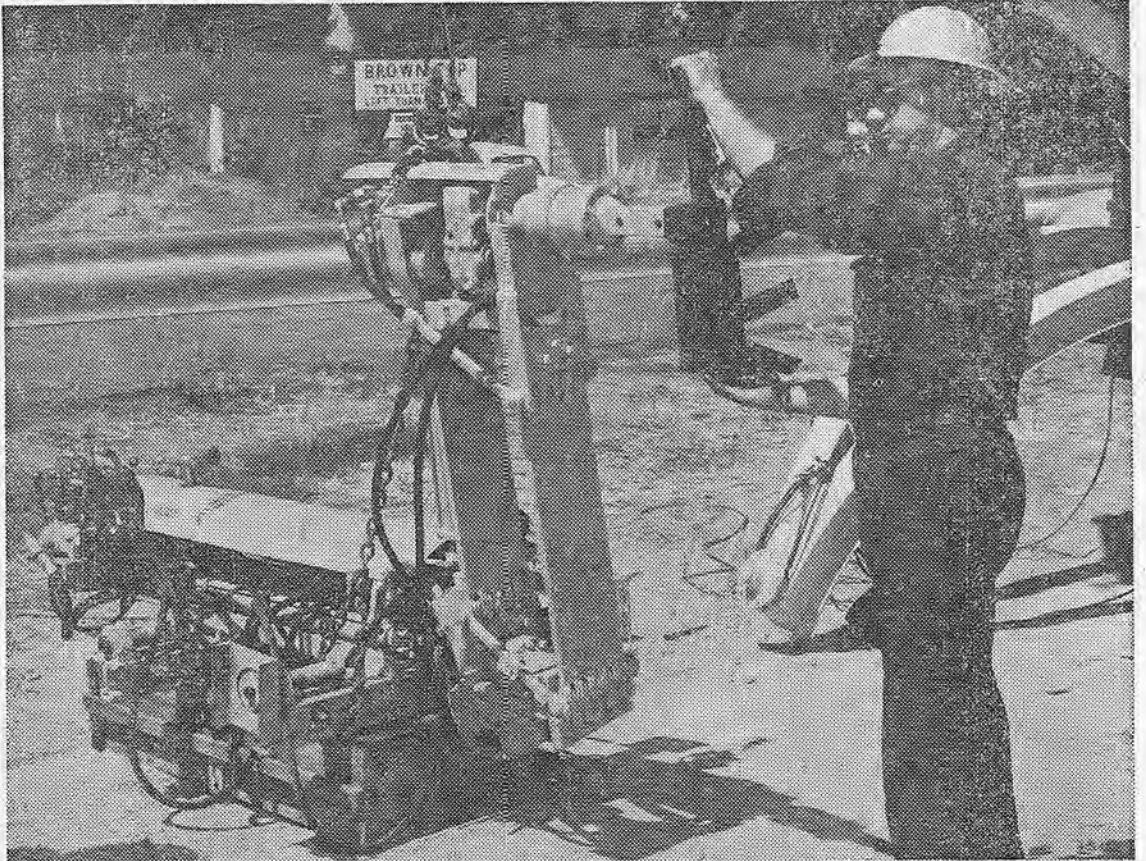
Gibbons & Reed is keeping 11 brothers busy on the Lewiston Dam. Mostly the batch plant crew and crane crews servicing the structure crews. The bulk of the dirt has already been placed on this job.

Trinity Sand & Gravel Co. have crushed all the rock for the Geo. F. Lewis Construction Co. Buckeye Creek road job and have moved their plant to a spot on the river east of Douglas City to make rock for the Fawn Lodge job. Trinity Sand & Gravel keeps a steady crew on their plants at Douglas City and Weaverville.

Ephrata Pre-Mix is setting up a plant at the Trinity power house to supply material to Gunther-Shirley-Lane and the Lee Turzillo Contracting Co., who are doing the installations in the power house.

Geo. F. Lewis Company is finally catching up on their Buckeye Creek road job. The Keswick-Clear Creek-Trinity transmission line being constructed by John M. King Co. is moving along. They lost a good hand when Brother "Woody" Behank resigned to accept a position as electric shovel instructor with the Guy F. Atkinson Co. for their project in West Pakistan.

Trinity Construction Co. is moving in on their new road job at Trinity Center.



**MACHINE AND INVENTOR:** Brother Bill Pool of the Redding area is the inventor of this device called the Rota-Mucker. It's a hydraulic-powered unit with free-swinging, four-foot arm and cutting blades rotating off a small "hand" at one end of the arm. The operator sets the unit for the size hole wanted, rigs it in place and flips the switch. As the blades whirl through the earth, crews jack the pipe into place behind it. The ground is a natural cradle for the pipe and no fill has to be added.

# U. of California Criticized

Organized labor, led by the California State Building Trades Council, is calling for a legislative investigation of the labor relations policies of the Board of Regents of the University of California.

The probe was asked in a resolution passed by the recent State Building Trades convention, which charged that the labor relations policies of the university lag behind those in private industry and even deny employees rights given them in various state codes.

Among the accusations made against the Regents are the following:

## ROADBLOCKS

"The University administration has thrown countless roadblocks in the path of its employees who are striving to choose representatives for dealing with the Administration on matters affecting their working conditions; this has been demonstrated most recently by the May 2, 1962 "policies governing relations with employee organizations," adopted without hearing or opportunity for discussion and containing unreasonable restrictions against unions, while putting unlimited authority in the hands of Campus officers to defeat organizational efforts of University workers, and

"The Regents of the University have continually and consistently denied University employees the right to authorize payroll deductions for employee organization dues, even though this right has been created by the Legislature and incorporated into the Gov-

ernment Code, and is honored by the State of California for its employees and by every other major political subdivision in California, and

## DEFY GOVERNOR

"The Board of Regents has deliberately gone against the wishes of the Legislature and the Governor by amending its retirement policies for its non-academic employees so that thousands of low-paid university employees will be unable to secure the advantages of Social Security coverage."

A. G. Boardman, director of

education and research of the California State Conference of Operating Engineers, in spreading the text of the resolution for consideration and action by Engineers organizations in the state, added this comment:

"The Nuclear Energy department long ago became big business, and anyone who has experienced the run-around dealt out by the Labor Relations department of the university, will endorse this resolution. This resolution should be followed through with a concerted drive for action."

# Labor Seeks Shorter Week

The AFL-CIO has launched a major drive for a shorter work week as "one certain answer" to the persistent problem of chronic unemployment in America.

The federation's Executive Council, meeting in Chicago, adopting a detailed resolution launching the drive for a shorter work week without a reduction in take-home pay on two levels: legislative action to change the Fair Labor Standards Act to provide for a 35-hour work week and double time for all hours over 35, and a "greatly intensified" effort by affiliates to win a shorter work week at the bargaining table.

To implement the program the council created a special committee to direct the drive for a shorter statutory work week including

drafting of amendments to the wage hour law, to insure introduction of the amendments and "to press vigorously for their enactment."

It also established at AFL-CIO headquarters a task force to aid all affiliated unions in collective bargaining on shorter work weeks as well as to help in the legislative campaign.

AFL-CIO Pres. George Meany said the basic aim of the campaign is to achieve full employment in the United States. He commented in reply to a query that "a considerable amount of slack" now in the economy would be taken up and that the nation would not have as many unemployed if the 35-hour work week without reduction in pay were in effect now.

# Deaths

Name	Initiation Date	Died
James M. Williams, French Camp	8/ 6/49	7/22/62
Charles F. Proctor, San Pablo	10/ 1/55	7/23/62
Jack D. Cyrus, Lovelock, Nev.	6/ 1/57	7/ 4/62
James Olin, San Jose	3/ 2/46	7/25/62
Edward Wills, Livermore	1/26/38	7/25/62
Leon B. Cerveau, Berkeley	12/ 7/57	7/29/62
Charles L. Harris, No. Sacramento	5/19/39	8/ 2/62
C. A. Carlson, San Francisco	12/ 9/12	7/25/62
Charles E. Perry, Sunnyside	1/ 5/57	8/13/62
Emmett L. Kelly, San Pablo	1/31/41	8/13/62
J. M. Bean, Auburn	4/ 7/51	8/18/62
Ernest Ellis, Loleta	6/ 6/42	8/ 6/62

## Canadian Program

A broad program to protect workers adversely affected by automation, tied in with full employment and a planned, long-term expansion of the public sector of the economy, was adopted by the executive council of the Canadian Labor Congress.



# San Jose: Busy In All Sectors

By A. J. HOPE, W. H. DAVIDSON, G. L. MOORE, and J. N. HALL

Work in the San Jose District is in high gear, with the various types of construction work in evidence everywhere.

