

# ENGINEERS

# NEWS

STATIONARY ENGINEERS LOCAL 39



OPERATING ENGINEERS LOCAL 3

Vol. 22—No. 9

SAN FRANCISCO, CALIFORNIA

151

September, 1963



**CONFERENCE KICKOFF:** Local 3 Business Manager Al Clem (left) is shown here as he opened the weeklong Safety Seminar conducted at the Local 3 San Francisco headquarters, Aug. 5 through 9, by Jacob Gold (right), Union Liaison Representative of the Bureau of Labor Standards, U. S. Dept. of Labor. Twenty-five union representatives and management people from our industry took part in the study session, at the conclusion of which diplomas were given to the participants. Among significant facts brought out by Mr. Gold were figures he cited on the magnitude of the accident problem. In 1962, he said, 240 million man-days of work were lost in the U. S. because of lost-time injuries and deaths. This amounted to a wage loss of \$4,100,000,000.

## Contract Signed with Utah Sand & Gravel

A new pattern for the Rock, Sand & Gravel industry in Utah has been established with the conclusion of a new three-year agreement with Utah Sand & Gravel Co., biggest sand and gravel and precast concrete supplier in the State.

The new agreement brings wage increases totalling 22½ cents an hour in the first two years and is open for negotiation of wages and Health & Welfare contributions in the third year.

Operating Engineers employed by the Utah Sand & Gravel were on the outside, respecting picket lines of the Teamsters, who had been on strike for about a month, when the agreement was reached.

They went back to work shortly afterwards, on Aug. 8, and the first 10 cents per hour raise was effective on that date. The contract provides another 10 cent raise across the board on July 16, 1964, and 2½ cents an hour more on October 16, 1964. The wage opening is set for July 16, 1965.

The new agreement also contains changes in working rules and a guarantee by the company

### Organization Assessment

ROCHESTER, N. Y.—The Allied Building Trades Council has voted to assess all 17 affiliated unions \$1 per member to expand an organization drive and to fight what it regards as the growing menace of non-union construction in the Rochester area.

## Big Gains in Utah Construction Pact

Solid gains have been achieved in a new three-year construction master agreement negotiated by Operating Engineers Local Union No. 3 with the Associated General Contractors in Utah.

The agreement was worked out in a total of 15 negotiating sessions over a two-month span. The final meetings were held in the presence of Federal Mediator Lyle Johnson, and the agreement was finally reached after a session running through an entire day and to 1:30 a.m. of the day following.

Representing the Union in the Utah talks was a negotiating

### New Utah Wage

Scales on Page 3

committee consisting of Business Manager Al Clem, chairman, Pres. Paul Edgecombe, District Rep. Jay Neeley and the Utah Business Representatives.

### THREE YEARS

The agreement is for three years, Aug. 5, 1963, to July 1, 1966. The money package gains, including wage raises and fringe benefit increases for the three years, ranges from 57 cents an hour to 84 cents an hour for the various classifications. Also won

### Raises Due Under Four Agreements

This is a reminder that wages of Local 3 members working under four of our major agreements are due to be increased within the next 30 days.

**Northern California Construction Master Agreement:** 5 cents per hour increase for all classifications, effective Sept. 15, 1963.

**Northern Nevada Construction Master Agreement:** 5 cents per hour increase for all classifications, effective Sept. 15, 1963.

**Master Steel Erecting Agreement for Northern Calif., Northern Nev., Utah & Hawaii:** 30 cents per hour increase for all classifications, effective Sept. 15, 1963.

**Master Pile Driving Agreement for Northern Calif., Northern Nev. & Utah:** 5 cents per hour increase for all classifications, effective October 1, 1963.

Examine your first pay check after these dates and make sure you are receiving the added amount. If it is not on your pay check, notify the Union.

was improved language in some of the working rules.

All classifications will receive a 6 per cent wage boost in each of the three years.

In addition, a new "7-A" classification was written into the contract which will have the ef-

fect of giving Tractor Operators and Heavy Duty Mechanics an additional 4 cents per hour each year, or 12 cents more in the life of the contract.

### FRINGES

Additions to the fringe benefit contributions are as follows: 5 cents an hour additional for Pensions and 1 cent per hour for the Pensioned Operating Engineers Health & Welfare Fund, effective Jan. 1, 1964, and another 5 cents per hour for Pensions effective Jan. 1, 1965.

This will make a total of 15 cents an hour for Pensions, and the Utah employers agreed in these negotiations to participate in the Operating Engineers Pension Plan, which will now cover all of Local 3's territory in California, Nevada and Utah.

### REMOTE AREAS

Remote Area Pay, previously 40 cents an hour over scale, will be increased by two 17½ cent steps, on June 1, 1964, and June 1, 1965, to 75 cents an hour.

A complete new section covering Tunnel Work has been written into the Utah agreement, defining the work and specifying shift times and differentials.

Also, for the first time, there is written into the Utah AGC agreement not only the wage scales, but also the working rules of the Piledriving and Steel Erectors agreements.

The new agreement was submitted to the members concerned at a series of special meetings in Ogden, Salt Lake City, Provo and Cedar City and was overwhelmingly approved.

## No More Delinquent Notices

From now on, there will be no more "Delinquent Notices" mailed to the members of Operating Engineers Local Union No. 3. It will be up to the member to see that his dues are brought in or mailed in time to qualify for the dues credit for timely payment or, at least, to avoid being suspended.

This action is taken by the Local Union as an economy measure, because of the high cost of preparing and mailing the Delinquent Notice forms to a relatively few members, whereas the overwhelming majority of the members pay on time.

The last batches of Delinquent Notices were sent out in August—to 3-D members, who pay dues by the month, on the 15th, and to the other member classifications, who pay by the quarter, on Aug. 27. These notice cards were imprinted with a special message on the back:

"After carefully reviewing

the cost involved in preparing and mailing 'Delinquent Notices,' and in the interest of a more economical operation, this will be the last delinquent notice you will receive.

"Watch the 'Engineers News' for notice of when dues are payable."

Actually, all members get a notice of when dues are payable and the deadline date for paying "with credit" in the form of the dues receipt given them each time they pay dues. The right-hand part of this dues receipt card is a "statement" of the next dues billing with full information about dates and amounts.

In the relatively few cases where Delinquent Notices had to be mailed in the past, they were second notices, necessitated only by the fact that the member had overlooked or ignored the first notice, and the Local Union has regrettably concluded that mounting costs of operation make it

necessary to discontinue this extra service.

For those who pay dues quarterly, the quarter's dues become payable on January 1, April 1, July 1 and October 1. However, they can still pay the "with credit" reduced amount through the 10th day of the month, following the third month of each quarter. For another four days, from the 11th through the 14th, they are considered delinquent and must pay the full dues rate, but they will not be suspended if payment is made in that four-day grace period.

If the payment is postmarked on the 15th day of the subsequent month or later, the member is automatically suspended and will have to apply for reinstatement.

The By-Laws provisions are similar for 3-D members. Their dues are payable on the first of the month. They can pay "with credit" through the 10th day of the month following, or pay the

full amount for another month and four days, through the 14th day of the second month. After that they are automatically suspended.

Thus, the members who pay quarterly have 105 days of grace from the first day of the quarter to the time when they are automatically suspended for non-payment, and monthly dues-payers have 75 days' grace before suspension.

Dues for the 4th quarter of 1963 are due October 1. Members will have until January 10, 1964, to pay the "with credit" reduced amount, which will be \$28 for this quarter—of which a once-a-year amount of \$7 is allocated for the Good Standing & Burial Funds. Delinquents will have four more days, Jan. 11 through 14, in which they can still settle for full dues—\$33 for this quarter. On January 15, 1964, they will be automatically suspended and will have to reinstate.



# Apprentice Classes Resume; Program Doubled in Size

With double last year's number of apprentices and classes, the Northern California related training programs for Operating Engineers and Surveyors are resuming for the fall term this month.

Registration is scheduled in 11 schools on various dates from September 3 through September 20, compared with five schools last year. Seventeen classes are scheduled this year, against nine last year.

Attendance is also doubling. This year some 300 apprentices will register, against last year's start of 150. The number of apprentices indentured and working at the craft has increased at an even greater rate than class registration.

## NEW CLASSES

New classes are being started this year in Fresno, Stockton, Santa Rosa, Redding and Marysville, in addition to the already-established classes in San Francisco, San Mateo, San Jose, Oakland and Sacramento. There is also a possibility that still another class may be established in Eureka.

The apprenticeship programs are conducted by the Operating Engineers Joint Apprenticeship Committee for the 46 counties of Northern California and the Northern California Surveyors Joint Apprenticeship Committee, in both of which Operating Engineers Local Union No. 3 is associated with the leading employer associations. Administrator of both programs is Danny O. Dees. C. R. Van Winkle is Assistant Administrator.

## SCHOOLS ASSIST

Apprenticeship classes are carried on through local school districts under State laws and regulations. Each school district maintains one or more vocational education coordinators to direct these activities. Where vocational schools are not maintained, as in San Francisco, the classes are held in the local junior colleges, with the exception of Santa Rosa, where the classes will be in the Santa Rosa High School.

Responsibility for preparing the instructional materials lies with the Bureau of Industrial Education of the State Dept. of Education, and this is being ably handled by Dr. Sidney E. McGaw of Oakland, Regional Supervisor of Industrial Education, in co-operation of Operating Engineers Local Unions 3 and 12.

## COORDINATORS

A lot of credit for the success of last year's apprenticeship classes is due to the following vocational coordinators: N. V. Deggendorfer and Al Waltz, San Francisco Unified School District; Bernie Gjerdum, College of San Mateo; Rod Clendenen, San Jose Unified School District; Mark Marlais, Oakland Unified School District, and Hugh K. Phares, American River Junior College, Sacramento.

New to our program and working hard to get classes going this year in their respective areas are: Howard Goolsby, Fresno City College; Mel Stewart, San Joaquin Delta College, Stockton; Thomas S. Peppas, Yuba College, Marysville; Arthur K. Thompson, Shasta College, Redding, and Theo. Chegwidan, Eureka City Schools.

Considerable credit for keeping the classes going last year

## Apprentice Classes—Times and Places

**SAN FRANCISCO — Operating Engineers** — O'Connell Trade School, 21st & Harrison Sts., Room 303 — Mondays and Wednesdays — 7:00 P.M. — James Drury, Instructor. **Surveyors** — Samuel Gompers Trade Vocational School — 22nd & Bartlett Sts., Room 402 — Thursdays — 7:00 P.M. — D. E. Saloba, Instructor.

**SAN MATEO — Operating Engineers** — San Mateo College, Coyote Point, Building 14-103 — Tuesdays and Thursdays — 7:00 P.M. — Vernon L. Seim, Instructor.

**SAN JOSE — Operating Engineers** — San Jose City College, 2100 Moorpark Ave. — Operating Engineers 1 — Tuesdays and Thursdays — Operating Engineers 2 — Thursdays — 7:00 P.M. — C. V. Christensen, Instructor. A Technical Engineers class to be arranged. **Surveyors** — Fridays — Room 110 — 7:00 P.M. — Jack Williams, Instructor.

**FRESNO — Operating Engineers** — Fresno City College, 1101 University Ave., Rooms T502 and 503 — Mondays and Wednesdays — 7:00 P.M. — Calvin Bartel, Instructor.

**STOCKTON — Operating Engi-**

**neers** — San Joaquin Delta College, 310 Kensington Way, Building G, Room 5 — Tuesdays and Thursdays — 7:00 P.M.

**OAKLAND — Operating Engineers** — Oakland City College, Laney Campus, 1003 Third Ave. — Tuesdays and Thursdays — 7:00 P.M. — Wm. T. Halloway and Bert Ferrarini, Instructors. **Surveyors** — Room W-19A — 7:00 P.M. — L. Barnes, Instructor.

**SANTA ROSA — Operating Engineers** — Santa Rosa High School — 1000 College Ave., Room 130 — 7:00 P.M. — Instructor not assigned.

**EUREKA** — No classes established.

**REDDING — Operating Engineers** — Shasta College, Eureka Way, Redding, Room 42 — Tuesdays and Thursdays — 7:00 P.M. — Instructor not assigned.

**SACRAMENTO — Operating Engineers** — American River Jr. College, 4700 College Oak Drive — Tuesdays and Thursdays — 7:00 P.M. — Loren Mullikin and Karl Elze, Instructors.

**MARYSVILLE — Operating Engineers** — Yuba College, 2080 N. Beale Rd. — Tuesdays — Room 603 — 7:00 P.M. — Instructor not assigned.

## North Coast Future Appears Promising

By RUSS SWANSON and LOU BARNES

Work in the area has been very good. Our out-of-work list is small and should remain that way, so the future looks good.

Peter Kiewit Sons were awarded a \$500,000 project by PG&E at the Bodega Bay atomic power plant site to sink the fusion shaft. This is exploratory work, and if geological findings prove to be O.K., the big contract will be let. This particular job will go three shifts with a 390 Mantiwoc doing the hoisting.

### FLOOD CONTROL

John Blair Co. were low bidders on the Wilfred flood control channel at a cost of \$195,000. This

and the interest of the apprentices from lagging, especially since little or no instructional material was supplied them, is due to the following instructors of the classes:

**OPERATING ENGINEERS:** Joseph J. Brown, San Mateo; Calvin Bartel, Oakland; V. B. Christensen, San Jose; James Drury, San Francisco; Karl Elze, Sacramento; Wm. T. Halloway, Oakland; Paul Hantsche, San Francisco; Ed Middleton, San Jose; Loren Mullikin, Sacramento; Vernon L. Seim, San Mateo, and Norman Yassaney, Oakland.

**TECHNICAL ENGINEERS:** Al Barnes, Oakland; L. Parmley, San Jose, and D. E. Saloba, San Francisco.

project is long overdue.

Oscar Holmes Co. have started their Laguna De Santa Rosa flood control job, which will go to two shifts with the dragline and one shift with the cats.

Lake county will have some activity with a \$290,000 street widening job in Clearlake Highlands, scheduled to get under way in the early fall. C. D. Madsen Const. Co. have started the 1,000 homes Temelec subdivision at Sonoma. This will keep several brothers busy until the rains come.

Wise & McGinty are sub-grading Yulupa Ave. on a sub bid from Argonaut Constructors. We were extremely happy to see this, because this street is very close to our office.

### SUBDIVISION

Syar & Harms are still going strong on their Oakmont subdivision with most of the dirt moved. Kirkwood-Bly Co. is now putting in the sewer lines and storm drains. Due to the time limit on this job, the Brothers are putting in overtime.

Lee J. Immel Co. at Napa are in the finishing stages at Oakville and also the Imola Freeway.

Other contractors on jobs in the areas which are keeping the Brothers busy are: Arthur B. Siri Co., with local jobs and those in Mendocino County; John Gobbi Excavators at Santa Rosa Creek and Sonoma Ave.; Wm. Radkovich doing work at the new Sonoma State College site. Plumas,

## Local 3 Profiles



WARREN LeMOINE

The connection of Warren LeMoine, District Representative newly assigned to the Redding area, and before that in charge of the Eureka office, with Local 3 really goes back to 1941—there was just the little matter of a World War that intervened and made it quite a bit later that he finally got his journeyman's card.