Gibbons and Reed are making good progress on the Junipero Serra freeway with a large crew of "high-gear" Engineers under the capable supervision of Ed Jolley, project manager. Paul Jolley and Chris ("Chuck") Trawnsin doing the shifting. Richard Weyer is foreman on the excavation for the pipe and structures. This job got off to a good start with two-shifts but had to cut back one shift after three weeks because of the close quarters they had to work in. This job will be of some duration.

A. J. Raisch Paving Company have several large jobs going in the area. They are completing work on their clover and overpass on Tully Road. They have a crew on the improvement of Kiley Street in Santa Clara, the approach to the new Kaiser Hospital. Norman Gates is the foreman on the widening of 4½ miles of Highway No. 9 near Saratoga. Buck Funderburk and Leonard Miller are on the blades, and Brother Keith Hayes is operating the loader. When completed this road will eliminate some traffic difficulties.

## DIVERSITY

On Highway No. 101 South, Piazza Paving is widening and paving from San Jose to Morgan Hill and nearing the finish. This firm is also busy on the San Jose Airport, grading and paving the strip and access roads. They have completed the structures on the Curtner Ave. and Stone overpass and are now bringing in the base material. In addition to their hot plants and crusher plants, they are busy in several sub-divisions.

The C. J. Woods and Louie Nisich crews are excavating at United Technology Plant for new buildings.

Oscar C. Holmes was low bidder on a \$95,955 flood control project on Pentencia Creek in Milpitas. They are putting the finishing touches on their bridge job on Kiley St. in Santa Clara.

Early-Stolte and M.K. are progressing on the structures at the San Jose disposal plant and presently are employing about 35 Engineers.

Freeman Paving are busy on their road job extending from Bayshore in Santa Clara to Agnew. They are putting in the fill for the railroad crossing.

McGuire and Hester started laying the black top on El Camino Real, near Stanford, and are working on California St. in Mt. View.

Alcon-Pacific and Ceccotti and Son have the cement work on the new dormitories and living quarters at Stanford.

## STREETS

Sondgroth Bros. are busy in all sections of the district. They were low bidder on a \$133,589 contract for street improvements in Palo Alto and have numerous subdivisions under way, also improvements on trailer courts in Milpitas.

Work has started on 6½ miles

of Highway No. 17, between Summit Road and Scott's Valley. L. C. Smith Company was low bidder for reconstruction of the existing four lane highway and resurfacing portions of the road. Traffic will be restricted to one lane during the week.

Granite Construction was low bidder on State Hiway work from Watsonville to Rob Roy Junction. This job will consist of 7½ miles of asphalt concrete surface and drainage repair. The bid went for \$191,826. Granite also got the road job between Porter Gulch Road and Estates Drive, east of Soquel for \$96,989.

## HARBOR

Granite's quarry at Davenport is in full swing. Fred Tucci operates the 71-B shovel with brother Howard Rolfe as oiler. Brother Rockwell is the Super on this Quarry. Wally Kramer is on the loader, Burl Borden on the dozer, master mechanic is Wes Ball, Dick Blaney the mechanic and Bob Beady the mechanic's helper. Welders are Bill Rainer, Milton Cook and Bill Gribble. Brother Cook operates the Compressor.

Granite Construction are making good progress on the small craft harbor at Santa Cruz. Don Granger is the shifter on this job, with Brothers Ralph Thompson, Orville Smith and Troy Turley doing the operating and Norman Smith and Ollen Turley oiling.

Work in the Monterey area is very good. Fruin & Colonn were the low bidders on the Navy jet propulsion building; this bid went for over \$2,000,000. Norman Engineers are doing the clearing and excavating on this job.

Madonna Construction are still moving dirt on their Bradley job. They are having trouble getting compaction due to much unsuitable material. They have about 1,000,000 yards to move.

## LG's First Three Years

The Landrum-Griffin Law was passed in 1959 because of scandalous headlines about corruption in the labor movement.

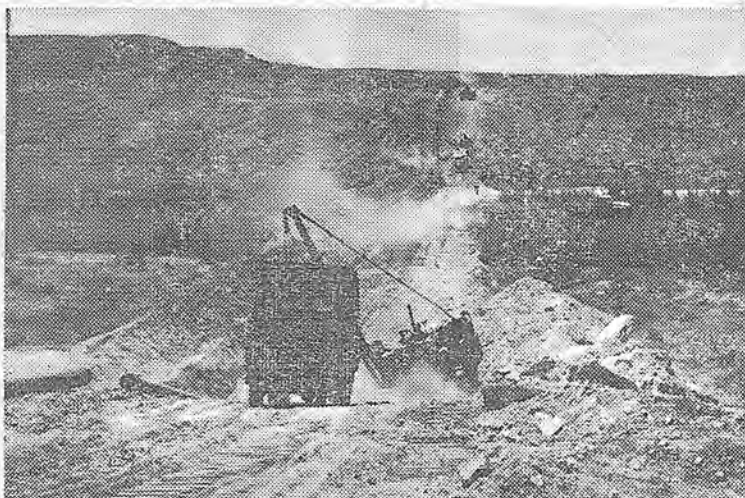
Recently, Charles Donahue, chief legal officer of the U. S. Labor Dept., summed up for the American Bar Assn. convention the result of three years' close scrutiny of unions:

Only 60 cases of "substantial irregularity" have been found among the hundreds of thousands of officers of the 52,078 unions in the U. S.

Donahue said union officers are neither more corrupt nor more dictatorial than bank, corporation or government officials. He added:

"Virtually all the evidence indicates that labor leaders are, in general, at least as responsible and reasonable in their bargaining demands as the rank and file.

"If democracy has been getting weaker within some unions, it is much more because of the members' lessening interest in the union affairs than because of the occasional instances of strong-arm union leadership."



**SMALL BOAT HARBOR** at Santa Cruz is rounding into shape, under skilled hands of the Engineers. Granite Construction has the job. ABOVE: Orville Smith is the operator and Norman Smith the oiler on this 1205 Lima. RIGHT: Troy C. Turley is the operator, and Ollen Turley the oiler on the pile driver.



## Apprenticeship Has A Long History

What is an apprenticeship program? This is a question asked by many of our members. This article is written in an effort to answer that question.

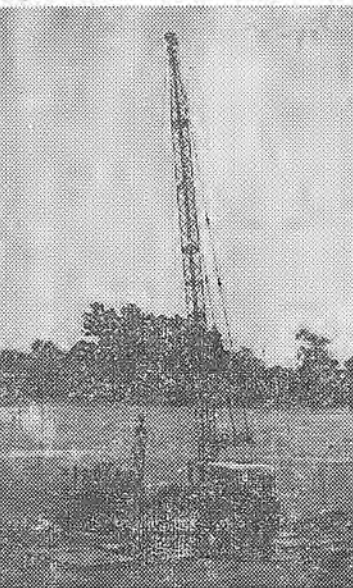
Apprenticeship, as it now functions, is a system of education in which the learner masters a skilled craft through a combination of supervised work experience on the job and study of the technical aspects of the craft through laboratory and classroom work provided by the school in cooperation with the apprenticeship program.

This close cooperative relationship of management, labor and the public school has become a characteristic of apprenticeship. A careful study of historical records indicates that since earliest times — in fact as far back as 2100 B.C., in one form or another — apprenticeship has been the chief method of educating the young. The relationship between father and son is the basis for apprenticeship as an educational institution.

Other historical evidence is available to indicate that apprenticeship was the chief means for educating craftsmen in ancient Greece, Rome, and Egypt. The work of the craftsmen of that time still stands unsurpassed to this day.

Starting in the 13th century, the handcraft era of manufacturing began to flourish in Europe. The outstanding feature of industry during this time was the craft guild.

The guilds were associations comparable to a combination of our present day trade associations and trade unions, as both employers and employees were required to belong. Apprenticeship was the means by which a youth learned a skilled craft, and the only way in which young men could become apprentices was through one of the guilds. The guilds set up standards of ethics and workmanship.



## Redwood Empire Is Happy

By WARREN LE MOINE and RAY COOPER

The fog rolls in, four inches of rain pours down on us the first week of August, the tourists keep crowding you off the highway—but we are still happy and easy to get along with.

Why? Because our out-of-work list is down and we have our brothers working, due to several small contracts that have been let in the area.

Burchett & Good, out of Virginia City, Nevada, was low bidder on the Ruth Dam project. This job consists of refinishing 25 miles of road around the dam—working 6 days, 10 hrs. Relations with this contractor are very good and we are glad to have them in our area.

Al Dorris is steward on this project and is doing a fine job. David Gilmore is working as foreman. Brothers working under Dave are: Joe Gahart, Ray F. Morgan, Andrew J. Bevans, Alford Dorris, Darrell Harrington, Ray Monteith, Bob Melick, Ernest Waters, W. J. Napier, H. E. Lutzow and Ed Murphy.

Morrison-Knudsen at Hazelview mountain has finished the grading on their six miles of two-lane mountain freeway and approaches to the Collier Tunnel.

Mercer Fraser Co. has moved in on this job, laying the base rock, C. T.B. and asphalt concrete. They also were low bidders for resurfacing 1.1 miles of existing highway at the Oregon state line. This will keep about 35 brothers busy for the rest of the year.

Morrison-Knudsen at Phillipsville are under way with one of the three bridges. The pumps are running seven days and three shifts with Allen Porter on days, E. E. Atkinson on 2nd shift and Sandy Parks on the 3rd shift. John Hyde and John Kiper are on the N.W. dragline this is a pair to draw to. Tiny Hustead and Jim Mangume are on the 54B and on the Lorain are Dick Jutten and Don Campbell. Howard Nelson is foreman on this bridge job.

Interviews the highly skilled journeymen in our class of work whom they feel will make the best instructors, then refers them to the school authorities who in turn interview them for their ability to serve as instructors. The instructor must then attend a course of study approved by the school authorities. Upon completion, he will be issued a certificate to instruct. In this way we are getting men from our industry who are highly skilled in our craft work and who also have the ability to teach the classes in their school related instruction.

The on-the-job training is under the employer's guidance, in accordance with the apprenticeship standards, but the actual instruction is under the journeyman craftsman in the classification in which the apprentice is to train. He may have many different journeyman instructors by the time he has completed his 6,000 hours of on-the-job training.

Free public education was unknown in the Middle Ages. Only the nobility and the wealthy were able to educate their children through private schools. The children of the working class obtained their education through apprenticeship.

Now into our present day apprenticeship program is introduced on-the-job training and classroom instruction.

On-the-job training, the lecture or classroom method, and job rotation are the main methods used. On-the-job training is the principal method, being used by 98 per cent of the companies.

Benefits of a training program are many, the main one being greater employee efficiency. Other benefits include better morale, reduced operating cost, reduced turnover, improved quality of work, better understanding of employers' policies and procedures, and the existence of a trained manpower pool.

Training our new members is a continuous thing. New members must be trained to become productive members. As new machines, new methods and new materials are always being introduced, old members should also be re-trained to increase their ability and effectiveness in order to enable them to maintain steady employment.

The best way to accomplish this is to have a formal type of program, such as classroom technical instruction, as well as on-the-job training. The reason that this is so necessary now is because of the tremendous responsibilities of our members, both human and financial, and the lack of experience of the new men.

The classroom technical instruction is the responsibility of the various school districts, who work very closely with the J.A.C. Committee, which acts as an advisory group to the school.

The J.A.C. Committee first in-



# Marysville Is Not the Promised Land

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

Word of the bidding and awarding of the contract for the construction of the Oroville Dam has brought a flood of inquiries for information as to when it is to start, need of men, etc. While there isn't much information available at this time, the following is a brief outline of what we know:

The successful bidder, at a price of \$120,863,333, is a combine called the Oro Dam Constructors. This combine is composed of eight firms as follows: Oman Construction Co., Nashville, Tenn.; Codell Construction Co., Winchester, Ky.; R. P. Farnsworth and Co., New Orleans; R. B. Potashnick, Cape Girardeau, Mo.; Wright Contracting Co., Columbus, Ga.; McDowell Co., Cleveland; Hardaway Contracting Co., Columbus, Ga.; and Merritt, Chapman & Scott Corp., New York City.

Oman Construction Co. will be the sponsoring contractor under the direction of Mr. Rodney Mims, who will be the project manager. Frasier-Davis is the subcontractor on the additional diversion tunnel and is scheduled to start very soon, according to Mr. Mims. As this company is already driving the first diversion tunnel and also because we haven't had a chance to talk to them, we haven't any idea of how they intend to proceed, how much of an additional crew they will need, if any, or, if you come right down to it, when they intend to start.

Continental Drilling Co., will be the subcontractor on the drilling and grouting. Their plans and the scope of their work are unknown to us at the present time. All we know is that a non-union well drilling contractor came into the office and wanted to know if he could subcontract part of their work and work his crew under a permit, and he was a little vague of what he wanted to do or what he had in mind.

The civil engineering included

in the contract will at first be subcontracted out to some union firm, and this will not, in all probability, create any additional work. Later the company will build up their own crew for this work. We also know that a lot of this type of work under the water resources board is done by the board, so we don't know how much work of this type will be involved.

In the first preliminary meeting with the company we were told very frankly that there were a lot of problems that they hadn't worked out. That they had not decided what methods they were going to use. All that we can tell you at this writing is that those officials of the company that we have met seem to be very fine gentlemen and, if we can judge by their demeanor and statements, should prove a pleasure to do business with.

The job will start out on a one shift basis (except the tunnel) and later will be increased to two shifts. The work week will be five days and forty hours. The work to start with will be some civil engineering work under contract and the erection of the necessary office, warehouse and other buildings for a project of

## MAIL AND CHECKS

The Marysville office is holding checks for the following. Will the Brothers please pick them up?

Maurice Bouzer

Joe J. Rodgers

Charles S. Elan

M. H. Barton

W. F. Neukam

Also Marysville is holding mail for the following:

Isaac Richard Pierre

Harley Stover

J. C. Coburn

this type. As far as we can see there is no immediate likelihood of any great demand for operating engineers.

## WORD TO THE WISE

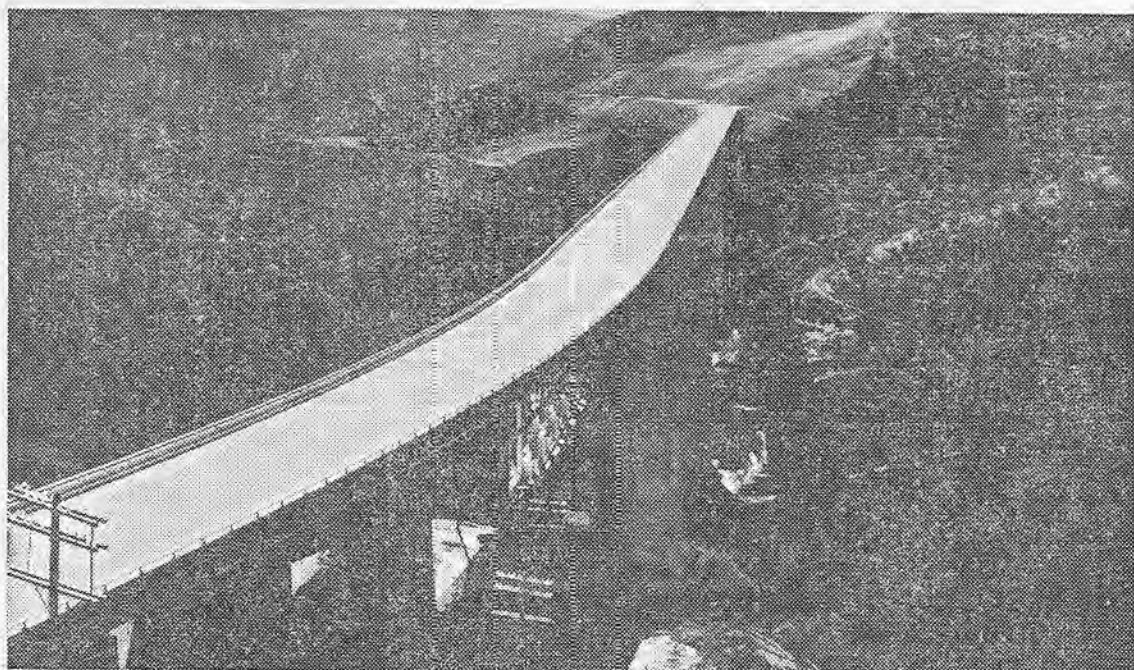
There is still a long "A" list in the Marysville office, and with some of the work now going coming to a close, this list will get longer. So, unless you can afford a long wait, we would not advise you to come into this area in the hope of a good long job on the Oroville Dam.

You know most anything can be weakened by dilution, whether milk or something stronger, and so it is with the employment possibilities in this district. Too many on the out-of-work list is going to reduce the possibilities of any good jobs for all. So don't come in, phone first, and don't, please don't, quit some other job in some other district and come in with the idea of going right to work. Chances are you will be disappointed and lose money. Besides if you do get on, it won't pay any more or be any more hours.

If the need develops, you will be the first to hear about it. The above has been addressed to those in Northern California and Northern Nevada. It goes double or triple for those of our friends out of the area. Believe us, that "C" list is a cold place to be, and it doesn't look like we are ever going to get down that far.