Warren was born Aug. 31, 1924, in Sioux City, Iowa, and came to Richmond, Calif., in 1938, completing his schooling there.

He first made application for membership in Local 3 in 1941, but before he was able to complete the application he was called for service with the Army Ordnance Division in the South Pacific.

Coming from a family of construction people, he went back into the construction field after his discharge. He joined Local 3 in 1946 and after working for various contractors in the East Bay area received his journeyman's card in 1947.

A decade later, in April 1957, LeMoine went to work for the local as a Business Representative in the Oakland area. In February 1961 he was transferred to Eureka as District Representative. While in Eureka he was elected to serve as an Executive Board member of the California State Building and Construction Trades Council.

An ardent outdoorsman, whenever he can manage a free weekend you will find him somewhere outdoors with either a fishing pole, hunting rifle or shotgun.

Warren is married to a lovely wife, Wanda, and they have a son, Brad, and a daughter, Ronda, 2.

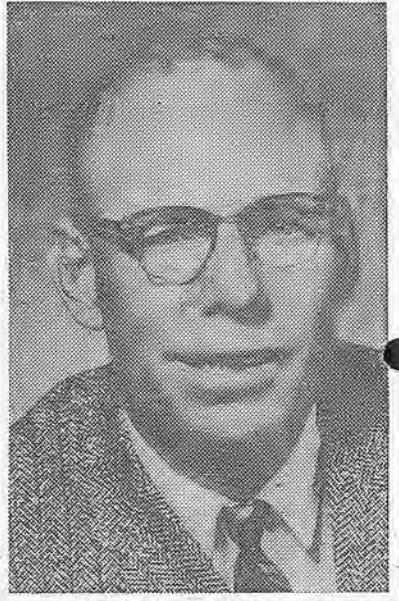
Contractors and members are familiar with his favorite saying, "We live by the little green book."

## British Pay Low

**LONDON** — Average weekly wages in manufacturing industries during April were \$46.13 for men and \$22.88 for women, according to provisional statistics made public by the Ministry of Labor following its regular semi-annual survey.

The averages showed an increase of 1.7 percent for men and 1.8 percent for women since the prior survey in October, 1962. Average weekly hours worked were 46.1, compared with 46.2 last October.

Fred J. Early and L. A. & R. S. Crow are also busy; so, all in all, things are going along real well for our men.



L. E. (Red) WARREN

Leslie E. (Red) Warren, recently elected District Executive Board member for the Reno, Nev., area, has been a member of Operating Engineers Local 3 since May, 1947, but his experience in running equipment goes back many years before that.

Red was born in Wichita, Kan., January 3, 1922, and grew up and got his early schooling in that area, where his father worked in the oil fields.

When his dad died, Red became the main support of his family and started his working career on a pull cat in Kansas. In 1939, while still a mere youth, he moved to Utah and ran equipment for the Soil Conservation Service.

He got into construction the next year, working on the Geiger Grade job in Virginia City, Nev., and in the following year tried a spell of mining. He liked mining so much that he settled into a pattern of working summers on construction in Utah, and winters at the Summit King mines in Fallon, Nevada.

This lasted until he was inducted into the Army in 1943, but because men with mining skills were desperately needed then, he was placed in the Voluntary Enlisted Reserve Corps and worked in the copper mines at Jerome and Miami, Arizona, until he was honorably discharged in 1944, after being injured in a mine explosion.

He returned to Nevada and construction work, running cranes and shovels for Morrison-Knudsen, as general foreman and equipment operator for Peter Kiewit Sons, and operating for the George Miller outfit.

For the past seven years he has been running a crane for the Martin Iron Works.

Brother Warren was appointed to serve on the local Grievance Committee in January, 1963, and ran unopposed for District Board member in the June election.

He and his wife, Gladys, reside in Reno, Nevada. They have one married son, two daughters aged 15 and 12, and one grandson.

## Win 15-Year Fight

**NEW BEDFORD, Mass.** — The Bristol Clothing Co., Inc., a 15-year hold-out against union organizing drives, has recognized the Clothing Workers and agreed to a three-year contract, raising wages and benefits by 35 cents an hour.



# Safety

## The Deadly Ordinary Mistakes

By DALE MARR  
Safety Engineer

It isn't the weird and unusual type of situation that causes accidents — it's the familiar and commonplace thing that's overlooked.

That thought is brought to mind by a review of some of the latest instances which we had to investigate.

Recently, for example, we had a rash of so-called "minor" eye accidents that could have resulted in partial or total blindness. In all cases, our people weren't using protective gear during grinding operations.

One of the most ridiculous situations that anyone could imagine has claimed the lives of four of our members in the past year—the careless practice of getting under a boom without setting up blocking, then knocking the pins out, with the result that the boom fell on the person.

There have been several serious injuries recently to oilers, either because they serviced machines while they were still running, or got caught and crushed in the tail swing of a crane while it was in operation.

There was nothing unusual or outlandish about any of these mishaps. All of them involved violation of well-known, common-sense good work practices.

If we are to stop these accidents and injuries to our Brothers, we must redouble our efforts to enlist the cooperation of each and every man on the job.

If any of you Brothers are working on a job that doesn't have a Safety Education Committeeman, please call it to the attention of your Business Representative.

We are sure that with a Safety Education Committeeman on each job to work closely with the rest of our Brothers we can make real progress in improving our safety record and prevent much misery and loss.

## Strike Time Loss Low

WASHINGTON—Lost time due to strikes and lockouts beginning in the first half of this year stayed at the same low level, in relation to total working time, as for the comparable period last year, according to a Dept. of Labor report.

The report's Bureau of Labor Statistics estimated the lost time at 16 one-hundredths of 1 percent, below the level of all other postwar years except 1957, 1958 and 1961. Other findings:

The number of workers involved in stoppages beginning in the first half of 1963 was 540,000—lowest for any half-year since the end of World War II.

The number of stoppages was 1,880, beginning in the first half-year and 138 continuing from 1962, a total that was lower than in any other year except four. The latter stoppages involved 108,000 workers.

The BLS reported also on strikes and lockouts in June—675 involving 190,000 workers. Lost time for the month was 18 one-hundredths of 1 percent, a figure lower than in any other June except one—1961.

## UTAH WAGES--Rates per Hour, Effective Dates

	Aug. 5 1963	Jan. 1 1964*	July 1 1964	Jan. 1 1965	July 1 1965	Jan. 1 1966*
<b>GROUP I</b>	\$3.21	\$3.26	\$3.36	\$3.41	\$3.51	\$3.57
CLASSIFICATIONS—						
Chainman			Repairman Helper			
Gradesetter			Permanent shop			
Partsman—Permanent shop			Rodman			
<b>GROUP II</b>	\$3.32	\$3.37	\$3.47	\$3.52	\$3.62	\$3.71
CLASSIFICATIONS—						
Asphalt Plant Fireman			Material Loader or			
Brakeman—Locomotive			Conveyor Operator			
Elevator Operator			Oiler			
Fireman			Partsman—Field			
Hydraulic Monitor			Repairman Helper—			
			Field			
<b>GROUP III</b>	\$3.52	\$3.57	\$3.67	\$3.72	\$3.82	\$3.94
CLASSIFICATIONS—						
Air Compressor			Mixer Box Operator			
Operator			(concrete or asphalt			
Concrete Mixer			plant) (continuous			
Operator (skip type)			mix) or similar			
Concrete Pump or			Pump Operator			
Pumpcrete Gun			Self-Propelled, Auto-			
Operator			matically applied			
Engineer, Dinkey			Concrete Curing			
Operator			Machine (on streets,			
Generator Operator			highways, airports			
(100 KW or over)			and canals)			
Greaser			Screedman			
<b>GROUP IV</b>	\$3.56	\$3.61	\$3.71	\$3.76	\$3.86	\$4.01
CLASSIFICATIONS—						
Front End Loader,			Hoist Operator - 1 drum			
Rubber Tired			Slip Form Pumps			
(under 1 yard)						
Heavy Duty Repairman						
and Welder (Perma-						
nent shop)						
<b>GROUP V</b>	\$3.64	\$3.69	\$3.79	\$3.84	\$3.94	\$4.09
CLASSIFICATIONS—						
Air Compressor			Signalman			
Operator (two or			Shuttlecar			
more compressors)			Small Rubber Tired			
Batch Operator (as-			Tractors			
phalt plant)			Small self-propelled			
Motorman			pneumatic rollers			
Pavement Breaker			Towermobile Operator			
Operator (Emsco and			Welding Machine			
similar type)			(two or more)			
<b>GROUP VI</b>	\$3.84	\$3.89	\$3.99	\$4.04	\$4.14	\$4.32
CLASSIFICATIONS—						
A-Frame Truck and			Side Boom Operator			
Tugger Hoist			Small Rubber Tired			
Engineer, Locomotive			Tractor (with attach-			
Fork Lift (construction			ments, including			
job site)			backhoe)			
Kolman Loader (and			Small Rubber Tired			
similar)			Trenching Machine			
Maginnis Internal Full			Small Tractor with			
Slab Vibrator (on			Boom			
airports, highways,			Tractor Loader Oper-			
canals and ware-			ator (up to 2 yards)			
houses)			Tractor Operator			
Mixermobile Operator			(Sheep's Foot and			
Pipe Bending Machine			compacting equip-			
Operator			ment)			
Pipe Cleaning Machine			Power Jumbo Operator			
Pipe Wrapping			(setting slip forms,			
Machine			etc., in tunnels)			
Ross Carrier, or simi-						
lar type						
<b>GROUP VII</b>	\$3.91	\$3.96	\$4.07	\$4.12	\$4.23	\$4.41
CLASSIFICATIONS—						
Asphalt Plant Engineer			Dual Drum Mixers			
Chip box spreader			(oiler required)			
(Flaherty type and			Elevating Grader			
similar) (Assistant			Operator			
Engineer required)			Engineer, Crushing			
Concrete Mixer Oper-			Plant			
ator (paving or			Fuller Kenyon Pump			
batch plant)			and similar types			
Drilling Machine Oper-						
ator (well or						
diamond)						
<b>GROUP VII - (Contd.)</b>						
Front End Loader Oper-						
ator (2 to 5 yards)						
Heavy Duty Rotary						
Drill Rigs (such as						
quarry master, joy						
drills or equal) Oiler						
required						
Hoist Operator—						
2 drums						
Instrument Man						
Mechanical Finisher						
or concrete)						
Operator (asphalt						
Mine or Shaft Hoist						
Roller Operator or self-						
propelled compactor						
Pavement Breaker,						
Pavement Breaker						
with compressor						
combination						
Pavement Breaker,						
truck mounted, com-						
pressor combinatioin						
(oiler-driver						
required)						
Refrigeration Plant						
Self-Propelled Pipeline,						
Wrapping Machine,						
(Perault, CRC, or						
similar types)						
Slusher Operator						
Trenching Machine						
(Oiler required)						
Tractor Operator (Bull-						
dozer, Scraper or						
Drag-type Shovel or						
Boom Attach)						
No-Joint Pipe Laying						
Machine						
Lull High-Lift (40 ft.						
or similar)						
<b>GROUP VIIA</b>	\$3.95	\$4.00	\$4.15	\$4.20	\$4.35	\$4.53
CLASSIFICATIONS—						
Heavy Duty Repairman						
or Welder						
Tractor Operator (Bull-						
dozer Scraper, or						
Drag-type Shovel or						
Boom Attach) (200						
Draw-Bar H.P. or						
similar)						
<b>GROUP VIII</b>	\$4.11	\$4.16	\$4.28	\$4.33	\$4.45	\$4.63
CLASSIFICATIONS—						
Boom-Type (Back-fill-						
ing Machine) Oiler						
required						
Chicago Boom (includ-						
ing Stiff leg and						
sheer pole)						
Chief of Party						
Combination Slusher						
& Motor Operator						
Front End Loader (5						
yards and over)						
Motor Patrol						
Mucking Machine						
Operator						
Saurman Type drag-						
line (under 5 yards)						
(Oiler required)						
Self-propelled Elevat-						
ing Grade Plane						
Tractor (tandem						
scrapers)						
Turnapull, jeep, DW10,						
20, etc. (or similar						
operator)						
<b>GROUP IX</b>	\$4.18	\$4.23	\$4.35	\$4.40	\$4.52	\$4.70
CLASSIFICATIONS—						
DW 10, 20, etc. (tandem)						
Combination Mixer &						
Compressor (Gunit)						
<b>GROUP X</b>	\$4.25	\$4.30	\$4.43	\$4.48	\$4.61	\$4.79
CLASSIFICATIONS—						
Foreman						
Highline Cableway						
Operator (Signal-						
man required)						
Lift Slab Machine						
(Vagborg and simi-						
lar types)						
<b>GROUP XI</b>	\$4.46	\$4.51	\$4.65	\$4.70	\$4.84	\$5.02
CLASSIFICATIONS—						
Multiple Propulsion						
Power Unit Earth						
Movers						
Remote Controlled						
Cranes and Derricks						
(Oiler required)						
Rubber Tired Scrapers						
(35 yards and over)						
Power equipment with						
shovel-type controls						
(5 yards and over)						
(2 oilers required)						
Koehring Skooper (or						
similar) (Oiler re-						
quired) (5 yards or						
over)						

\* Five cents (5c) per hour, or a portion of such amount, of the wage increases effective January 1, 1965, or January 1, 1966, may, at the option of the Union, be allocated instead to an increase in the amount the Individual Employer is required to pay under this Agreement to the health and welfare trust fund and the pension trust fund (or either of such funds), or a pensioners' health and welfare trust fund.



# Memo from the Manager's Desk

By AL CLEM

BY THE TIME this paper reaches you, we will have celebrated the long Labor Day holiday weekend plus another three-day weekend in California for that State's Admission Day holiday. We hope and pray that with all the appeals for special attention to safety made at this season, none of our members or their families will suffer any injuries or tragedies. Perhaps, in time, the message will get through generally, for the whole year, that if we do our best to prevent accidents at all times and always drive carefully we can save lives.

AS YOU WILL NOTE in the front of the paper, the contract in the State of Utah for the construction industry has been consummated. There were many meetings and many long hours at the bargaining table. We did not achieve all that we sought, but in comparison with other agreements negotiated in the area we feel that a good job was accomplished, and the members who saw fit to attend the ratification meetings evidently thought so, too.

The gains made here indicate that as the years go by, the contractors on the employer's side of the table are generally beginning to understand the economic problems of our members and their families and are more willing to make adjustments in favor of the members of our Union. They are also aware that the equipment is steadily growing larger, faster and more complex to operate.

We find that this is generally the attitude of the fair-thinking employers with whom we do business, although from time to time we encounter the employer who is extremely short-sighted and thinks only of arriving at the cheapest settlement he can possibly get, overlooking the wise, old saying that you get just what you pay for.

We do not believe that the wages or working conditions contained in any of our agreements are excessive, when you take into consideration the types of machinery that the members of our Union operate and the methods employed in the construction industry at this date.