## ALCAN STARTS

Alcan Pacific Co. is off to a good start on the housing project in Yuba City. This is a big job as these jobs go. Subs are Teichert, using Row Mathews and Brother



**CEREMONIES** opening the new section of Hwy 40 Alt. around the Oroville Dam Reservoir site were conducted recently in the middle of this new \$9 million double deck bridge, one of the principal features of the new section of highway. The bridge spans the west branch of the Feather River 12 miles northeast of Oroville. The bridge is 110 feet above the West Branch, Feather River, arm of the reservoir. Its upper deck will carry auto traffic and the lower deck the rerouted Western Pacific Railroad tracks. Two remaining links are under construction.

Charle Lloyd's equipment, and Van Valkenburg. Baldwin Contracting Co. is keeping quite a few of the brothers busy at the new Yuba College, in their shop and plant in Marysville and plants and road jobs at Hallwood.

Macco finally moved more equipment in on that company's transmission line job near Colusa. A. Teichert & Son is setting up a new district with headquarters in the old Lester Rice office in Yuba City and have picked up a lot of small jobs in the neighborhood. Latest is paving and widening nine miles of highway 40-A between Tudor wye and Maggi's Corner.

A newcomer to this area, Robert Enright of El Segundo, picked up a small job south of Williams on 99-W. Boun Construction Co. is still plugging away on their two highway jobs near Willows. George M. Brewster & Son on the Black Butte Dam have finally kicked off on two shifts during the past month. Spencer Robinson is making good progress on his access road job to the Black Butte Dam.

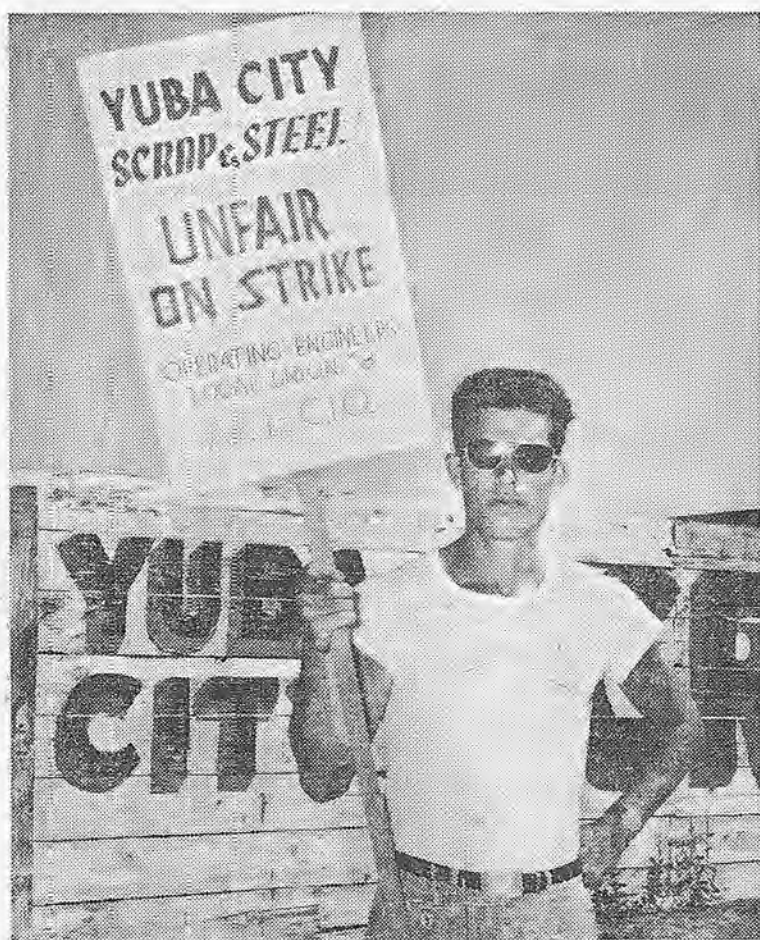
Monty Brown of Redding has about finished up on his road work near Corning. H. Earl Parker is off to a good start on the levee job at Mud Creek near Chico. He has about 200,000 yards of dirt to move. Peter Kiewitt Sons has started the repair and refinishing of the silo in which the explosion occurred on the Chico missile base, about six months work for the brothers on this one.

L. A. and R. E. Crow at Forest Ranch is in the finishing stages. Kaiser has started clearing and building detours in their job in the same neighborhood.

## ANTELOPE VALLEY

Fadel and Granite Construction Co. have started that joint venture's almost \$3 million Antelope Valley Dam job. Morrison-Knudsen is off to a good start on their job at Lake Almanor. Harms Brothers, Isbell Construction Co. and Sandkay Construction Co. are making good progress on their jobs at Portola, Frenchman's Dam and Gold Lake, respectively.

Coming south, O. P. C. is working real hard to finish up all or most of the Wyandotte Project this year. Williams & Burrows are back in gear again and going great guns on the Virginia Ranch Dam.



**YUBA CITY PICKET:** Local 3 pickets have been parading at Yuba City Scrap & Steel Co. since Aug. 7. Shown is Brother James Marsh; others sharing picket duties are Brothers James F. (Tex) Archer and Claude Hively. The members involved voted to strike August 3 after negotiators advised them there seemed no use continuing talks which had dragged on, with numerous employer delays. In addition, the union charged that one of its members was fired for union activity. At issue are the union shop clause, wages, paid holidays and Health & Welfare. The senior partner of the firm has been active in "right-to-work" circles and refused to consider any form of union security.

## Tragedy: Last Shot of the Day

It was to be the last shot of the day, and from where the driller foreman stood he could see the whole area, but when he walked over to signal for the detonation he no longer could see everyone. About this time Brother Charles Miller, crane operator for Baldwin Contracting Co., had pulled up for the shot and had just got down out of the rig, according to reports.

Suddenly, the explosion. Charlie saw the rock coming and was diving underneath the rig when he was hit. His left arm was badly shattered, and his right wrist broken. When Charlie was noticed, one of the other workers remembered that the driller foreman had a can of cold water on him and ran over to where he was to get it and found that he had been struck in the head, his neck broken and apparently killed instantly.

He was Brother Jewell Allen, a member of the Laborer's Union and the father of Brother James Allen of Local 3-A, an oiler employed by George M. Brewster & Son on the Black Butte Dam.

## Pensions

### REDUCED

Name	Effective Date	Name	Effective Date
Bell, R. F.	9/62	Long, W. T.	7/62
Bolt, J. C.	11/62	Monroe, R. L.	10/62
Elston, J. W.	11/62	Morzenti, J.	9/62
Fachner, D.	8/62	Silva, J. E.	8/62
Idle, V. E.	10/62	Sullivan, J. E.	10/62
Jacobus, F.	9/62	Todd, B.	10/62

### EARLY RETIREMENT

Cash, D. L.	11/62	Wyman, F. J.	10/62
Conyers, G. C.	10/62		

### DISABILITY

Foley, V.	6/62	Walker, F.	3/62
Hoppe, T. W.	7/62	Wooten, J. A.	6/62

### BASIC

Reese, J. A.	7/62	Root, G. A.	8/62
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# ENGINEERS NEWS

STATIONARY ENGINEERS LOCAL 39 OPERATING ENGINEERS LOCAL 3

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## King for a Day

THIS IS THE MONTH we get our annual pat on the head. And it's got to last all year.

We're talking about Labor Day — the national day of recognition of organized labor.

It seemed like an historic achievement near the turn of the century when the efforts of Peter J. McGuire, Carpenters union leader, and other early-day unionists led to setting aside of the first Monday in September as labor's national holiday.

Here at last was a grateful nation's tribute to the strength and dignity of organized labor and its contribution to the national well-being. Here was recognition of labor's role as a full partner in America. Surely this must be the dawn of a new and wonderful era for organized labor.

\* \* \*

IN THE DECADES that followed, Labor Day was indeed the high point of the year for union people. They paraded in massed ranks with their banners and brass band up the main streets of our major cities. They came together as union groups for picnics and outings all over the land. If the dream of real year-round recognition and partnership still eluded us, Labor Day was at least a day for organized labor to renew its self-awareness and its dedication to its economic and social tasks.

\* \* \*

IN SEPTEMBER 1962 it's worth taking a somewhat wry look at what has happened to labor's national holiday ... and its national image.

Labor Day is a bigger holiday than ever because everybody has taken it over. But it's all things to all men and has almost lost its original meaning.

It's become the Great Divide that marks the end of the vacation season. For the young it's the day that marks the end of summer freedom and the start of classroom servitude. For the bankers, brokers and all the rest who never packed a union card — as well as for most workingmen now — it's simply the occasion for another long weekend, for a scurrying out into the countryside on wheels and another shuddering toll of highway carnage.

In a diminishing degree, Labor Day is still the occasion for annual statements by various elected officials, for sermons in some pulpits and now and then a stray newspaper editorial. There are dutiful words about the importance of free labor in the U. S., timed for one holiday Monday.

\* \* \*

AND THEN COME the following Tuesday and the rest of the days of the year; and the few glowing words of tribute are drowned and obliterated, and it's open season again.

Then there resumes, as though it had never been interrupted, the anvil chorus of smears and detractions that has been aimed at the union movement in increasing degree during these past years.

The National Assn. of Manufacturers can go back to campaigning for more so-called "right-to-work" state law strait-jackets for unions. The high-priced and potent Madison Avenue public relations outfits can go back to building up the image of "big labor" to obscure public awareness of the growing power and arrogance of big business.

Headline-hunting Congressional committees, can, with the assistance of a hostile press, magnify the few bad apples in the labor barrel until they seem to many the total image of labor and its officials. Price-manipulators can cry about high labor costs while their cost factor due to labor actually goes down and their profit margins reach all-time highs.

Everybody can get into the act, and organized labor is the favorite whipping-boy.

\* \* \*

WELL, what's there to complain about? They said a few nice things about us on Labor Day, didn't they?



## Consumer Advice

# Shopping School Clothes

By SIDNEY MARGOLIUS

Parents often are shocked by the high prices of some children's clothes, especially shoes, and often disappointed in the quality. Some stores charge almost as much for children's shirts, dresses and shoes as parents pay for their own.

Careful shopping for back-to-school clothes this September can save you both money and subsequent drudgery. Especially in these days of discount and other self-service retailing at low prices, you yourself need to know how to tell durable, well-constructed garments from the poorly-made ones that will wear through quickly, get baggy, soil more readily, and split at seams.

In general, always examine materials for firm, close weave. In wool and wool blends also look for resiliency; in cotton knitwear, for elasticity, especially around collar and cuffs. Especially avoid T-shirts and other knit garments with thin spots that will wear through soon, or that are loosely knitted. In all garments, look at the labels for colorfastness and shrinkage guarantees.

You may have seen some cotton shirts and other garments labeled "combed cotton." This is stronger and smoother than ordinary cotton. "Pima" cotton is a high grade of combed cotton.

Simplicity of style, especially in children's dresses, is another important factor in saving you money and household work. "Sister fashions," fussy ruffles, bows and spurious waistlines (little girls really don't have one) divert your money, add to the work of laundering and often are a nuisance to the child. In boys' slacks the exaggerated narrow styles that are a current fad, are more difficult to put on, and strain materials and seams.

You also have to be careful to fit, since manufacturer's sizes vary. Too, sometimes children take one size in one type of garment, another in another type. You have to be especially careful about fit in the new self-service discount department stores, where shirts and other garments often are prepackaged and cellophane-wrapped. Size is a particular problem in slim-hipped Western jeans. In tee shirts, you can expect even superior ones to shrink as much as five per cent, and poorly-made ones up to ten. Tee shirts especially need to be bought roomy, or even a size larger.

In addition to fabric quality, design and size, take a good look at construction.

Better-made garments are cut roomier. You can lay one brand against another and notice differences. Skimpily-cut garments put more strain on seams and materials.

Also notice how much wider the shoulder seams of well-made tee shirts are than those of cheap ones. Always look for generous seams in any

children's garments, to avoid strain and for future letting out.

Seams should be flat and stitched closely, evenly and securely with strong thread. Edges preferably should be overcast to protect against raveling. Generous, overcast seams are especially vital for wash-and-wear garments made partly of synthetic fibers like Dacron or nylon, since synthetic fibers are slippery and tend to slip or unravel at seams.

Look for bar-tacking, taped seams and other reinforcements at such points of strain as placket ends and under arms of dresses; pocket corners of trousers; shoulder seams of tee shirts.

Buttonholes should be closely bound so they won't tear easily with a child's rough handling.

**CLOTHES THAT GROW:** Parents may find a saving in clothes that grow with the child. For example, the "Add-A-Cuff" slacks can be let down simply by snipping a couple of threads. So can the "Grow-A-Size" creepers for age one to two. "Gay Sprites" garments have seams that can be opened to reveal another seam, and pleats that can be let out to lengthen sleeves. But even without these special devices, look for hems, seams and cuffs generous enough to allow for letting out, and for roomy armholes so the child will have freedom of movement as he grows.

**CHILDREN'S SHOES:** The shoe problem is toughest. The nationally-advertised brands like Stride-Rite, Buster Brown, Little Yankee, Weatherbird, Peters, Jumping Jacks and so on, provide high quality, careful fit and a wide range of lasts and sizes. But they often cost \$8-\$11 nowadays (Buster Brown is a little more reasonable than some of the others).

In comparison, children's shoes sold by chain stores are \$5-\$7. The chain-store shoes are likely to be medium to good quality. But the real difference is in fitting, sometimes more hurried at the chains. The large national shoe chains considered to offer particularly good values include Thom McAnn, Kinney, J. C. Penney, Miles, Father & Son, and the retail stores of the large mail-order houses.

The fast-spreading discount department stores often are lowest priced of all, in fact, some of the large, moderate-price chains operate the shoe departments in discount stores and charge 10-15 per cent less than in their own stores.

**FOOD BUYING CALENDAR:** After a summer of high meat prices, both beef and pork are getting cheaper. Turkey supplies are still large, making turkey an outstanding buy. This is the season to switch to medium and small eggs instead of large. The record pack of frozen orange juice is another current food bargain.

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# San Rafael Hits Peak

By T. J. STAPLETON

Work in the North Bay area has just about reached its peak, and our out-of-work register is at the bottom in many classifications.

Luhr-Wendt job at Bel-Marfn Keys is trying to move the mud a new way on their 3,000,000 yard job, a John Deere with Chevron elevating scraper.

Brown-Ely is laying select import for the streets and using two operators.

M.G.M. Const. is using five engineers on the underground work.

Palmberg Dredging is widening the Novato Creek and at this time working two shifts with 10 men.

## STREET WORK

O. C. Jones was recently awarded the second phase on Paradise Drive at Corte Madera for the street and road work at a cost of \$57,406.

Syar & Harms still using approximately 23 men between their Marin City and Novato High School jobs. They are moving the dirt for Lee-Mac Paving.

Ghilotti Bros. job about completed at the Golden Gate Bridge approach. They are still employing engineers throughout the area on numerous jobs.

E. T. Haas is working crews in Corte Madera and Larkspur, using, approximately 10 engineers.

O. C. Jones also working three men at the Safeway store in Novato.

## LANDSCAPING

Watkin & Sibbald at Vista Point—Golden Gate Bridge, putting in the landscaping for the sightseers.

Bobo's is still going strong—has just purchased another Pull, keeping his crew busy in Novato.

The rock, sand and gravel industry has slowed down quite a

bit, but is looking forward to a big run later in the year.

Dredge work in the area is about nil.

## CHISELING

In the past few months, we have found quite a number of employers in the area paying straight time for overtime, and not paying the proper amount into the Health & Welfare and Pension Funds.

The sad thing is that not only is the employee giving the employer money to work, which in some instances runs as high as \$100 per week, but he is also not getting the right amount paid in on his Health & Welfare and Pension.

Some of these individuals who have been working cheap are the first to complain about the Health & Welfare benefits. Four or five dollars per month that isn't being paid would if paid ultimately increase the benefits.



**THIS HAPPY CREW** is going great guns on the Latipac-Perini job at the swank Peacock Gap development at Marin Bay. Bottom row: H. G. Hillebrand, Cliff Johnson, mechanic, A. Bess, O. R. ("Buck") Buchanan, Bud Hall, Sil Mondot, foreman. 2nd row: Al Vorhies, Chuck Chandler, Otis ("Ozzie") Wilbor, Rocco Poncetta, Ken Shaffer, Jim Cavit. Back row: Harvey Roberts, Ed Dorsett, Chas. Snyder, Joe Holbrook, John Furtado.

# SWAP SHOP: free want ads for Operating Engineers

## FOR SALE

**TRAILER**, 1960 Paramount Provincial, one bedroom, occupied by older couple, no children. Sell or trade equity, 3 1/2 year balance on contract. Gerald D. Doering, 4771 E. Orleans, Fresno 2, California. Reg. No. 425049.

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

**40 ACRES**, Lassen County, 1 1/2 miles east of Wendell. Fenced, cleared and level. 3-room house, well, electricity. C. L. Syth, Box 46, Wendell. Reg. No. 425040.

**PUPS**—English Setter, Show quality. Six months old. All shots. AKC registered. Frank Wallace, Redwood City. Phone EM 9-7807, Reg. No. 862090.