The Operating Engineers, and in particular, the members of Local 3 who are building the West under the jurisdiction of our Union, are entitled to the best conditions that we can possibly gain for them at the bargaining table without throwing an undue burden on the contractors who perform the construction work in our territory. We say again that we are confident that this is the view of most of the fair employers, and it certainly goes without saying that this is the goal of the negotiators for the Union.

IN ADDITION to the Utah AGC agreement, we were able to arrive at a settlement with one of the larger rock, sand and gravel producers in the State of Utah, Utah Sand & Gravel, which, besides the rock, sand and gravel and ready-mix operation, runs one of the largest pre-stress yards in the State. This agreement was reached together with the Teamsters, who have been on strike for quite some time.

While we did not get all we had hoped for in this contract, it was ratified by the membership, and we hope that by working with this firm, and perhaps by organizing some of the competition so they will be on a more equitable basis in the future, we can upgrade the living standards of our members employed in this industry. It is my opinion that this is an industry in which, if the Union and the employers in Utah sit down and take a good, long look, we can perhaps arrive at a workable agreement that will be beneficial to all concerned.

YOU WILL NOTE in reading the various reports from the areas that the work outlook is extremely good and that there are shortages in certain classifications and skills. Essentially this is a seasonal condition, but it does seem that this year, with the big backlog of work, there is a particularly favorable opportunity for all who desire to work and are capable of operating the equipment that is in demand.

WE HAVE HAD considerable unrest and difficulties in the State of Hawaii. As this is being written, in the last week of August, we are going into negotiations on the construction contract. This was a four-year agreement that is now terminating, and there are many, many problems which will have to be resolved at the bargaining table, but we are hopeful that this can be accomplished with a very minimum of work stoppage. We sincerely hope that we can maintain our battling average and that interruption of work will be practically nil.

IN THE MONTH of August there were 110 agreements processed and 3,182 members cleared to work opportunities.

IT WAS MY PRIVILEGE to attend a session of our Gen-

## Legislative State Offers Boiler Safety Proposals

By A. G. BOARDMAN  
Director of Education &  
Research, Calif. State  
Conference of Operating  
Engineers

The California State Industrial Safety Division has come up with a number of recommendations supplementing present regulations applicable to hot water heating boilers. These recommendations will be submitted to the Industrial Safety Board for adoption as regulations making for greater safety of workers.

These recommendations are the result of extensive studies of the boiler explosion in San Jose on March 22, 1963, that caused the deaths of five persons and injury to scores of others. The force of the explosion caused by over-pressure of the steel, 30-pound hot water heating boiler, demolished an eight inch concrete wall, scattering it over the basement area, and destroyed the ceiling of the boiler room so that part of the lunch counter on the floor above fell into the basement.

Your California State Conference of Operating Engineers sponsored two pieces of legislation on this same subject in the last session of the legislature. AB No. 2364 by Assemblyman Alquist of San Jose and AB No. 2896 by Assemblyman Foran of San Francisco, have been assigned to interim study and hearings should be held late this winter or early next year.

Quotes of interest:

"The Democratic Party and organized labor are interdependent and neither of us could survive without the other. While labor and the regular Democratic Party constitute a strong alliance, this does not mean that labor has to go down the line on every Democratic candidate. And, conversely, it doesn't mean the Democratic Party has to take every piece of legislation put forward by labor." —Jesse Unruh, Speaker of the California State Legislature.

"GOP adherents in the trade union fold are confident they'll get a bigger share of the union vote next time than the three-out-of-ten in recent elections. Republicans are trying to sell unionists on the idea that it's 'absurd' for labor to hitch its horses to one wagon. They point out that one of the great weaknesses of union leadership's political strategy is its almost across-the-board endorsements of Democrats at election time." —Sacramento Newsletter.

Learner Scrap Co. have pur-

eral Executive Board in Washington, D.C., to which appeals had been made by two members of this local from a decision of your Election Committee, and it is indeed gratifying to report that the General Executive Board sustained the ruling of your Election Committee. The minutes of the General Executive Board will be printed in the International Magazine, enabling our members to read the details.

It is always gratifying to have the opportunity of attending meetings of the General Executive Board and visiting with representatives from the other local unions. It is evident at these sessions that General President Hunter P. Wharton, particularly, and Secretary-Treasurer Frank P. Converse and the various Vice Presidents have the welfare of all of the members of the various locals at heart and are striving to protect the Engineer from encroachments.

At one open session the General Counsel familiarized those in attendance with some of the important cases that have come before the National Labor Relations Board and brought us up to date on various legislative developments in Washington as well as in the various States. All in all, this was a very interesting and informative meeting.

## San Francisco Busy Despite Bad Breaks

By JERRY DOWD, GEORGE  
BAKER and ED DuBOS

Here in San Francisco the work situation remains very good. Most of the big jobs are still the construction of buildings and towering apartments. But two of the larger jobs had some bad luck which slowed them down considerably.

The cooperative apartment building that Westmorland is building at Sacramento & Laguna had a tower crane tip over. The boom broke about half way up, and over it came—right through the roof of the adjoining apartment house. Luckily, no one was injured. All the men on the job site were clear at the time, and damage next door was confined to the roof.

A similar situation was on the Rothschild, Raffin & Weirick job at 999 Green St. This also is one of those million dollar apartment projects. The company installed a new Pecos crane there, but the neighbors have obtained a restraining order to prevent them from swinging over the tops of their houses.

### HOSPITAL PROGRESS

The job on Marys Help Hospital in the St. Francis Heights area is moving along real good. Judd Rentals have moved in some DW 10's to do the excavation work. We look for this job to go another six weeks.

Charles Harney is almost finished with the Alemany Freeway dirt work. There is still plenty of concrete work to be done here.

The men doing the sub-grading and paving tell us they have been working 10 to 14 hours a day with some Saturday work included. The pay checks for these Brothers looked most unusual for work in the San Francisco area.

### OUTFALL PIPE

One unusual job in the area was the Oscar Holmes project at Ocean Beach. Working on an extension of an outfall sewer, they had to use a derrick barge to pull the pipe out and lower it into place. They used three D8 dozers to push the pipe to the edge of the water, and from there it went out 2,400 feet. This phase of the job went for 40 straight hours, and we expect another month's work before it is completed.

The demolition of the Fox Theatre is just about completed. They are starting to clear the area, so we look for another big job to start on this site real soon.

Learner Scarp Co. have pur-

the political truism, that if the politicians are not afraid of you—they seldom do anything for you.

chased all excess scrap from Chas. L. Harney and have a crawler crane loading out of the Thomas Street yard. Our information is that there will be more scrap material to be picked up around the 5th & Berry yard. The scrap yards in general have been quite busy this summer.

### MORE PIPE

Murphy Bros. have started a new pipeline job in Brisbane. At present there are seven men on the job and very shortly there will be more job opportunities for our members.

McGuire & Hester are putting in 13,000 ft. of pipeline on Persia St., near Mission.

They're finding the rock mighty hard on The Oscar Holmes job on the on-ramps to the Bay Bridge. However, the Brothers working there know what they're doing, so the job is coming along nicely.

### IN PARK

Piombo Construction Co. are just about completed with the school site grading at McLaren Park. Also in the Park they are stripping the top soil at the site of the new reservoir. At present there are two rubber tire rigs and a dozer working. We expect them to bring in more equipment any day.

Negotiations on the Bay Area shop agreement are in progress and the Negotiating Committee is awaiting word from the employer group as to their acceptance to our proposals.

## Survey Notes Keep Work Record Now For Later

By ART PENNEBAKER, DAVE  
REA and JERRY SIMS

The new Civil Engineers & Land Surveyors Agreement is at the printers. As soon as it is made up in booklet form it will be available to all the members.

Jerry Sims has been hired as an additional business representative for the Technical Engineers. Jerry has been surveying since he was 16 years old, and came to work for you members from the Oroville Dam Project at Oroville, where he was a Chief of Party. Brother Sims will be based in the Oakland office for the time being.

Work all over the jurisdiction has been very good, with practically full employment in all classifications.

It has been brought to our attention that some of our old timers are having trouble showing where they worked years ago when they apply for the pension. A pension is a long way off for some of us, but remember that your work record is easier to prove now.

We urge you to keep I.R.S. W-2 forms, check stubs and daily work books. When it comes your time to apply for a pension, have your records accurate and up-to-date so that you can receive the full value of your pension.

School has either started or will start soon for Surveyors Apprentices. If you are an apprentice, and have not heard from the committee, contact them immediately to find out where to register for classes.



## Engineer in Afghanistan

# Lure of Exotic Places, People... and Money

There is change and the excitement of strange places, languages and people; there is even a bit of the missionary feeling, of satisfaction in helping improve conditions in a retarded country.

But if you ask J. Stanley Krantz, a member of Operating Engineers Local No. 3, why he has chosen to work overseas almost continuously for 14 years, with few and wide-spaced visits home, he gives his reason in two words:

"Mainly money."

Krantz, who is back home at 9 Bungalow Ave., San Rafael, for about a month's stay, is currently working for the government of Afghanistan as Mechanical and Equipment Superintendent of the Afghan Construction Unit, Helmand Valley Authority. The other top construction man on this project is also a member of Local 3, Rudy Wright of Redding, the General Superintendent.

### SINCE 1949

Krantz first got the overseas bug when he went to Saudi Arabia for Bechtel Corp. in 1949. Later he joined Morrison-Knudson to work on the Kajakai Dam in Afghanistan. He put in another spell in Morocco, then returned to Afghanistan and accepted the offer to work under the Afghan government.

Afghanistan is a landlocked country about the size of France, just north of Pakistan in the foothills of the Himalaya Mountains. At one time a verdant, fruitful country coveted by many conquerors, it has long reverted to desert. The Helmand Valley Authority, modelled after our Tennessee Valley Authority, seeks to restore it with a wide-ranging water, power and economic development program.

### IN THE BOONDOCKS

Krantz lives in a camp at Chah-I-Anjir, about 600 miles from the country's capital, Kabul, and spends several days each week traveling through the rugged, sparsely-settled countryside, checking on the canals, highways, bridges, hydroelectric plants and other projects, already completed or under construction.

His job and that of the other Americans is supervisory only, and the actual work is done mainly by Afghan nationals trained by Americans such as another Local 3 member, Roy

Kingery of Marysville, who was there for a long time.

There are still some opportunities for Americans, Krantz says, but they would have to be extremely versatile... "know how to operate everything from a bicycle to a hydroelectric plant." Anyone interested may write a letter telling about his qualifications and experience to the President of the Authority, at Chah-I-Anjir, Afghanistan.

### JOB FOR AMERICANS

Krantz confessed to being personally distressed about the many times more numerous jobs held on American-aided projects in Afghanistan by what he terms "third country nationals" — Frenchmen, Italians, Filipinos and others.

"Why hire one of these at almost-American wages and keep an American out of the job?" he asked. "Dollar-wise, I find the Americans more productive, even at higher wages. And it's American money that's going into the projects."

Asked what such work pays, Krantz cited one job, that of Master Mechanic, for which an American would get \$1,100 to \$1,250 a month, plus all living costs and travel expenses and a vacation bonus of 24 days a year.

Traveling around the country, Krantz is in contact with many nomadic tribes, including the famed, warlike Pathans of the Khyber Pass region, made famous by Rudyard Kipling's books. But he speaks Pharsi, the language of the common people, and other dialects and had no problems making friends.

### MYSTERY OF MACHINES

The biggest problem still remains training the native workmen. "It's the year 1342 by their calendar (dating from the birth of Mohammed)," he explains. "In some ways they're rushing madly into the 14th Century. They still don't fully understand machinery, and that a machine, unlike a camel or donkey, doesn't have qualms about killing a person. That's one of our greatest concerns — training them in safety and machine capabilities."

One of the interesting facets of Afghanistan construction is that the Russians are also conducting various modernization projects. The Americans in the country, Krantz said, maintain correct but not overly-cordial relations with their Russian counterparts.

Krantz has made many friends in the country, but there is no social life as Westerners understand it, especially since the women are kept in strict "purdah," veiled completely and never seen by men other than their husbands.

### HOBBIES

For recreation he depends on reading and a semi-professional

avocation of photography. He has two well-equipped dark-rooms at the camp and elaborate camera equipment and sells many of the photographs he has taken in his travels to travel and glamor magazines and European photo agencies.

When he goes back, reading matter and photographic supplies will make up the bulk of his luggage, as these items are hard to obtain by mail. An ordinary letter or package may take as much as six months to reach Afghanistan, and even airmail is from three weeks to one month in transit.

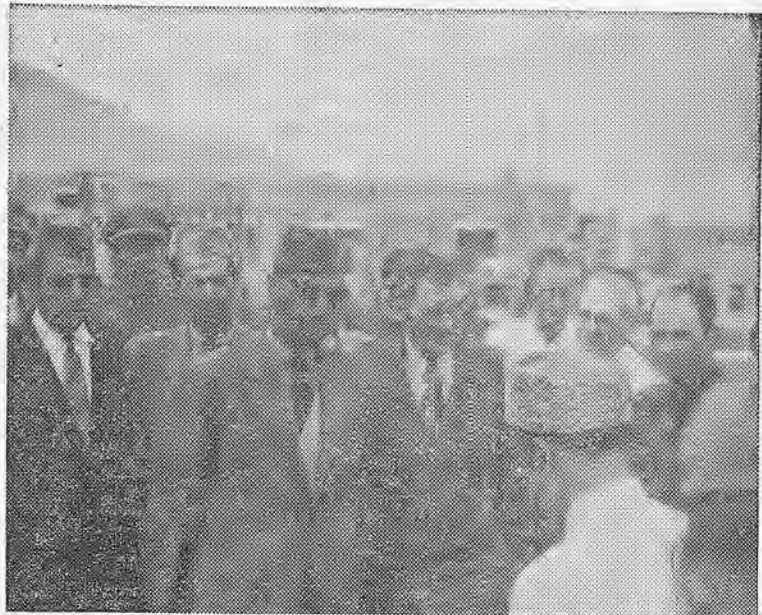
Krantz's one regret is that circumstances have prevented his wife, Eleanor, and two children—Jeanne, 23, and Bob, 21—from accompanying him overseas. But the lure of faraway places and the monetary rewards is strong, and when this visit stateside is over, he will be going back.