**TRENCHING MACHINE**, 110 Cleveland. Digs 18 to 24" wide, 5 1/2' deep. \$3500. Write: James Hiner, 415 Imperial, Modesto. Phone: KE 7-3572. Reg. No. 328847.

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

**VIEW LOT**, Cold Springs, Sonora Pass Vacationland. On county road, 1/4 mile to Highway 108. Dodge Ridge 7 miles; Tuolumne River, 2; Stanislaus River, 5. Water, electricity. Write: J. O. Atkinson, Box 511, Twain Harte, Calif. Phone, JU 6-3828. Reg. No. 386417.

**MOBILE HOME**, 1959 Columbia, 42 x 10. Wall to wall carpet. Sell equity. William Dorresteyn, 1153 13th St., Space 2, San Pablo, Calif. BE 5-7777.

**UTILITY BODY**, all steel — for 1/2-ton pickup. \$100. Mervin A. Gowrie, 3809 Merrily Way, Sacramento 21, Calif. IV 3-5801. Reg. No. 985731.

**PUPS**, American Bull terriers. U.K.C. Registered. Bred right for wild boar hunting. Sell or trade for anything. \$75. Phone 2-2862. Clement J. Sequeira, 335 Eastman Lane, Petaluma, Calif. Reg. No. 1043710.

**POWER UNIT**, Hercules, 6 cylinders, 92 hp, twin disc clutch, \$400. George H. Ray, 1669 LaBonita Way, Concord. Reg. No. 594296.

**SOCKET SET**, P&C 3/4". Sockets from 7/8" to 2-1/8". P&C Open End WRENCH SET, from 7/8" to 1-7/16". Walt Gano, 902 Del Paso Boulevard, North Sacramento, Calif. Space 64. Phone 925-3645. Reg. No. 687-337.

**DOG**, German Shorthair Pointer, 18 Mo. Female. Not registered, but Champion Stock. Well Mannered, started on game, excellent field potential. Ready for fall season. Deane Baker, Phone FRontier 2-6811, Monterey, Calif. Reg. No. 1025469.

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

**WINCH**, 2-ton, hand operated, 2-speed; Berkeley Jet Pump, 3-horsepower with 72 ft. 2 1/2-inch pipe. Oscar A. Anderson, 1509 Mission Avenue, Carmichael, Calif. IV 9-9492. Reg. No. 346959.

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

**TRAILER**, 1956 Paramount, 1 bedroom, 8' x 40'. Carpeting, awning, cooler, extras. Edward Sylvain, 1609 Sunnyvale Avenue, Walnut Creek. Phone 935-2904. Reg. No. 819275.

**PUPPIES**, Springer Spaniels, healthy, nose, from hard-hunting show stock. John Pandza, P. O. Box 415, El Dorado, Calif. Phone NIagara 4-2724. Reg. No. 766454.

**WAGNER LOADER**, Fits Farmall Super C Tractor. A-1 Condition. Will sell or trade. \$350. Ben Hensley, P. O. Box 355, Twain Harte, Calif. Phone JU 6-3878. Reg. No. 982959.

**"EQUIPMENT WATCH FOBS"** wanted. Will buy, trade or swap. Robert Lazell, Jr., 2342 Jersey Avenue, Eureka, Calif. HI 3-6111. Reg. No. 1098538.

**DRIVE-IN CAFE**, 2 trailer spaces with canopies, 2 cabins on 1/2 acre. All utilities, near lakes, hunting, fishing. Pine Cone Drive-In, Forbestown, Calif. John Zachary, Reg. No. 883716.

**DOG HOUSE**, large, new insulated. Painted inside and out. \$20. Phone AL 2-0583. M. J. Sigall, 1033 Windsor Street, San Jose. Reg. No. 854352.

**CABLE CARRYALL**, Jumbo 6.8 Yd. Good condition. \$1,000. LeTourneau double drum cable unit, will fit TD 14, TD 18, or HD-10, \$250. Ernie Henriques, 43442 Bryant Street, Fremont. OL 6-1067. Reg. No. 625863.

**LEVEL**, 10". Western Instrument Company, A. A. Heldenbergh, 531 Staples Avenue, San Francisco, Calif. Phone DE 4-6081. Reg. No. 1030408.

**HOUSE**, small, South Sutter, \$5,950. Less for cash. LOT, northwest, excellent location. 50' x 235'. Close to parks, shopping school, museum, channel. New Rug. Miscellaneous furniture. Trades acceptable toward payment. Cecil L. Ford, 1847 W. Flora, Stockton, Calif. Phone HO 2-8627, Reg. No. 865428.

**DUMP TRUCK**, V-8 Ford Roller, various hand tools. 2-door Chev. '52. Dodge Pickup, '49. Chevy Dump Truck '47, whole or part. George E. Pearson, 1147 Alberni St., Palo Alto. Reg. No. 848397.

**1 1/2 ACRES**, half-mile from Grant Union High School on Fell Ave., Del Paso Heights. Small down or swap for foothill property. \$4000. Write: Dick H. L. Cooper, 5761 Redwood Highway, Santa Rosa, Calif. Reg. No. 292566.

**3 1/2 ACRES**, English walnut producing. Large modern house, completely furnished. Tractor and implements. 2 wells. Family fruit trees. Good hunting & fishing. \$6000 down. Write: Al Chapman, Stonyford, Calif. Reg. No. 351266.

**LE TOURNEAU**, 4-yd. carryall. Cable driven, good rubber. \$300. Also 12" American sticker and motor. Belt driven. Best offer. Write: Walter Young, 4300 Fraga Rd., Hayward, Calif. Phone: LU 1-2517. Reg. No. 732140.

**UPRIGHT FREEZER**, 22-cu. ft. Carrier. Excellent condition. \$300 cash. Write: A. Snyder, 42077 Miranda, Irvington, Calif. Phone: OL 6-2283. Reg. No. 369280.

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

**BLOCK MACHINE**, Wards. Makes 8x8x16" blocks. Like new. \$60. Write: Frank Rees, 3405 Somerset Ave., Castro Valley, Calif. Reg. No. 657828.

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

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

**FOUR HOUSES**, Six lots, 2 garages, 2 Carports. Flowers, lawns, trees, cement work. Income \$215 per month. Must sell because of illness. Total \$21,000. Terms. Frank Dias, Box 392, 953 D Street, Williams, Calif. Reg. No. 249022.

**1956 CHEV**, Six cylinder. Also Chev. coupe, 1939. Custom upholstery. \$350 cash for both. Kent D. Arner, 2261 Cole Road, Aromas, Calif. Reg. No. 1091245.

**OLD BOOKS**, chest of drawers, vanity (without mirror), drapes (like new), tables, Victrola, chain link fence, 80 feet. Sell or trade. Would buy grandfather clock, old glass, antiques or Roto-tiller. Cecil L. Ford, 1847 W. Flora, Stockton, Calif. Phone 28627. Reg. No. 865428.

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

**1 ACRE** in Valleyview acres. 4 mi. north of capital in Sacramento county. Clean. \$5000. terms. Write: C. E. Hoffmeyer, Rt. 1, Box 26A, Fort Bragg, Calif. Reg. No. 745045.

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

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

**GARAGE, SERVICE STATION, RECAP SHOP**, reasonable down payment, living quarters, good schools, hunting, fishing, nice climate, no competition. Near Bass Lake, at North Fork, Calif. Joe Haslouer, 1848 North Highway 99, Merced, Calif. Reg. No. 921-408.

**THREE-QUARTERS ACRE**, near Le-moore Air Base on Highway 41. Garage, Shade trees, 2 wells, 2 pumps, 1/4 acre, grocery store building, 80x45, with equipment. 600-gallon storage tanks, 2 pumps. Write: C. A. Menefee, 957 So. Main, Porterville, Calif. Reg. No. 386092.

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

**WHITE REAR** end reduction unit for Caldwell rigs, ready to go. No exchange required. Reduced price. Write: James M. Taylor, 2533-19th Ave., Oakland 6, Calif. Phone: KE 6-6022. Reg. No. 912149.

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

**TWO-THIRDS ACRE**, with duplex and old-type home. Also excellent building lot, Highway 20 frontage, overlooking the Noyo River and the new proposed Noyo Basin. Year-round rental income. Write: Charles A. Haun, Rt. 1, Box 177, Ft. Bragg. Reg. No. 620138.

**CAMPER**, aluminum, for long wheel-base pickup. 6' x 8'. \$325. Walter Burris, 571 South Murphy, Sunnyvale. Phone 739-3851. Reg. No. 535818.

**TRUSSES**, 8-36' bolted span trusses, makes building 36' x 180', \$500. Irrigation pump and column, 10 horse, 3 phase Peerless. \$900. M. B. Rose, 416 Horn Ave., Santa Rosa. LI 5-2746, LI 6-4121. Reg. No. 1059628.