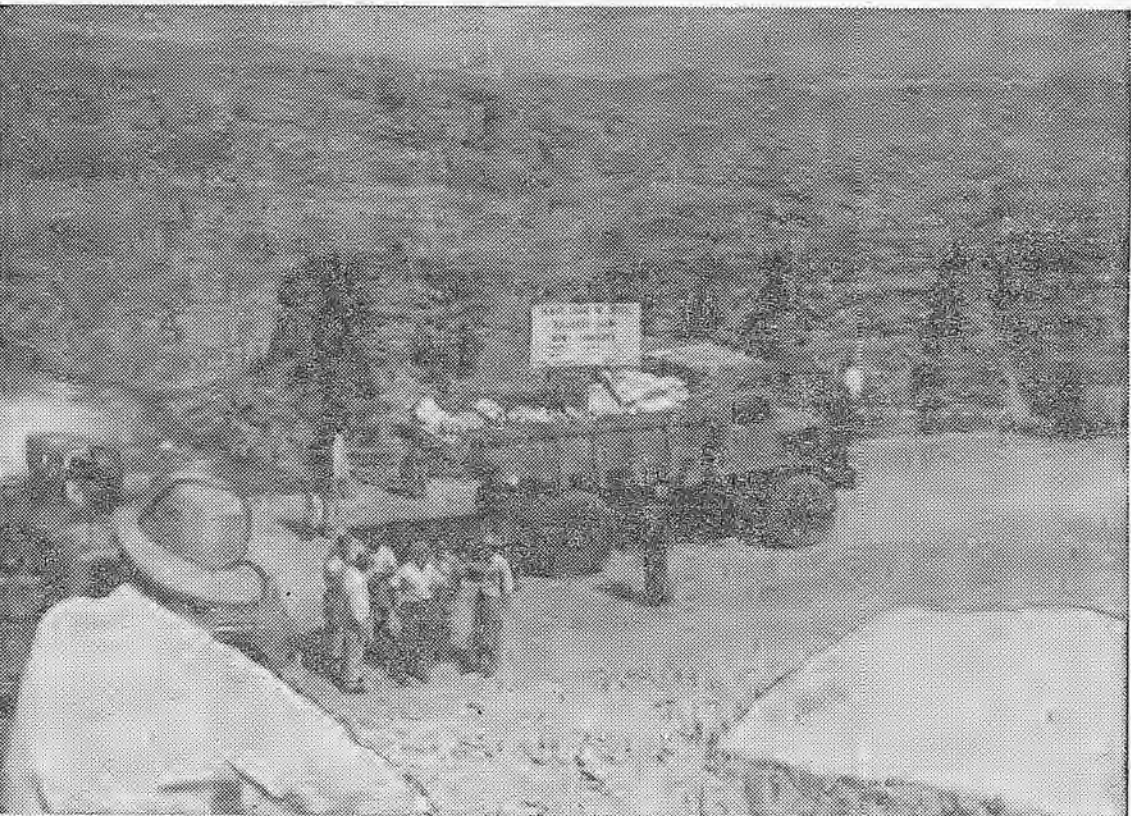
**MEMENTOS OF HIS TRAVELS** in faraway places are shown by Local 3 member J. Stanley Krantz at his home in San Rafael. A native chieftain gave him this ancient sword, which is authenticated as having been carried by one of the conqueror Ghengis Khan's marauding horsemen.



**TURBANED TRIBESMAN** is typical of the natives Local 3 member J. Stanley Krantz encounters in his work in Afghanistan.



**ROYAL INSPECTION:** King Mohammed Zahir Shah of Afghanistan is shown with his royal party, inspecting one of the projects. The king is in the center foreground, with fur cap and dark glasses. Facing the camera in right foreground is Rudy Wright of Redding, Local 3 member who is General Superintendent of the Afghan Construction Unit.



**RUGGED COUNTRY:** The background of this photo gives an idea of the bleak, rugged terrain of Afghanistan. It shows the last truckload of rock placed on Kajakai Dam. The man with the tropical sun helmet in lower left corner is Roy Kingery of Marysville, a Local 3 member who had an important job on the project.

## Labor Has 1,091 Credit Unions

MADISON, Wis. — A total of 1,091 credit unions were owned and operated by trade unions in the U. S. during 1962, according to the annual report of the Credit Union National Association.

All but 128 were sponsored by labor unions affiliated with the AFL-CIO.

The association's Intl. Credit Union Yearbook showed 21,032 credit unions in the U. S. in 1962. They serviced nearly 13.8 million members, an increase of 913,000 during the year, and had total assets of \$7.1 billion at the end of the year, compared to \$6.3 billion at the end of 1961. (8-6-63)



# Personal Notes

## Stockton

Brother Darrell Allen and his wife, Jackie, dropped by the office last month to say hello. Brother Allen is on crutches from injuries received on the Granite job at Pollock Pines. An oak tree dropped across his lap while he was running Cat, breaking both his legs.

## Santa Rosa

We extend deep regrets to the family of A. E. (Tony) Cabral, and know that with his passing a great many of his co-workers will miss him. Mr. Cabral was widely known in this area, but few knew him to be a former lightweight fighter known as "Kid Bedford" who was quite a successful 10-round contender in the Fresno area.

## Vallejo

Congratulations to Brother Sammie Roberts on their new son, born in August. Also, belated congratulations to the Seth Ed Parrishes for a daughter born June 21. They have other children, but all boys, and a girl was very welcome.

## San Jose

Bro. Edward Bowles is in the Santa Cruz Hospital in serious shape, with leg, pelvis, head and internal injuries, the result of falling into a deep ditch on the buckets of a 310 Parsons Trencher. George Wagner, manager of the Granite Const. Co., saw Bowles fall and signalled the operator of the machine to stop in time to save Bowles life.

Richard Rathbun, oiler for G. S. Harrington Co., died in a Carmel hospital after falling from a bridge near Slater Hot Springs. Harrington Co. had built a new bridge and was dismantling the old one. Richard was out on a 20-inch cross beam and fell approximately 180' to 200'.

Maurice E. Thome, mechanic for Hollister Sand & Gravel, was badly hurt and Raymond Lucas was killed while mounting a tire on the driver wheel of a DW 10. The inflated tire was on and everything seemed to be all right. Raymond was putting the fender back in place when the keeper ring let loose, and the tire flew off right in his face and threw him about 25 ft. Maurice was under the rig, removing the jack and timbers. The pressure of the tire was responsible for his injuries.

Brother Ed Bayer was in the office and it was a pleasure to see him up and around again. He is still unable to work due to a heart condition. Brother C. D. Do Moe is again hospitalized. Trust he will soon be feeling better.

## Redding

Our deep and heartfelt sympathy to the family of Brother Bill Adams, also to the family of Donald Bedford. Condolences to Brothers Joe Rogers and Frank Moore on the recent loss of their wives.

## San Rafael

Best wishes to the following members reported on the sick list: Harry Faison of Associated Dredging, at Brookside Hospital; Robert Finn at Marin General, also of Associated Dredging. Brother Clarence Huffstutter is back in the States—and says he will be here for about one year. He has been in Liberia, Africa. Says there are a few Local 3 boys working there.

## Eureka

Brother John Kiper is back in the hospital at Garberville. He was injured when he fell from his rig on the M.K. job at Phillipsville. Brother Otis Lawrence is recuperating after his recent heart attack.

Congratulations to the following Local 3 families: Mr. & Mrs. Randall Chisholm—baby boy; Mr. & Mrs. Burl Bradbury—baby boy; Mr. & Mrs. Johnny Ramming—baby boy.

## Sacramento

Ernie Nelson wishes to express his gratitude for the many cards of sympathy and flowers and donations to the Heart Fund so generously given by the Brothers of Local 3.

Forrest Carter, a well-known Brother, is home now after an auto accident in which he sustained a chest injury, broken leg and broken jaw. Drop in at Fresh Pond; he will be glad to see some of the Brothers.

Glen Severson is in Lodi Hospital with heart trouble. Visitors welcome.

Bros. Hal Clark and Doug Butler have purchased the service station in front of the Union hall. They invite the Brothers to drop by and, of course, the words they like to hear are, "Fill 'er up." Good luck in your new business.

## Fresno

The last blood donor was in June. Our Blood Bank is running low. We wish Brother Gene Young, in the Fresno Community hospital, a speedy recovery. We're happy to see Brother W. H. Kelley up and around after surgery and doing well. Brother Arthur Rickey was in the hospital several weeks after an auto accident, but he's out and doing fine.

## San Mateo

# Flattening 'Roller Coaster'

By BILL RANEY and  
MIKE KRAYNICK

Bayshore Highway's rocky stretch is being flattened. Approximately 6½ miles of the "Poor Man's Roller Coaster" between Redwood City and San Mateo is having its wrinkles smoothed out. Bragato Paving and Blomquist Oil, Inc., a joint venture, are doing the work. Due to traffic conditions, the paving crews work only between 9:30 p.m. and 5:30 a.m., the access roads and gutter crews during the day.

## FOSTER CITY

Three Northern California builders—Kay Homes, Eichler Homes, Inc., and Duc and Elliott have signed contracts amounting to approximately \$22 million for the construction of homes in this new community that will be located near the San Mateo-Hayward Bridge. Initial construction calls for 668 homes to be started at once.

The master plan for Foster City calls for 11,000 dwelling units, homes, apartments, schools, industrial and office buildings. Granite Construction Co. is moving the dirt and doing a lot of the preparatory work at present.

A three-dimensional scale model of this marina-styled city is now on display at the Hillsdale Shopping Center.

## PESCADERO PARK

Plans for the proposed Pescadero Park includes 265 acres around an earth-fill dam which will create approximately eight miles of shoreline and two park roads. Just another of the many dirt jobs to be let in the future.

The new 1-cent gasoline tax will provide San Mateo county and its cities with at least \$27 million in new road money in the next eight years. That's a lot of green to be utilized by the craftsmen of Local No. 3.

Work has started on the combined grade separations of Hillsdale Blvd. and El Camino Real, totaling \$4 million. M & K Corp. and L. C. Smith have this award. M & K is the general contractor for a couple of prestressed concrete bridges. L. C. Smith will do the grading and paving.

## PACIFICA START

McNamara Corp. has started their road job at Pacifica on Highway No. 1. This is a nice job which will keep quite a few of our men busy. Mose Mastolotta is getting lined out to furnish the rock for this job. His crusher will be set up in the Devil's Slide area.

Willie Frank's men are making the dust fly on their Oddstad Homes development. Pacifica-to-Pescadero is literally crawling with men and equipment on many various types of roads, bridges and underground work.

Power Construction Inc. are

moving right along on their Stanford Accelerator job. Grapevine tells us Peter Kiewit is about ready to break ground on their portion of the job now. Ed Johnson is making quite a bit of headway on Fay Improvement and Frederickson & Watson on their runway and taxi strip at the S. F. Airport.

## BLOOD DONORS

Blood Bank donors for the month of July were Roger J. Cleland, Mrs. Samuel Macready, Mrs. James McGee, Earl M. Callaway and Howard W. Saunders.

Engstrom, Nourse & Massman (joint venture) begin this month

on the new S. F. Airport garage. A \$73,000 sewer contract at Montara has been awarded to Vincent Rodrigues of San Leandro.

Nearly all our Brother Engineers in San Mateo are at work now. The out-of-work list is slimmer than ever.

We will miss the smiling face of one of our dear Brothers, Jean Cropper, who met with a fatal accident August 18 on the job. We had another almost-fatal accident involving a member this month. Do watch out and observe all safety rules. Be prepared for emergencies—fasten those safety belts and wear your hard hat.

# Higher Minimum Wage Benefits 2½ Million

Washington — About 2.6 million workers returned to their jobs with pay increases of up to 10 cents an hour following the long Labor Day weekend as the federal minimum wage in most industries rose to \$1.25 an hour effective Sept. 3.

The second phase of the 1961 amendments to the Fair Labor Standards Act also means that on the same day about 3.6 million other workers, brought within the scope of the act for the first time two years ago, began to draw time and one-half for overtime work beyond 44 hours a week.

The newly covered workers, most of them in the retail and service trades, were given the protection of a \$1 an hour minimum wage—but no maximum work week—in the first stage of the FLSA amendments.

This year the schedule for these workers calls for a 44-hour ceiling on their workweek, but no increase in the pay floor.

The rest of the timetable will bring them to a \$1.15-an-hour minimum wage and a 42-hour maximum workweek on Sept. 3, 1964, and to parity with other covered workers at a \$1.25-an-hour minimum and 40 hours maximum as of Sept. 3, 1965.

# Over 12,000 Violations Found

Well over 12,000 unsafe conditions in California construction were discovered by construction safety engineers of the Division of Industrial Safety during the first half of 1963. All were required to be corrected, and almost 10,000 corrections were completed during that period.

Division safety engineers visited more than 13,000 different construction jobs in January through June and investigated over 150 accidents that had resulted in injury or death.

## Oakland

Bro. Bill Blaw is home recuperating from an accident on the job for San Leandro Crane Service. He fell while changing the boom and broke several ribs. Bro. Frank Dias, an oiler for Fruin & Colnon at the El Sobrante filter plant, suffered severe injury to his arm. He is home now but will have to return to Brookside Hospital for another operation.

Bro. Bartlett Tucker, operator, has the Tucker's Jewelers, located at 1204-A Lincoln Ave., Alameda, phone LANDscape 3-5916. He says any Local 3 member will be given up to 40% off.

Bro. H. J. Dougherty and his wife, Fern, will vacation in the East and visit their grandchildren. Bro. Dick Blome, mechanic for Stolte, Inc., is in Eden Hospital after a heart attack.

Workers in industries covered by the law before the amendments went into force had their minimum wage increased from \$1 an hour to \$1.15 in 1961, with the pay floor scheduled to rise to \$1.25 an hour this year. Of the approximately 24 million workers in these industries, the Labor Dept. estimates that about 2.6 million currently are paid less than \$1.25 an hour and thus will benefit from this year's increase.

The 3.6 million newly covered workers include 2.2 million in retail and service work, 1 million in construction, 100,000 seamen, 93,000 in suburban and interurban transit, 86,000 employed by gasoline service stations, 33,000 in fish processing, and 30,000 telephone operators.

While the amendments were hailed by labor, they nevertheless left many low-paid workers uncovered, excluding, among others, hotels, motels, restaurants, hospitals, nursing homes, auto and farm implement dealers, seasonal amusement operations, movies and small retail stores.

# AFL-CIO Backs Atom Test Ban

UNITY HOUSE, Pa.—The AFL-CIO called on the Senate to ratify the limited test ban treaty as a "first step toward possible limitation or reduction of nuclear and other weapons of mass destruction."

But the Executive Council warned that the treaty's potential as a step toward world peace can be realized "only if our country and its democratic allies develop ever greater unity of purpose, cohesion of policy and action and overwhelming capacity for defense."

# \$1.25 Minimum For Women and Minors

Women and minors employed in California now must be paid a minimum of \$1.25 per hour in private industry, which will go up to \$1.30 on August 30, 1964, the Dept. of Industrial Relations announced this month.

Payment of this minimum wage by the affected employers is necessary to comply with the provisions of the 13 different industry and occupation orders recently revised by the Industrial Welfare Commission.





**SHORTER AND QUICKER:** This is the north portal of the new Randolph Collier Tunnel on Highway 199 through Oregon Mtn. on the California-Oregon border which was dedicated recently with appropriate ceremonies. It eliminates 2.8 miles of the old road with 128 tight curves and permits boosting the speed limit for this stretch from 25 to 60 miles an hour.

## Eureka: Collier Tunnel Opened

By RAY COOPER and  
H. L. SPENCE

Three thousand visitors were on hand recently to witness the dedication and opening of the Randolph Collier Tunnel on Highway 199 on the Oregon-California border.