**FLOWERING PLANTS**, shrubs, evergreens, conifers, trees, garden tools, plant food, fertilizer, insecticides. Open seven days. Wayside Gardens, 289 Lake Boulevard, Redding, CH 1-5949. Al Noltmay, Reg. No. 295000.

**CAMERA**, 16 mm. Cinekodak Special. 3 lenses, masks, tripod. \$375. 16 mm. sound films, 14 reels, "Supervision" \$45. Basic electronics, \$50 set. Cartoons, sports, \$7.50 per 400 ft. reel. John Von Salden, 8130 Jefferson St., Napa, Calif. Phone BA 6-8633. Reg. No. 381837.

**PIANO**, Kimball Spinnet, Mahogany finish. Solovox attachment. New condition. Value \$800. Will swap for fiberglass boat, motor, trailer outfit of equal value. Jim E. Campbell, 3668 Fairgrounds Drive, Anderson, Calif. Phone EM 5-8107, Reg. No. 1051266.

**JIB 20-FOOT**. Make offer. Lou Eck, 19943 Redwood Road, Castro Valley, Calif. Phone JE 7-8194. Reg. No. 346986.

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

**TRUCK**, 1927 Chevrolet. Antique. Fair condition. Extra tires and transmission. 4 cyl. engine, 2 speeds. Eaton axle. \$70. Mike Schneider, Janesville, Calif. Reg. 900198.

**HOME**, 2 bedroom, corner lot, fine location on bus line. Would consider trailer house on trade. \$9,500. D. E. Prince, 1625 Harris St., Eureka, Calif. Phone 442-2869. Reg. No. 935454.

**PUMP**, 15 H.P. with 150 ft. setting. Good condition. \$400. Roy Scorbrough, P. O. Box 156, Victor, Calif. Phone ENdicott 9-2963. Reg. No. 285495.

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

**LINK BELT** 1s, 85, with crane boom, shovel front and goose neck Back Hoe. Good shape. \$9,500. Willis Hamilton, 2105 West Church, Fresno, Calif. Phone AD 3-5166. Reg. No. 381561.

**TRAILER**, heavy duty. Dual tires, brakes, lights, licensed, extra tires. Fine for Fordson or Case backhoe. \$400. Tractor, Ferguson, with loader and Pippin backhoe. Fine condition. \$1,900. John Martison, 2214 Russell, Berkeley, TH 5-7580. Reg. No. 865574.

**DRAGLINE**, Shovel, Lowboy. 10-B Bucyrus Erie. L170 International 10-wheel truck. All excellent condition. \$7,500 or reasonable offer. W. W. Hodges, 3611 So. 7th St. East, Salt Lake City, Utah. Reg. No. 310685.

**HOME**, 3-bedroom, 2 bath, 220 wiring, central heat, hardwood floors, landscaped barbecue pit and patio under shade trees in Concord. G. E. Bjornson, 3132 Carlson Blvd., El Cerrito, Calif. Phone LA 5-1548. Reg. No. 459108.

## TO SWAP

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

**DUPLEXES** — Two, sell or trade. \$4,000 equity. Balance \$8,750.00 at \$65 per month. O. L. Black, 2401 Casa Way, Walnut Creek, Calif. YE 4-8369. Reg. No. 921384.

**WELDING MACHINE**, Lincoln, new, plus cash, for real estate, or what have you? Don Phillips, 1025 Everett Street, El Cerrito, LA 6-9250, Reg. No. 572666.

**TRAILER**, 1959 Melody 2 bedroom, 10' x 50', \$800 cash or trade for car, furniture. Balance due \$3,359.36. Wesley L. Hixson, Fortuna, Calif. Reg. No. 1082407.

**CLEARLAKE HOME**, one block from lake, sale or trade. \$4,000 equity, balance \$8,750 at \$65 per month. O. L. Black, 2401 Casa Way, Walnut Creek. VE 4-8369. Reg. No. 921384.

## WANTED TO BUY

**ELECTRIC HOIST**, one-half or one ton capacity. Single phase current. Al Pierzina, 1054 Lindell Drive, Richmond, Calif. Phone LA 5-2165. Reg. No. 754237.

**CEDAR RAPIDS CRUSHER**, Portable. Walt Robinson, Route 2, Box 97, Crescent City, Calif. Reg. No. 1006648.

## RULES FOR SUBMITTING ADS

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

PRINT OR TYPE the wording you want in your advertising on a separate sheet of paper, limiting yourself to 30 words, or less, including your NAME, complete ADDRESS and REGISTER NUMBER.

Allow for a time lapse of several weeks between the posting of letters and receipt of your ad by our readers. Please notify Engineers Swap Shop as soon as the property you have advertised is sold.

Because the purpose should be served within the period, ads henceforth will be dropped from the newspaper after three months.

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

## MOVING?

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

NAME \_\_\_\_\_

OLD ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_

NEW ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_

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





# UTAH: GIANT RAFT ON ANCIENT LAKE

By JAY NEELEY, MERLIN BOWMAN, JOHN THORNTON,  
VANCE ABBOTT and LAKE AUSTIN

The spacious, unique Safeway Store at 9th South and Main Street has been completed. General contractor for this project was Jacobsen Construction Company.

Many people would be amazed if they knew they were walking on a giant "raft" in the supermarket. At the beginning of this project, it was discovered that a suitable bearing was not obtainable even at 90-feet in the ancient lake bed of Lake Bonneville, which preceded the Great Salt Lake.

Because of the "90-feet of muck" it was decided rather than using pilings, the building floor system would be reinforced as a "raft" which supports the entire structure, including the tremendous loads on the arch columns. The steel plate arches described as "curved backbones from giant dinosaurs" were fabricated by Allen Steel Company from high-strength steel products produced at U.S. Steel's Geneva Plant.

## MONEY

Federal funds in the amount of \$28,905,000 were made available for Interstate highway work in Utah this year. This will have the effect of spurring some projects while delaying others. To take advantage of this money the state must put up its five per cent share of Interstate construction costs. Due to the fact that the state's money has already been budgeted, it must be freed by taking it either from maintenance or from state highway construction work on non-federal aid highways. This money is in addition to the scheduled \$46,400,000 in federal reimbursements on Utah work this year.

Because maintenance cannot be postponed, the additional state money likely will have to be pulled from the money budgeted for state construction.

## WORK GOOD

Work is still good in the Salt Lake City area with many of the smaller contractors working on city and county jobs.

The Leavel-M. K. job at Bacchus is about finished and also the Lowdermilk job in Big Cottonwood Canyon; however, even with these members coming in, we have been able to clear most of them to other jobs.

The Freeway jobs are on a one-shift operation at present, and parts of Gibbons and Reed's job in downtown Salt Lake City are shut down until some of the detour roads are finished. We are due for the next addition to start by the end of the month.

The Medical Building for Christiansen and Paulsen Co. is moving right along with the three Lindon cranes pouring concrete and setting forms.

The Federal building should get going good now because Raymond Concrete Pile is almost through, and the caps are on most of the piling. This will be a reinforced concrete building, as the Medical Building and although we won't have very many of our Brothers on this type of a building it should be good for the members who work on these jobs.

Bountiful City and North Salt Lake are about done with their paving and the crews are moving over to Salt Lake City area. Al-

most every contractor with a paving crew is working good hours right now.

J. K. Thayne Construction Company is ready to pave his 7th East Freeway job. They hope to get started before the end of August so that traffic can be routed over the job. At present we have five Brothers on this payroll with about ten at the peak of paving.

## KENNECOTT COPPER

By the time you read this we hope to have a signed contract with Kennecott Copper Corporation. We have been in negotiations for the past few weeks with Brother Al Clem, Business Manager, sitting in. The company wants a two-year contract. At present we have a few problems to solve.

We would like to remind the members that if they are ill for 30 days or longer, to be sure to notify their steward or the Salt Lake office. If you are in good standing, your dues can be paid from the Sick Fund. Also, please notify us of any address changes.

## NORTHERN UTAH

Work in the northern area has been holding up very well.

Brewster Company and Miles Sons and Company have completed their contract on the Willard Bay job. This has caused several of the brothers to put their names on the out-of-work list. We are going to miss the Brewster Company for they made a good job for the brothers this spring.

At this writing, W. W. Clyde Company, which has the next phase of the Willard Bay, has a very small crew employed. They will soon have two shifts running on the 20 spread and possibly two shifts on the truck spread. We are hoping this will clean up our out-of-work list again.

Fife Construction Company has completed their job from Lagoon north through Farmington Junction. This company has transferred most of their employees from this job to other jobs in the state. They have also called for additional employees. Fife has plenty of work to keep all of their employees throughout the summer and may possibly take on a few more.