"Father of the Tunnel," State Senator Randolph Collier, was guest speaker and officially cut the ribbon to let the flow of traffic through the tunnel which, with its approaches, not only eliminates 2.8 miles in distance, but does away with 128 car-sickening curves and hairpin turns of the old road. It makes the stretch so much safer that the speed limit of 25 miles per hour is liberalized to 60.

In as rugged and beautiful a setting as may be found in California, a beef barbecue was provided free for all guests before the dedication ceremonies began. Chief speaker U. S. Senator Clair Engle said: "It has always been a case of strong men against these cliffs we see here today. This tunnel, 2,000 feet long, is one of the most rugged and difficult in our highway system."

The \$7,500,000 job took three years to complete and embodies the cut of 465 feet into Oregon Mountain—the deepest such incision into rock in the entire system of California highways.

### NEW JOBS

Slate & Hall of Portland, Ore., are back in the area again with an \$87,500 rip-rap slope protection job at Gasquet, Calif. So far they have moved in a crane, dozer, loader and drill cat and expect to complete the job in 45 days.

O. K. Tonkin of Willow Creek was awarded a \$92,800 job for repair of storm damage to the Yarger - Bridgeville - Alderpoint road.

C & N Construction Co. of San Rafael are moving in on their recently-awarded school job. This includes clearing, grading and drainage work for the Eureka Jr. High School site on "S" St. We expect to have about a dozen Engineers on this project and the company anticipates working six-10s in order to get their dirt moved before the rains.

Crooks Bros. Const. Co. of Lompoc were awarded the clearing of the right-of-way for a future 8-mile four-lane freeway on U. S. 101 from 3.2 miles south of Scotia to Inglewood.

Osborn Const. Co. of Redding is moving along rapidly, repairing roads and spillway at Ruth Dam.

### MORE PLANT

Mercer Fraser Co. finished their resurfacing job at Klamath and moved their hot plant to Fortuna, where they will produce plant-mix for the Morrison-Knudsen Fields Landing job. Completion date for this project is the middle of September, but we will have to see it to believe it, as this job has been stretched out for a slow three years.

Mercer Fraser is working from daylight to dark laying black top on the Myers Flat to Salmon Creek Freeway.

Morrison-Knudsen's job from Salmon Creek to Phillipsville is rapidly coming to an end with finish grade work. Bethlehem Steel is erecting the girders on the Sylvandale bridge.

### Meany Gets Medal

WASHINGTON—AFL-CIO Pres. George Meany is one of 31 world figures chosen by Pres. Kennedy to receive the Presidential Medal of Freedom for high achievement and contributions to the enrichment of American life.

Granite Const. is setting up their crusher and will also have a C.T.B. plant and two hot plants on their McKinleyville job.

### EAT UP DIRT

The Wunderlich job at Klamath is progressing well, but they still have quite a bit of clearing to do. Those 657 scrapers really eat up the dirt. Tom Coy has two DW-20's and two dozers on his job near Alderpoint. Tom has another big job near Garberville that will be starting to work real soon.

J. J. Tracey has just about finished his job at the Garberville airport. Marlin Tryon subbed part of this job. Acme Paving Co. has subbed the blacktop from J. J. Tracey. Art Burman has one roller on this job.

H. P. Hastings has a couple of road jobs; one just out of Redway, and the other just out of Garberville on the county road. Both jobs are real good ones for the Brothers.

John Petersen has the county road job south of Ferndale, with quite a bit of dirt to move.

### PETROLIA BRIDGE

Al Ross has just about finished the bridge at Petrolia, just some clean-up to do. The Ross job at Rio Dell is shaping up—not much more there, either.

Hooker Co. is well along with their highway between Ferndale to Fernbridge. Most of the piling has been driven for the bridges. The dirt-moving crews have started out in fine form.

J. L. Conner has just about finished the dirt work on his job on Highway 36 between Hydesville and Carlotta. This has been a good job for the Brothers, as Mr. Conner treats the boys O.K.

The next District Meeting will be October 8th, at 2806 Broadway, Eureka, 8 p.m.

## List About Wiped Out in San Jose

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

We are happy to report that we have less than 50 Brothers on the out-of-work list. Several good-sized jobs have been let recently, and we hope that soon every one will be working. During the past month approximately 500 employment referrals were issued.

A contract for the second link of the six-lane, \$100 million Junipero Serra Freeway, extending east of Saratoga Ave. in San Jose to Stelling Rd. in Cupertino, was awarded to Frederickson & Watson and Lew Jones. The 4.7 mile project went for \$4.14 million. Estimated completion is in late December, 1964.

Heim Bros., of Oakland, are doing the clearing for right of way through the orchards for the Saratoga Ave., from Santa Clara to Stelling Road in Cupertino. Gibbons & Reed are the prime contractors, with Griffith doing the paving. They are making good progress on widening Highway 17 to six lanes. This has been a hazardous task, due to heavy traffic.

### JONES BIDS LOW

Lew Jones of San Jose were the low bidders on the Mathilda Ave., in Sunnyvale. This contract went for \$1,576,860, and completion is expected in 14 months.

Hillsdale Rock have purchased the Coyote plant from the Santa Clara Sand & Gravel and are in full operation under the capable supervision of Brother Dick Miller, employing eight Engineers.

Elmer G. Wendt are making good progress on the widening of the Quadelupe Channel. They have three drag-lines working double shift and the cats and 21's on a 10-hour single.

Vido Artukovich & Son have the first two miles of 90-inch pipe laid for the San Francisco Water Co. They are using two large trenchers on a two-shift basis.

### SANTA CRUZ BUSY

Work in the Santa Cruz area is still going strong. Granite Construction Co. was low bidder on rip-rap seawalls at West Cliff drive, between the westerly city limits and Cowell Beach. This was a one-bid job at \$177,855. Granite is doing additional work on the small boat harbor.

H. M. Schimpeler Co. was low bidder for expansion and modifi-

cation on the existing treatment plant at the East Cliff Sanitation District. This project went for \$247,154.

The low bid for the Moreland Notre Dame Academy in Watsonville went to George Davis at \$280,000. Davis was also low on the Peter Paul candy factory, to be built in Salinas. Granite Construction will do the excavation work. The job starts at once. The bid was \$2,680,000.

Granite Construction is going right along with the underground work on their Rio Del Mar subdivision job. Cecil Smith has started finish work on his Aromas Road job.

### FORD ORD

D. D. Altermatt Co. have started their job at Fort Ord, and Fullerton Construction are making real progress on their Fort Ord job. They are now placing rip rap at the outfalls, the rock coming from Granite Rock Quarry.

Granite is starting their highway job out of Bell Station, on the Pacheco Pass Highway. Jim Gaither is in charge, with fifteen of the Brothers employed at this time. The crews at Granite Rock are still putting in plenty of overtime.

**BLOOD DONORS:** Pat Callahan and Lawrence Nunes. To these two Brothers go not only the thanks of the Union, but from the Brothers as well. There comes a time when each of us may be in need of blood, given by only a few of the Brothers. We are unable at this writing to take care of the numerous requests we are having for blood. We have at present less than a dozen pints of blood in the bank, and have not been in a position to give as much as has been needed in most cases. With an organization as large as the Operating Engineers, we should have the largest blood bank in any of the trades, but this is not the case. So come on, fellows, "BLEED A LITTLE." Don't have it said that the Operating Engineers cannot take care of their own.

In 1890 about 4 million women were gainfully employed in the U. S. 17 per cent of the female population over 10. In 1962 over 24 million women were in the work force, 37 per cent of the women aged 14 and over.

## Deaths

	Date Initiation	Died
Wesley W. Wright, San Francisco	1- 7-60	8- 1-63
Don Bedford, Redding	12- 6-59	8- 1-63
John A. Mueller, Sacramento	8- 6-55	8- 2-63
R. C. Duvall, Carson City, Nev.	7- 7-51	8- 4-63
Jean Cropper, San Mateo	5- 6-62	8- 8-63
Walter Monize, Oakland	11- 6-60	8- 9-63
Kenneth A. Cady, Lafayette	8- 3-46	8- 8-63
Loy H. Burkett, Soda Springs	4- 7-51	8- 7-63
Joe T. Correa, Oakland	7-20-40	8-10-63
Edward Fitzsimons, Santa Cruz	4- 1-50	8- 9-63
Joe Gerhart, New Town, No. Dakota	7-14-62	7- 2-63
Arthur Wallace, Marysville	2- 7-48	8-29-63
Joseph F. Enos, Sacramento	12- 4-48	8-16-63
Ernie J. Schweida, San Francisco	2- 6-43	8-21-63
Weldon J. Lewis, Keyes	8- 2-59	8-24-63
Sverre J. Mathisen, Oakland	8-16-36	8-23-63
C. W. Mason, Sacramento	2- 7-42	8-21-63
Raymond J. Lucas, Hollister	8- 4-63	8- 5-63
Thane Clark, Walnut Creek	6- 1-42	8-29-63
W. E. Simmons, Penryn	6- 8-40	8-29-63
Frederick R. Fluegge, Seaside	12- 4-60	8-16-63



# Nevada: Slow for This Time of Year

By EDW. G. HEARNE,  
B. J. (Bu) BARKS, JACK  
SHORT and RALPH WILSON

With no new jobs starting and some of the old ones slowing down, work in Nevada is very poor for this time of year. We have been fortunate in being able to place our members almost as fast as they sign up, but this is mostly due to the great amount of work in surrounding areas.

Gibbons & Reed Co. have erected their hot plant and are starting to pave. This job kept quite a few Brothers working all summer and we are very sorry to see it coming to an end so soon. Quite a few of the men will stay on with the paving crew and finish out the job.

Isbell Const. Co. has been forced to shut down the second shift on their job at Verdi, Nev., due to the extreme amount of moisture in the cuts. They were unable to get enough dry material into the fill with the rubber hauling two shifts, so the State made them shut down. They have completed the erection of the hot plant and have paved a short detour at the west end of the job so that traffic may flow without delay while they tie the two grades together.

## A START

We have one job starting in White Pine County near Ely. Stout Const. Co. of Las Vegas has started work on their job on State Route 38 from its junction with Highway #6 to Lund. They will employ about 15 of our members when they get into full swing. This job should run about to the end of the construction season this year. They plan on using two spreads of DW 21's.

The Nevada Industrial Council, of which Local 3 is a major part, recently had an arbitration case with Anaconda Copper Co. at Weed Heights, Nev. over whether work they were doing on a rod mill extension to the concentrator plant was "major construction."

## ARBITRATION

The employees had a lot at stake in this case, as a ruling by the arbitrator that the work in question was major would mean that instead of receiving plant scale they would be paid the A.G.C. construction scales. The company took two positions in this matter — first that we had not filed the grievance on time and second that the work was not "major construction" as defined in the agreement.

The Union presented a good strong case on both the issue of timeliness and the size of the job. We are quite happy to say that in the second week of August we received the decision from the arbiter and he found in favor of the Union on both points.

The company has asked the unions involved for the scales that were in effect during the time of the construction so that they can make the necessary adjustments and pay the back wages for the period.

The Nevada Industrial Council has expressed its thanks to Local 3 Business Manager Al Clem for the help our Union gave in this case, and also to L. D. Mathews of the Local 3 staff for

the able way he presented the case to the arbiter.

## IN RENO

Work in and around Reno is keeping several of our Brother Engineers busy. Isbell has a few men going on the city street program. Weichmann Engineers always seems to be going at full strength on various jobs about town. They have been keeping a crew working with a crew from Sierra Pacific Power Co. on underground work on East Fourth St. for some time now.

Silver State Const. Co. is progressing with their job at Wadsworth. The gravel is going down, with the laydown crew right on their tail. They have moved the DW 21's to their Scheelite job to start the graveling, with the cat and can spread working out ahead. The DW 20's are still moving dirt out of the big cut at Wadsworth, with Brothers "Jug" Stevens on the D-9 and Gene Harris on the patrol.

## PAVING

Industrial Const. Co. at Brady Hot Springs have moved on to the eastbound lane with the dirt spread. Holmes Const. Co. have finished paving the west-bound lane and will move onto the frontage roads to give the finish spread time to get more grade ready. Holmes sent the crushing crew to their job at Valmy, Nev., and are getting ready to crush gravel. Industrial has four 641's working at Valmy with the dirt flying at a good pace.

Hoops Const. Co. at Battle Mountain have their crusher set up and ready to go. They have about 8 miles of grade ready for the type #2 and will be under way by the time this goes to press. They cut back to one shift with the dirt spread, but are still keeping quite a few of the brothers busy with one shift.

Brother Bob Vicks, Superintendent for Dodge Const. Co. at McDermitt, has slowed his dirt spread down and has put the dirt crew busy stripping the gravel pits.

## ELKO

Vinnell Corp. at Elko have moved the C.T.B. plant to Beaver, with the hot plant and laydown crew in pursuit. The laydown crew will finish by the latter part of August on the west lane and will move to Utah to finish their job at Beaver.

Vinnell moved in two S-28's from Beaver with Brothers George Ward and John Edman feeding the crusher with these rigs. On the dirt spread we have Brothers Earl Beach, Bob Reburn, John Gann, John Barianca, Don Hesselgesser on the S-24's; Bros. Dale Beach, Hank Marsh on push cats; Brother Rulon Black, Job Steward, on the blade; Bros. Howard Sebas and Harry Brown on rollers; Bro. Larry Gandolfo, gradesetter, and Brother Carl Phillips is grade foreman.

Work on the Nevada side of Lake Tahoe is going at a good pace. Brunzell Const. Co. is the prime contractor on the Round Hill Shopping Center. Lagrange Const. Co. has put in a new batch plant at Elk Point. Isbell Const. Co. has the work widening the road at Elk Point. A. Teichart and Son is doing a lot of subdivision work around the Lake Area.

# Fresno Gains Momentum

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

Work in the Fresno district has gained momentum during the past month.

Projects that have been under way have increased their production schedules and have employed more Engineers. New contracts of considerable size have been advertised for bid and others awarded to contractors. The out-of-work list has rapidly decreased and almost all of the Brothers in the district are working.

During the past six weeks we have given referrals to 510 men out of the Fresno hiring hall. We expect to send a good number out next month, due to new projects that will be getting under way in the Los Banos area.

## APPRENTICESHIP

We have put three more apprentices to work during the past month, and expect to have work for several more in the near future. Several new applications were approved at the last Apprenticeship Committee meeting, and we expect to have about 25 apprentices ready for classes this fall at Fresno City College.

This has been a slow process, but we have made good progress and should have the program under way in this district next month.

Negotiations have been completed with Graylift Inc. of Fresno, renting forklifts to employers in the Valley. They were recently organized by Local No. 3 and are the first firm of this type to be organized in this district.

## 2-YEAR BOOSTS

The employees are covered by a two-year contract which gave them good increases in wages and fringe benefits. The contract was ratified by the employees and by a good majority. We hope for and expect to have good relations with the company and wish them success in their business. They

## Oklahoma Open Shoppers Having Trouble

OKLAHOMA CITY — Sponsors of a so-called "right-to-work" initiative petition have been ordered by an Oklahoma Supreme Court referee to answer charges that nearly half of the 212,000 signatures submitted are invalid and should be thrown out.

The "work" group, which is seeking a referendum to write a ban on union shop agreements into the state constitution, is being challenged by a citizens' committee, including leaders of the State AFL-CIO.

Referee Marian Opala asked for an affirmative showing of proof, on a county-by-county basis, that names challenged on grounds of forgery, duplication of signatures, non-registered voters and other irregularities meet the provisions of the state's initiative petition statute.

In earlier hearings, opponents challenged 104,806 names—more than enough to disqualify the petition if the challenges are upheld. Of these, 70,817 names were challenged as being those of persons who are not registered to vote.

The attorney for the group opposing a "right-to-work" law, said many of the signatures were "flagrantly improper."

employ 15 in the Fresno operation.

Local contractors are all busy and have plenty of work. Valley Engineers have a lot to be done before completion of their pipeline job north of Fresno, and W. M. Lyles Co. is busy on various jobs. The paving contractors are very active on city streets, subdivision streets and off-street parking areas.

## DAM ROLLING

M. K., Utah-Brown & Root at San Luis Dam are getting into high gear. They have started placing impervious material back in the first cut-off trench, using Euclid loaders and 100-ton Euclid belly-dump trucks, and excavating the second cut-off trench with a Euclid loader and a TSS24 spread.

Their 15-yard 280-B shovel is digging the pumping plant excavation and then will move to Basalt Hill, where they will quarry 14 million yards of rock. The 8-inch-minus rock will be transported by conveyor and the rock will be hauled with cat 660 tractors pulling end-dump wagons. They are underground with their four tunnels, and it looks like it will be a slow go all the way with bad ground. They are setting steel on three-foot centers, and pulling three-foot rounds.

## 2ND CANAL

M. K. Utah were awarded the contract for the second reach of the San Luis Canal, which is 22 miles of concrete lined canal. They expect to use a 9W monigan on the excavation and should be getting in some of their equipment by mid-September.

Guy F. Atkinson is working two shifts with two rubber spreads on their San Luis Canal contract. They will be getting in more rigs this fall from some of their other

jobs. This will be a rubber tired scraper job with big yardage and a long haul on most of the excavation.

BWB Constructors Inc. have a national forest camp job at the south fork of the Kern River on the east side of the Sierra. To reach this job you have to go to Bakersfield over Tehachapi Grade to Mojave, up Highway 395 15 miles past Inyokern, and then back west for 30 miles. This job will be finished in 45 days.

Diani Construction has about three more weeks on the dirt at Crane Flat and then will move the pulls and cats down to Hardin Flat. This company has been working 11 hours a day and 8 hours on Saturday.

## SIX WEEKS

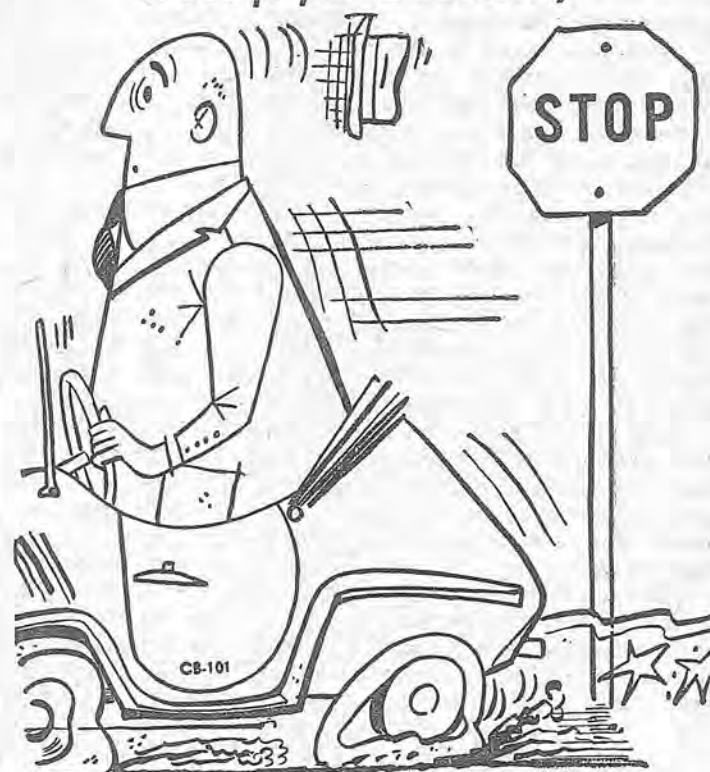
Madonna Construction at Mariposa has started crushing rock for base on their highway job, and will have to have all the base material down by September 1st, and start to pave after the county fair. This job will be finished in about six weeks.

Hess & Dubach on Highway 99 at Kingsburg have subbed the loading and hauling to Earl Brown, who has been moving 25,000 tons of dirt per shift. This job will be good until about the last of November.

McGuire & Hester have started their concrete pipe job 12 miles south of Mendota. Low bid on this job was \$1,300,000 for nine miles of 50- and 60-inch concrete pipe, and will have 10 to 12 Brothers working. This will carry water from San Luis Canal for Westland Water District. Harold James Inc. also has a contract for 4.2 miles of open canal for Westland Water District. Fresno Paving will have the subcontract on the dirt for this company.

## Cochran & Celli

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# Oakland: All Kinds of Work

By DON KINCHLOE, L. L. (Tiny)  
LAUX, NORRIS CASEY, FRAN  
WALKER and JAMES  
(Red) IVY

Work in the Southern end of Alameda county is in full force now, with jobs of all kinds going. There is any kind of work in this area now that a person could want, and plenty of it.

Hood Corp. were low bidders on 20 miles of 36-inch pipeline from Irvington to Livermore, to start in the near future.

Lathrop Const. Co. were awarded a \$2,083,900 contract to construct Castro Valley High School No. 2.

Dickman Const. Co. were awarded a \$2,332,000 contract for the new Washington Manor High School.

Morrison Knudsen Co., Inc., were awarded a job, \$1,657,542, by the Department of Water Resources to construct a part of the California Aqueduct Canal in both Alameda and San Joaquin Counties.

The housing projects are in full swing all over the southern end. More are being started all the time. This is definitely a boom area with all industry going. The rock quarries are all on an overtime basis now. We hope it will all continue.

## MAMMOTH PLANT

When it goes into full operation early this fall, the new General Motors assembly plant in Fremont will be the first General Motors assembly plant to build a combination of Chevrolets and G.M.C. trucks—four makes of cars, all under one roof.

The ultra-modern General Motors Assembly Plant is located on a 410-acre tract along the Nimitz Freeway near Irvington. Construction was started here on September 15th, 1961, with the Erwin D. Varwig Co. doing the dirt work. Working on a three-shift basis for approximately seven months, this firm did all the primary earth moving for the plant and parking areas.

The general contractor for the main construction is Huber, Hunt and Nichols from Indianapolis, Indiana. They have done an outstanding job in this construction. No doubt this is the largest building in this area. The two-story building is 2,250 feet long and 900 feet wide. The office building alone is 360 feet long and 100 feet wide. Total floor space in the main building is 2,170,000 square feet. Nearly seven times larger than the Cow Palace.

Total site is 410 acres. Of this, 34.2 acres are occupied by buildings. 112 acres are paved for parking lot, road and storage areas. The parking lot can hold 2,200 autos.

There is 13.6 miles of conveyors in the plant. The power plant is large enough to supply a city of 40,000 people. The cafeteria can feed 975 people at one time.

## 1,000 A DAY

The first pickup truck came off the assembly line on May 13th, 1963. It took approximately one hour for this one to go through. When completed and running at capacity, it will produce 42 passenger cars and 25 trucks per hour, or more than 1,000 cars per day on a two shift basis, employing approximately 3,000 people by September 1st, 1963.

This has been a real good job for a great number of the members of Local 3. Since the job started two years ago we have



**GENERAL MOTORS GIANT:** This is an aerial view of the new GM assembly plant at Fremont which is now just about complete. Its total floor space is 2,170,000 square feet—almost seven times larger than the exhibit area of the San Francisco Cow Palace. The site covers 410 acres, and the buildings 34.2 acres. The plant is already in operation and by the end of September will have more than 3,000 employees. When in full operation, the new facility will be turning out 1,000 vehicles a day. It will be the first GM plant to build Chevrolet, Pontiac, Oldsmobile and Buick passenger cars and Chevrolet and GMC trucks under one roof.

had quite a number of men here. All last winter we had 30 men on forklifts and handi-cranes working with the different crafts. The Engineers operated every forklift and handi-crane on the job since it started.

Peter Kiewit has moved in on the San Joaquin waterway intake channel job for the Dept. of Water Resources just south of Byron in upper Contra Costa county with a complete spread of new equipment.

## LOTS OF DIRT

Angelo Weir will be Kiewit's project manager on this job, which calls for the excavation of 11,699,000 cubic yards of dirt and will be chiefly a scraper operation. The equipment, being put to work as fast as it comes in, will consist of eight 641 cat scrapers, seven 562 Allis Chalmers scrapers, five D9G cat pushers and a 75-ton Allis Chalmers rubber tired pusher, powered by two 435 horse power engines, along with the necessary blades and other utility equipment.

The job will be set up as a three-shift operation and will employ approximately 75 Engineers for the next two years.

Brother Fred Katarzy is the steward and Dale Johnson is the safety committeeman at this time. There will be a more complete rundown on the foreman and stewards in the next issue.

The Guy F. Atkinson freeway job south of Walnut Creek is approximately 55 per cent complete at this time with some 2 million cubic yards of dirt left to move. If we don't get a repeat of last fall's early storms, the contractors hope to keep this job rolling 'til Christmas.

## STEEL MILL

Swinerton & Walberg have just been awarded another contract in the Columbia Steel Mill at Pittsburg that should keep the crew of Engineers they presently have in there busy for some time. Brother Henry Munroe is steward on this project and doing an excellent job.

Martin Bros. has about 12 Engineers on the Virginia Hills sub-

division under the supervision of Brother Norman Brown. Martin has a number of other jobs in the area with a total of 55 Engineers on the payroll at this time.

Piombo Construction on the two-mile Bear Creek Road job are moving right along, despite the sandstone formation that the ripper cats have to fight. Louis Dolover is resident engineer on this job, and Bud Kerr is superintendent, along with Doc Needham as dirt pusher, and Clarence Yturnaga taking care of all the drainage and pipe.

Piombo has bought some new equipment for this job, including three 632 and three 630 cat scrapers, along with a 46A ripper, D9 pusher and Wagner compactor. Although they have 20 pieces of earth-moving equipment which keeps McKinnon, the master mechanic, busy, plus his helper, grease monkey Don Ilt.

Piombo Construction was low bidder on the other section of this road job and was awarded the job. They are getting busy to start on the clearing.

## BYE, BYE BLAKE

Quarry Products, Inc., of Richmond, has taken over the old Blake Bros. quarry under agreement with Standard Oil of California. This quarry was established by Blake Bros. in 1906 and has been in continuous operation since that time.

This company has two rock and quarry plants, Quarry Products Plant No. 1, located on Canal St., Richmond, and now Quarry Products Plant No. 2, on Western Drive, just off the approach of the Richmond-San Rafael Bridge.

These two quarries are operated by Brothers Gordon Campbell and Henry Hornbrook, co-owners, and under the supervision of Brother Henry Enge, with able assistance from Foreman Dwight Eaton, Ernie Johnston, Hot Plant, and Bill Tyrol at Plant No. 1. They have 22 members of Local No. 3 working. These plants furnish various sizes of rock and sand. Plant No. 2 has an asphalt plant.

Work in the Oakland area itself

is going very well. The dirt work is now handling the bulk of the Engineers around town.

Lowe & Watson Co. is now finishing up their bid on the MacArthur Freeway. This phase of the freeway has been going on for about two years. Cal Trucking will be finished in three or four weeks on the same project. Stolte-M & K are working on the overcrossing and will be for some time.

Gordon Ball Co. has the \$10 million section of the same freeway. This job is going full blast with the Price & Harris Co. doing the structures.

The scrap yards have picked up somewhat, but these jobs are still slow. The Johnston Co. has the dirt work on the \$3 million job on the South Shore (Alameda) project.

Williams & Burrows has a \$3 million job at the Alameda Naval Air Station, which is another \$3 million project. All-in-all, the work is good in the area.

If any of the Brothers can donate blood to the Operating Engineers Blood Bank, please call OL 4-2924 for an appointment.

## Labor Dept. Merges Units

WASHINGTON—A major reorganization of the Labor Dept. to group all of its functions in the labor-management relations area under a single administration has been announced by Sec. W. Willard Wirtz.

Assistant Sec. James J. Reynolds will head the new Labor-Management Services Administration, which will consist of five units.

One of the new units—the Office of Labor-Management & Welfare-Pension Reports—will combine all the department's compliance machinery under both the Landrum-Griffin Act and the Welfare & Pension Plans Disclosure Act. Previously, reports required from unions and management under the two laws were received by separate offices.

# SanRafael Is at Peak Of Season

By J. B. JENNINGS and  
AL HANSEN

The peak of the season finds men and equipment all over the county — jobs are scattered throughout the area.

Brown-Ely still working on their highway job at Tiburon — also going strong on streets, curbs, gutters at Ignacio—access road to Hwy. 101.

Rothschild-Raffin-Weirick finishing up their job at Terra Linda. Soiland Pipeline jobs are all over the county. Withers & Wight also scattered all over. Linscott job at Terra Linda still has lots of work for about 15 of the Brothers for some time to come.

## LONG TERM

Barrett Const. at Marin City housing redevelopment going full blast, and this job should be good for about 4 or 5 years. Holtzinger Bros. doing a job at Cove Apts. in Tiburon — putting in streets; also have lots of other jobs.

Ghilotti Bros. scattered equipment and operators all over the county — E. A. Forde same thing.

Eaton & Smith job going strong at Corte Madera. Kirkwood-Bly also at Mariner Highlands. Herb. Saxton also doing a small job at Corte Madera, grading around houses.

One Operator working at the present time at Paradise Cay—not doing too much at present. Piombo Bros. all over the county — J. W. Lee finishing up their job at Marin Bay.

Peter Kiewit going very good at Black Pt. cutoff — Syar & Harms — Gordon H. Ball at Hamilton Field making good headway on overpasses and Highway 101.

## BROTHERS HAPPY

Wilson & Chadwick doing small jobs around the county. Hutchinson Quarry at Greenbrae going strong — all brothers seem happy. Basalt Rock at McNear's Pt. and at Novato going good.

"Shaky" C. D. Madsen jobs going good around the county and starting a new job at El Verano, near Telemec Housing. Associated Dredging finishing with the "Sucker" at Black Point. Dinwiddie Const. going strong at the site of the Emporium at Northgate, Terra Linda.

Syar & Harms busy at Terra Linda. Raymond Concrete Pile has a small job at Sausalito. Madden & Lewis, now known as Sausalito Yacht Harbor keeping one Operator busy practically all year around.

Underground Construction laying pipe at Hamilton Air Base for the telephone company. Frank Moberly working at Glenwood No. 6.