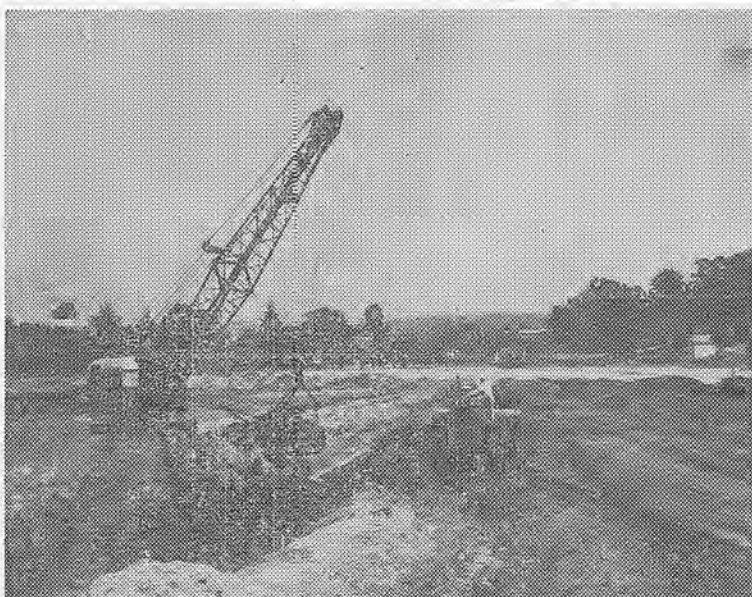
Work at Thiokol is coming slowly to a halt with only a few brothers left putting on the finishing touches.

Dearborn Machinery Company has only three Brothers left on their payroll, George Farrell Dick Maynard, and Hugh Sutton. This has been a very good job and we are sorry to see it come to an end.

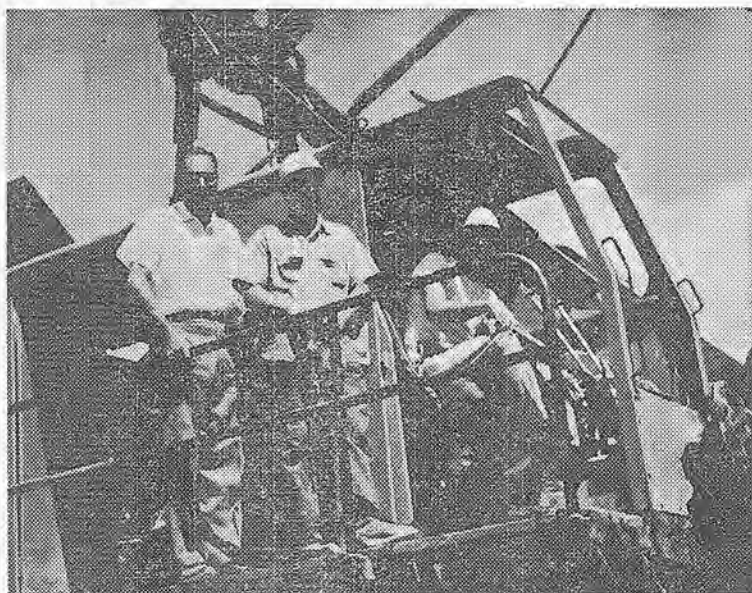
Germer, Abbott and Waldron still have a good spread of Engineers on their payroll, although many of these Brothers have had to move to several locations within the state for this company to stay employed.

Strong Company has a very good crew of pull operators and cat skidders on the Porcupine Dam job in Northern Utah. They plan on having this job completed in approximately two months.

Wheelwright Construction Company also has a small dam job at North Fork, east of Ogden. They are trying to push this job



**STRINGING GANG** on R. H. Fulton job at Aneth oil field, nearing completion of the job. Operators: Ben Killion, Bill Jennings, R. C. Butler and steward Kerry Abbott.



**UTAH BROTHERS** on 71-B dismantling barges at M-K job at Little Valley. Left to right: Bus. Rep. Merlin Bowman, oiler Wayne Bowman and operator Layne McNalley.

to completion before the bad weather comes.

Hill Airforce Housing job is still moving along with a considerable amount of confusion.

Hintz Construction Company, on the Cossey Creek Dam, has a cat and shovel spread, working on the portals of the tunnel. They are trying to get the portals opened up so they can drive the tunnel during the bad weather this winter. They also have the Curtis, Mendenhall and Curtis Company, sub-contractor, building the roads around the dam.

## PROVO AND EASTERN UTAH

Work is slowing down somewhat in the immediate Utah county and Provo vicinity, with W. W. Clyde's Freeway job at Lehi completed and work at Geneva coming to a standstill except for a skeleton crew. We have had no word on the rebuilding of the No. 1 blast furnace that was originally scheduled to go this fall. However, Reed-Sumison's Freeway job is well ahead of schedule and should last until late fall.

It is a different story towards

Flaming Gorge and the Uintah Basin, with work holding up good and several new contracts recently let for boat ramps at the Flaming Gorge Reservoir. We have had our share of problems along with the new work convincing the new and outside contractors what the rate of pay is for Daggett county.

Tiago is going very well on their job on the Mountain towards Sheep Creek and is enthusiastic with their new low bid on the Salt Lake Freeway.

Strong Company is practically finished with their job at Jensen and will move their crew and hot plant to Provo for two re-surfacing jobs there.

Pease Brothers was recently awarded a 55-mile pipeline job running from Ouray south to Grand county and have started with the right-of-way crews and ditch crews. This will only be a two month job but will be good for making money for this short time. They plan to set up a portable camp and mess hall out in the desert so the boys won't have to make the long drive.

# Hawaii-a Bit Above Normal

By HAROLD LEWIS and  
BERT NAKANO

Brothers, be sure to register to vote before the deadline, which is September 6, 1962. This privilege is part of your heritage as an American citizen. Protect your family and open the doors to a better future by registering to vote and voting during election time.

The work situation is a little above its normal level, and our out-of-work list is down to a minimum. Let's hope that work we are now enjoying remains the same throughout the remainder of the year.

At this writing, the first phase of the Magic Island project is about to begin. You will soon see years of planning and imagination introduced by Henry J. Kaiser become a reality. Kaiser Hawaii-Kai Development Company is the prime contractor for this project.

Also at this writing, the dredge McLeod owned by Pacific Dredging Company will be back from Kawaihae. Hawaiian Dredging & Construction Co., Ltd., has hired the dredge McLeod from Pacific Dredging to do dredging work at Pier 1 in the Honolulu Harbor. Work will begin in approximately two to three weeks.

## ELECTION WON

We won a representation election at Hawaiian Bitumuls & Paving Co., Ltd. Approximately 140 employees were involved in the election. We held meetings with the employees to go over the contract proposal and are now in the midst of negotiations with the company. Negotiations started on August 10, 1962.

We have finally gotten together all the crane services companies to sit down with us at one meeting to negotiate a master agreement industry-wide. This is a major gain for us here in the State of Hawaii. As you know, in the past these crane companies were nibbling at each other with their flexible rental rates, which made it almost impossible for us to have steady employment with them. If everything goes well, this master agreement will put a stop to the flexible rental rates and create stability within the hook industry, whereby all the employers involved will be subject to pay the same wage rates and provide the same conditions.

## LOW BIDDERS

E. E. Black submitted a low bid of \$1,048,316 to widen Farrington Highway from two lanes to a multi-lane divided highway from Waipio Junction to Pupupuhi St., a distance of 1.3 miles. Also, E. E. Black and Kuwaye Brothers, bidding jointly, offered the low bid of \$75,644 to improve two road sections in the North Kohala district of the Big Island.

Hood-Thompson Construction Co., Ltd., working on the Kapunahala job in Kaneohe, is well on its way with excavation work.

J. M. Tanaka has started its watershed job over at Waianae, and Morrison Knudsen has started its job in Kula on the Island of Maui.

## REMINDERS

Watch for general membership meeting notices in the Engineers News and make it a point to attend the meetings!

# MEETING NOTICES

## September

Fresno — Sept. 4, Tuesday, 3120 East Olive St.

Ukiah — Sept. 6, Thursday, Labor Temple, State Street.

Salt Lake City — Sept. 14, Friday, Teamsters Hall, 443 So. 6th East.

Reno — Sept. 15, Saturday, Reno Musicians Bldg., 120 W. Taylor.

## October

San Francisco — Oct. 3, Wednesday, San Francisco Labor Temple, 16th and Capp Streets.

Eureka — Oct. 9, Tuesday, 2806 Broadway.

Redding — Oct. 10, Wednesday, Retail Clerks Bldg., 900 Locust St.

Marysville — Oct. 11, Thursday, Elks Club, 920 D Street.