Louis Cima keeping a few of the brothers going at their job at Marin Bay. F. Clementino active around the county. Heim Bros. Quarry at Petaluma keeping brothers busy. Matich & Garner have a good sized job at San Marin in Novato, laying pipe at the present time — looking forward to lots of work in the near future. C & G Pipeline progressing at the Tiburon pumping station.



# Utah Is Making Up for Lost Time

By JAY NEELY, MERLIN BOWMAN, VANCE ABBOTT, LAKE AUSTIN and STAN GARBER

Work in the Salt Lake City area has improved now that the negotiations are behind us. Some of the contractors were slow starting the work they should have, and now some of our jobs are hard to fill. We have been able to supply men so far, but if the pace increases we are going to be shorthanded.

While we were in negotiations with the AGC the Teamsters put a picket line on one of the larger Rock, Sand & Gravel employers, and our Business Manager, Al Clem, did an outstanding job in bringing about a settlement in both industries at the same time along with President Paul Edgecombe.

So far the Rock, Sand & Gravel contract has not been signed by all parties, but we don't expect a lockout or picket line. We are hopeful of labor peace because of our Brother members lost considerable time due to other crafts' picket lines and lack of cement. As was reported in last month's Engineers News, two of the basic crafts had picket lines on AGC contractors on two different occasions.

## ZERO ON R-T-W

At the Utah AFL-CIO Convention, the effort to repeal our infamous "right-to-work" law in this state was given a shot in the arm. The campaign had started to drag a little last year, but now we have more enthusiastic workers on this problem than ever before. Only hard work by everyone involved will clear it up.

As for the work itself, we have the freeways and overpasses going full blast and some new work will start by the time you read this. Tiago Construction Co. finished their phase of the freeway contract and are ready to pave this section of the freeway going south, but our east-west freeways will not be this far along for some time to come.

## RACE THE WEATHER

W. W. Clyde, Strong Co., Gibbons & Reed, Morrin & Sons, Alder-Child, Turner Construction, Horne-Zwick Const. are all working on these jobs and some are having to run two shifts, trying to get ahead of the weather.

The overpasses are starting to shape up. Many of them have the structural iron already on, and this in turn has helped the dirt spreads. Bettilyon Const. Co. on 13th East finished his pre-stress overpass and almost before the wood butchers got out of the way there were scrapers and trucks running over it.

## MORE BUILDINGS

The buildings are reaching out of the ground, and a couple of new big ones are starting. This season we have had more Operating Engineers working on buildings than in a very long time here in Salt Lake City.

At the Kennecott Copper mine in Bingham Canyon, the problem on the Precipitation Plant took another step toward a decision. An NLRB hearing was held in Salt Lake City with the parties involved and the case will be reviewed in Washington, D. C. Just how long it will be before they act is a question.

The new 13-yard shovel is due

on the production line any day now. This shovel rate of pay will have to be discussed with the company, along with other new equipment the company is putting to use.

## VINNELL JOB

Vinnell Corp. north of Beaver, Utah, is more than 50 per cent finished with their \$1.9 million project.

This job consists of 9.8 miles of Interstate 15 plus two structures and the North Beaver connection. Most of the grade work is excavation, with some borrow necessary to even out the cuts and fills. Surfacing will require 900 tons of bituminous plantmix. After the winter shut-down, this company went to work in earnest, and at this time are about 13 per cent ahead of schedule.

In Southeastern Utah, the Air Force is preparing to launch 77 Athena solid fuel research and development rockets from Utah's "Cape Canaveral of the West" near Green River. Olson Construction Co.'s contract on the new \$15 million test facilities being constructed east of Green River, Emery county, is almost completed.

## UTAH-BUILT

Several subcontractors are working on the \$1,235,072 Olson portion of the test site contract. Fife Construction Co. did the earthwork, which included 7.5 miles of interior roadways. About \$1 million in per diem funds will be set aside to pay ranchers and other residents who will have to leave certain areas in Southeastern Utah during the firing.

Three of the four stages of the missile are built by Utah-based firms. Thiokol is responsible for the important first and second stage and Hercules for the fourth stage. Aerojet makes the third stage. This will be the first time a Utah-built missile is actually fired from Utah soil.

Work is really good in the northern part of the state.

The dirt work will be completed on the Willard Bay project in six or eight weeks, but it looks as though the rip-rap will last much longer.

## LOST CREEK

Steenburg Construction Co. of St. Paul, Minn., have started work clearing brush and debris from the Bureau of Reclamation's Lost Creek Dam above Croydon. This dam will be 220 feet high and is another unit in the Weber Basin Project of the Bureau of Reclamation. Although Lost Creek is a small stream, it averages a 34,000 acre-foot run-off annually, and the dam will impound 6½ billion gallons. Steenburg's bid was \$2,053,000.

Power lines have been relocated at the damsite and preliminary work on a 13 mile road around the reservoir has begun; also construction crews have started blasting for the 1,000 foot diversion tunnel that will carry the water past the damsite. The dam which will be of earth and rock construction will be 1,140 feet long. This area will be another recreation facility for Utah people. The concrete boat ramp 800 feet by 100 feet will be one of the largest in the state. The dam should be finished by early winter of 1965.

The State Highway Department opened bids for grading work and utility relocation in the mouth of

# Good Year for Sacramento

By E. M. NELSON, CLEM HOOVER, AL DALTON, TOM ECK and JOHN THORNTON

The work around the Sacramento area is really good this year. There were 737 men cleared out of this hall last month. It has been a very good year all around for most of our Brothers.

Our Blood Bank here at Sacramento is very low, and we would appreciate it if anyone who can give would go to the Sacramento Medical Foundation Blood Bank, 3230 J St., and donate for the Operating Engineers.

## LOTS OF PIPE

Stockton Const. Co. has completed their pipeline job on Mission Ave., also their job on California St., except for cleanup work. Steve Bubola also has a fair-sized pipeline job in that same area—from Mission to Eastern, down Marconi; also all the side streets off Marconi.

A. Teichert & Son also have a pipeline job on Marconi and also the widening of Marconi to four lanes. With all of these jobs in the same area, it really has that end of town in a mess.

Brighton Sand & Gravel Co. have completed most of their four-lane widening of Fulton Ave. from Auburn to Fair Oaks Blvd.

Almost every street you travel on in the north area you can find some form of construction work going on. You will find Brothers like the McGouran Bros. with their two loaders working on school sites or basements.

Lentz Const. Co. has a very large pipeline job in the Citrus Heights area. They are going down every street and alley in the whole area. All of these pipeline jobs are part of the north area master sewer plan that will even-

Weber Canyon. Hoover-McGhan Co. of Salt Lake City was apparent low bidder with a figure of \$209,159. This bid calls for leveling of a 30-foot wide bench high up on the mountain for relocation of two gas and two oil lines.

W. W. Clyde on their 45 South overpass and road job is getting a small bite at this time on their 2,000,000 yards of dirt to move. They have 300 working days for completion. Brother Grant Haslam is the superintendent. They have two elevating grade plane loaders. They are running about 10 bottom-dumps.

## BIG LOADER

Strong Const. Co., 24 South 13 East, have 2,000,000 yards of earth to move on this project. They are under way with 225,000 yards moved to date. They are moving around 8,000 yards a day, keeping 15 to 18 bottom-dumps busy. The loader which they have cuts a 10-foot strip and the cut is from eight to 10 inches. It has a 10-foot metal belt which delivers onto a 6-foot belt that feeds it into the trucks. This spread is run by Brother Marv Naylor. This loader is pulled by a D-9 with Brother Gene Davis, pulls the loader with a D-9 and operates the belt on the loader, along with all the electrical gadgets.

A. J. Curtis pipeline in the Wanship area is completed except for the final touches. They had approximately 35 miles of the big main line and they had around 40 Operators and Oilers. Brother Joe West was the steward. Cook Bros. Pipe completed the 8-inch line of approximately 35 miles through some real rough country and kept about 25 of the Brothers busy for a while.

tually bring sewers as far out as Orangevale.

## BLASTING

Matich Bros. & Garnier Pipeline Const. Co. have a fine crew of Engineers on their job at Sunset City. Blasting Specialists Inc. are doing the blasting for this next unit of Sunset City, cutting streets through the lava rock that covers the area. The future plans call for a lot more work in this area, so these Brothers could be there for some time.

A. Teichert & Son Co. is very active throughout the Sacramento and Yolo county area with men and equipment everywhere you look, on sewer and water lines, roads, paving, and subdivision jobs. They recently were awarded a \$3 million pipe job in Elk Grove.

McClellan Field is still noisy with the sound of equipment other than aircraft with Vlier, Teichert and Brighton Sand & Gravel progressing on the hangars and warmup aprons.

N. P. Van Valkenburgh are holding up their trench work after having had troubles with quicksand in the Natomas area. Some of the pipe already laid has to be taken up, to add to the already unfortunate situation. The company is awaiting the County's decision for the go-ahead. However, a few Operators have been kept on repairing their trencher and other equipment.

## BOOMS

In downtown Sacramento the skyline includes booms along with wrecking and new buildings. One boom will be that of Barratt Construction Co.'s new Bucyrus Mark 1-50 tower crane with 100 feet of mast and over 100 feet of boom, at the Capitol Towers 16-story apartment.

Hydraulic Dredging Co. is nearly through with their deep water channel job after four years of work. This company has dredged as high as 10,000 feet a week. They have some final work to do near the W & X Sts. crossing before moving elsewhere.

Wallace Construction Co. is practically finished with the D. W. 20 spread on the canal job near Mack Rd. and Franklin Blvd. There were some unfortunate accidents in the past on this job

with the 20's—one of which was serious. Speed and an adverse haul road condition were probably the cause. Safety belts in the last accident probably saved the Operator's life, or at least, more serious injury.

On the Yolo Causeway, Fredrickson & Watson and Lew Jones have placed the last of the pre-cast slabs and are working on railings and paving the last of the east approach road. There will be some levee work and cleanup work, but it should be ready for traffic late this month.

## LEVEE REPAIR

Three levee repair jobs are under way in Freeport and Knights Landing, being done by Malfitano, Parker and Peter L. Ferry.

Around the Pollock Pines area, there is still a lot of work going on, but the jobs are scattered. The Granite Const. Co. on their freeway job on Hwy. 50 have all of the pioneering done from Camino to Bullion Bend. The rubber rigs are moving lots of material every day. They are also stripping a pit to put up the crusher. This company was also low bidder on the freeway job above Placerville on the Rupley Grade.

The J. A. Jones Const. Co. are still at the Loon Lake Dam job—this is strictly a rock job and a tough one. At this writing they still have to go up about 76 feet. Should be done by December.

Schutt Clearing Const. Co. are still working on their clearing job at Loon Lake. This company is working two grappling hook shovels to pile the material to burn. These machines are few and hard to get operators for.

The Paul Hardeman road and tunnel jobs are making good progress. They have holed through the big tunnel and are setting up for two more headings on the upper tunnel, which is only 1,000 feet long. This job should finish up in good time this year.

Teichert Const. Co. are laying a lot of hot stuff around the El Dorado hills and Highway 50.

Bennett Murray and Joe Vicini have a number of jobs around the area and keep a number of our Brothers busy summer and winter. Fredrickson & Watson Const. Co.'s job west of Placerville is finally completed.

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## Oroville "Gold Rush"

The old '49er cry of "Gold" is again being heard in the Feather River Canyon. Diversion of the stream a few weeks ago bared the old channel of the river and latter-day prospectors, most of them wearing the hard hats that mark them as workers on Oroville Dam, immediately found gold dust and tiny nuggets along the stream bed.

After countless centuries, the gold that quietly waited at the bottom of the river has now been exposed. Over weekends, between shifts, at lunch time, and after work, men are combing the cracks and crevices of the bedrock with knives, tweezers, picks and spoons.

Gold pans and picks are a common sight in the backs of trucks and cars of the dam work-

ers. Men can be seen after work leaving the area with sacks of the dirt to be taken home and panned.

How much gold is there? According to a state geologist working at the project: "There's gold all along the channel in the bedrock."

An interesting side factor is that much of the material taken from the old river channel has been used to build a road on the project. It may be the most valuable roadbed anywhere. Perhaps the old adage that streets in California are "paved with gold" is true after all. Some of the Brothers are coming away with as much as a few ounces a man (at \$35 an ounce) in gold dust, chips, and tiny nuggets.

## One of Best Months Seen in Marysville

By HAROLD HUSTON, W. R. WEEKS, CLAUDE ODOM and WILLIAM METTZ

The past month has been one of the best for work that the Marysville district has ever seen. We now have one of the lowest out-of-work lists this office has seen in the past three years. We hope it will continue, and that the Brothers will get to work real late this winter.

We would still like to ask those who are not working, to please stay near the telephone so that when the dispatcher calls, you will be available for work.

### APPRENTICESHIP

The interest the Brothers have shown in regards to getting the apprenticeship program started in this district is gratifying. We are presently taking applications, so if any of the Brothers have sons who would like to make out an application, please have them stop by our Marysville office and pick up the forms, and please remember we need two copies of the school transcript grades when you return the applications to our office. School starts in September, so please don't wait. We have two indentured apprentices working in this area and hope to place more in the very near future.

We wish to thank all the job stewards who attended our special meeting August 16th. We ask all the Engineers in this district to continue to give the stewards your full support.

### RIVER DIVERTED

The powerful Feather River has been finally diverted through the center of the Oroville Dam core block.

Bulldozers worked for several hours pushing rock and fill material into the river from both sides. Finally, the riverbank extension of both sides closed and the Feather River flowed along its new course.

The new channel takes the river right through the heart of the right bank portion of the core block, through a channel made by leaving out the upper portion of core block number 7. Core blocks 1 through 6 run across like a stairway from the ridge slightly below old U. S. 40-A down to the river.

Core block No. 8 provides the other side of the flume diverting

the water. The river exits back to its regular course approximately 200 yards downstream. The diversion now makes it possible for work to begin on the center and left portions of the core block.

In November, the right bank will be completed as the constructors redirect the water back across the river and through diversion tunnel No. 1 on the levee bank.

Also scheduled for November is the start of earth fill operations. The first of about 80 million cubic yards of fill will start piling up before the then nearly-completed core block.

### TITAN CONTRACT

The Air Force has awarded a contract for "updating" of Titan missile facilities at Beale Air Force Base and four other bases. Approximately \$1 million of the \$4.8 million contract will be for work at the Beale missile sites.

This is the first increment of approximately \$9 million to be spent in updating missile sites at the five air bases.

Peter Kiewit Co. was awarded the contract for the work at Beale, which will not start until next year. Kiewit held the original \$31 million contract for the three missile complexes in the Beale area.

On July 30 we had a pre-job conference with the George M. Brewster Co. on their \$2,400,000 Mudcreek Chico Freeway job, consisting of 2,400,000 cubic yards of dirt excavation, 60,000 tons of rip-rap rock, and 2,000 cubic yards of concrete to pour. Diablo Construction Co. is subbing most all of the clearing and excavation work.

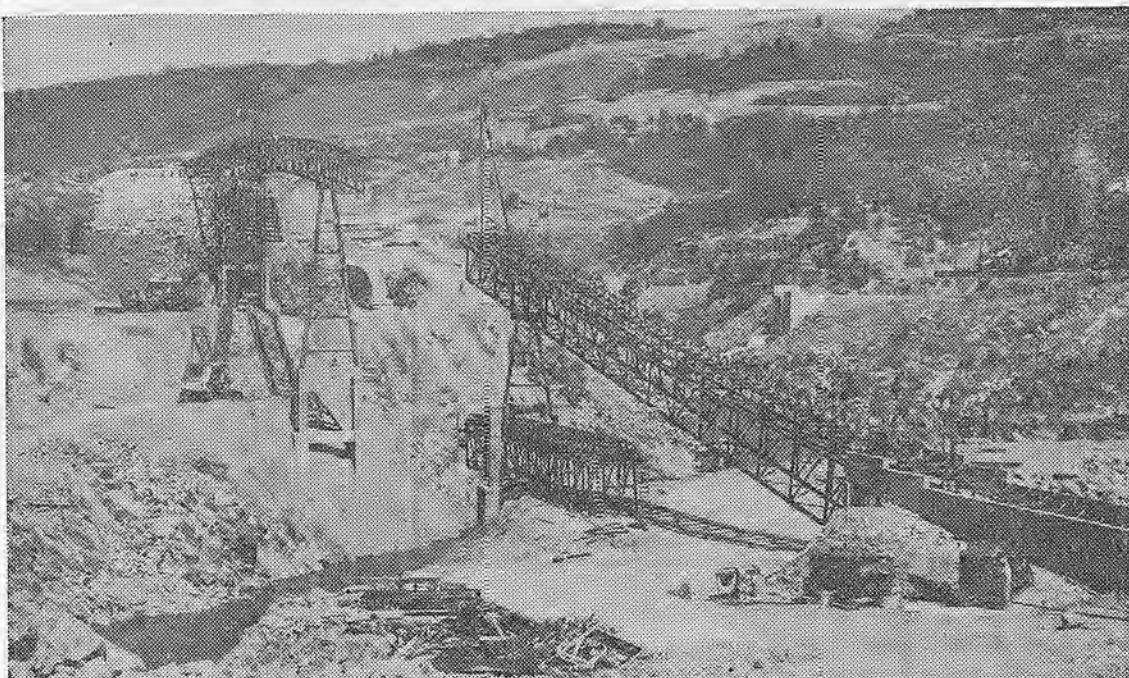
The job is scheduled for completion on November 15, 1964.

Baldwin Contracting Co., Inc., of Marysville, has started work on 4.3 miles of four-lane divided expressway on Colusa Highway west of Yuba City, costing \$887,800 and expected to be ready for use early in 1964.

### PIPE LINE

The Feather Water District, south of Yuba City, has awarded a \$335,533 contract for laying 11,000 lineal feet of 60-inch pipe to Baldwin Contracting Co.; also to install one of the two pumping plants. Bid was \$159,800.

Baldwin Contracting also holds a \$269,500 contract for a 4½ mile



**BIG CONVEYOR:** Supported by its own bridge 180 feet above the water, at its highest point, this 2,380-foot conveyor belt will transport about 77 million cubic yards of fill material for Oroville Dam from the left bank car dump area to the right bank storage area. Since this picture was made, the 150-foot center section of the bridge, shown here on the ground, has been hoisted into position.



**CLOSING THE GAP:** First diversion of the Feather River for construction of Oroville Dam has been accomplished, and the river now runs through a gap between two of the core blocks near the right bank (shown by arrow). This photo was taken as dozers pushed fill from both banks to complete a dike which shunts the water into the desired channel. Work can now proceed on the center and left portions of the dam core block.

improvement job on Clark Rd. at Oroville.

Bing Construction Co. has started to rebuild Daguerre Pt. Dam on the Yuba River to protect against flood waters aggravated by flowing debris. The job will go two shifts; has 90 days for completion.

### ANOTHER BALDWIN JOB

The State Division of Highways awarded to the Baldwin Contracting Co. a \$196,411.75 contract for widening 7.3 miles of State Route 245 in Sutter county, south of Yuba City. Work will start within the next 30 days and will be completed in about three and a half months.

Resurfacing of nearly 20 miles of three state highways at six locations in Colusa county has been completed by A. Teichert & Son.

B. C. Richter Cont. Co. has completed their work on the relocation of 1¼ miles of Marysville Road around the site of the future Merle Collins reservoir.

### Factory Hiring Rate

WASHINGTON, D. C.—The hiring rate of factory production workers rose from 39 per 1,000 in May to 47 in June, a sizeable increase, but smaller than the usual summer pickup in jobs, the Labor Dept.'s Bureau of Labor Statistics reported.

## Corporation Profits Set New Records

WASHINGTON — After-tax profits of U. S. corporations reached the highest rate for any quarter in U. S. business history in the second quarter of 1963, and third quarter profits are expected to maintain this record-shattering rate.

The Wall Street Journal reported that the May-June period racked up profits at an annual rate of \$28 billion, topping the \$27.7 billion figure of the fourth quarter of 1950, which reflected the Korean War scare-buying boom.

Compared to the second quarter of 1962, profits increased 15.9 percent, with steel and railroads registering jumps of 96 and 52 percent, respectively.

As to the July-September period, the Journal said "early indications from a countrywide survey of major industries are that there will be another gain over a year earlier, though probably not as big a gain as in the second quarter."

The figures do not reflect higher depreciation allowances permitted by the Treasury under new guidelines issued a year ago. Government figures show that corporate

depreciation allowances for the second quarter were \$32.1 billion, an increase from \$30.7 billion in the same quarter of 1962 and \$27.3 billion in 1961.

Cash flow estimates—the combination of after-tax profits and depreciation allowances—disclose that corporations in the second quarter had \$60 billion at an annual rate available for dividends and investment, compared to \$55.3 billion for the same quarter in 1962 and \$50.2 billion in 1961.

The sharply improved cash flow position of U. S. corporations, which economists consider the pertinent measure of a company's profitability, is reflected also in corporate dividend payments. In the second quarter of this year these reached \$17.6 billion, compared to \$16.4 for the same period a year ago and \$14.8 billion in 1961.

Private welfare and pension plans today protect over 85 million Americans depending on them in event of sickness, old age and death and for retirement benefits.



# ENGINEERS NEWS

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OPERATING ENGINEERS LOCAL 3



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## Safety Is Not a Matter of Headlines

EVERY NOW AND THEN front pages of our newspapers and our TV screens are taken over for a while by some disaster which because of its size and because it contains elements of drama focuses everybody's attention for a while on the problem of industrial accidents.

Recently there have been two such spectacular cases—first, the suspense-filled two-week battle to save the lives of three miners entombed by a coal mine cave-in at Hazelton, Pa., and then, hard on its heels, the deadly mine blast at Moab, Utah, which trapped 25 and finally claimed 18 lives.

So there is for the moment, on the part of the general public, a great awareness and a great sympathy about the toll of work accidents, at least in underground work.

SOMETIMES SUCH A flare-up of aroused public opinion lasts long enough to help bring about needed reforms or more adequate staff and budgets for the appropriate public agencies. More often, the sudden public interest is just headline-deep, and it dwindles rapidly with the next news sensation about another satellite orbiting or another Cold War flareup in some obscure part of the world.

Oddly—and then perhaps not so oddly—the general public which can get so wrought up about a dramatic battle to save the lives of two or three men, hardly takes notice when a big “ordinary” plant explosion or construction accident imperils and perhaps maims and kills many more. And the public knows little—and you sometimes think, cares even less—about the thousands upon thousands of ordinary, everyday mishaps that comprise by far the largest part of the yearly toll of work injuries and fatalities.

For the entire issue of work accidents is like an iceberg, only one-sixth of whose height shows above the water. The public knows occasional disasters big or strange enough to rate headlines, but is unaware and neglectful of the buried bulk of the cases. Yet it is these ordinary, almost routine, accidents that have to be controlled if we are to be effective in cutting down the maiming and the slaughter.

THIS HAS BEEN the central principle around which the Operating Engineers Local Union No. 3 Safety Program has been constructed.

It was recognized that occasional “crusades” or “drives” for safety are not the answer... that safety is not just something to become concerned about when we are jolted by an unusual or particularly bad accident... rather, that it must be made the subject of a constructive, long-term educational process.

We saw that the need was for a positive program, not a negative one... not just random warnings against this or that hazard, but a sustained effort to educate every member in good work habits which, if followed religiously, would automatically prevent accidents. And finally, there was seen as the way to make this program more effective, the creation of a body of our own experts and safety watchdogs on the job, the Safety Education Committeemen.

This is the formula which has made the Local 3 safety program a pace-setter in the construction industry and one that—as our General President told us on the occasion of his recent visit here—has won national recognition not only for our own Local Union, but also for our International.

THE MOMENTARY public concern about safety produced by a couple of weeks of headlines will evaporate, but it is up to our members to see to it that there is no slackening of Local 3's safety efforts.

We must stay out in the forefront by continued cooperation with the Business Representatives and the Safety Education Committeemen, by earnest participation in the safety meetings on the job sites and in our union halls, by each member's never-flagging individual concern for safety in our daily work.

It will pay us to do so. After all the lives we save will be our own.

## Moving Too Slowly



## Consumer Advice

# September Buying Guide

By SIDNEY MARGOLIUS

September is a month to watch your food bills. Especially this year, food prices are a serious problem. Meat currently is in seasonal short supply, prices of eggs and milk are rising, and though this is the season of heavy supplies for a number of fresh fruits and vegetables, even their tags in general are bigger than last fall's.

What's disturbing about the present rise in meat prices, is that last winter when livestock prices dropped, consumers did not get the full benefit by a long shot. Prices of steers plummeted 15.9 cents per retail pound, but store prices fell only 6.9. This has been the pattern every time there has been a decided price swing. In five years of studies by the U.S. Agriculture Department, its Farm Index shows, steer prices went up relatively more in the season of abundant supply (the winter) than they dropped in the short-supply season (late summer and autumn).

U.S. Agriculture Secretary Orville Freeman has urged retailers to give consumers a reasonable break when wholesale prices fluctuate. But actually you and other families who know this situation can exert even more influence than the Government itself to persuade retailers to temper their prices, by the way you buy.

We especially recommend these policies to keep down food bills in this autumn of high prices:

1—Use poultry often and imaginatively at this time. Broilers have been cheap this year. Supermarkets have been featuring them at practically wholesale cost. Too, in September, supplies of turkeys increase and prices drop.

2—Watch out for high prices of sliced luncheon meats. Some of the specialty luncheon meats now sold in the supermarkets can be surprisingly expensive. They used to be considered a cheap food. But nowadays if you calculate the full cost of those four and six-ounce packages, you will see that some actually come to \$1 to \$2 a pound. Even ordinary bologna with its added water content, often costs close to a dollar a pound.

Look at the weight markings too. Some of the pre-packaged cold cuts give you only 3 1/2 or 3 and 3/4 ounces.

As one revealing example, a comparison by New York State Extension Service shows that beef tongue sliced luncheon-style and cellophane-wrapped in small packages costs \$2.10 a pound. In contrast, you could buy smoked tongue to cook

yourself at exactly half the cost. Or if you don't want to cook, you can make money just slicing. You can buy a cooked tongue unsliced for 35 per cent less than the sliced. The difference in cost of just one pound will pay for a knife.

Thus you can save by preparing your own fillings for sandwiches and lunch boxes from poultry, some of the less-expensive fresh meats, eggs, (still relatively inexpensive) and tuna fish.

But for children, use the school lunch program if available in your town (if not, ask your Board of Education why not). On the average, nationally, school lunches cost only 27 cents, and you can't prepare an equivalent complete lunch at this price. The lunch program has been growing steadily, and now about one-third of all the nation's school kids use it. The Federal Government contributes about 20 per cent of the cost, children's payments take care of about 60 per cent, state and local agencies, the rest.

3—Use variety meats more. If your family likes them (they also can be dressed up and combined with other foods), you will find especially good values in beef liver, kidneys and veal heart.

4—In buying fresh fruits and vegetables, look for the irregularly-sized, smaller items offered at lower prices. The large, uniform, unblemished apples, tomatoes, pears, etc., command a premium for appearance but offer nothing additional in nutrition or flavor. In fact, there is some evidence that the smaller tomatoes are richer in vitamin C.

As an example of savings, during the recent fresh asparagus season, the jumbo spears often cost 30 per cent more than the medium-size spears. In canned asparagus large spears cost 30 per cent more than the cut pieces with tips included, extension marketing specialists point out. Another revealing example is prunes. Small prunes sometimes are priced as much as 40-50 per cent less than the large. But the difference in edible yield is less than 10 per cent.

5—Take advantage of the September canned-goods sales at the super-markets to stock up. Canned corn and tomato products are especially cheap this year—cheaper than they will be in the coming year because production has been cut back.



# Freeway Job Boon to Redding

By WARREN LeMOINE and  
C. L. McGETTRICK

Redding got a shot in the arm when a low bid of \$7.26 million was submitted recently for con-

## Notice: Voting On Election Committeemen

In accordance with Article XIII, section (e) of the Local Union By-Laws, relative to Election of International Convention Delegates, the "Election Committee shall be nominated and elected at the regular quarterly District Meeting in the fourth quarter of the year preceeding the election."

There will be one Election Committee member elected from each district by secret ballot of those members present whose last known address 10 days prior to the first District Meeting in October was within the area covered by the District.

Nominees for the Election Committee must be registered voters within the respective districts, must have been a member of Local 3 for one year preceding their nomination and shall not be a candidate or the nominator of a candidate for Delegate to the International Convention.

See list of District Meetings to be held in October elsewhere in this edition of ENGINEERS NEWS.

struction of a four-lane freeway on U. S. 99 in Shasta county. Gordon H. Ball Enterprises of Danville was low bidder.

The project will consist of grading and construction of structures along the 12 miles between Riverside Ave. north of Anderson and a point two miles north of Redding. Additional structures will be built and grading and paving work done on State Highway 44 between Market St. in Redding and Hilltop road east of the city, a distance of 1.9 miles.

The Kimberley Clark pulp plant is nearly set to go. Foundation work is almost completed at the construction site of the \$35 million pulp plant. The kraft pulp mill and paper mill will employ 400 to 500 workers at peak.

### DAM PROGRESS

Vinnell Corp. is progressing on their second phase of their diversion dam at Red Bluff. Excavation work is all done, and they are pouring concrete like mad. They have four rigs working a NW-95, NW-6, 30 Ton Lima and a 30 Ton American. Nothing will stop them now from completing their job on schedule.

Joe Lema Construction is going great guns on their Dersch Road job. They have approximately two months' work here bringing the road up to grade. Ransome Co. is scheduled to do the paving.

Stolte Stephens are coming right along with 75 per cent of their road, overpasses and bridge job complete. All overcrossing and undercrossings are finished. At

this writing they are ready to lay the sub-base for black top. Weather permitting, they will complete the job by the end of the year.

### IN THE NORTH

Work in the north: Ray Kizer's project at Adin is working about the same amount of men as last month with two weeks to go before the base rock is needed. M. W. Brown will be crushing the base rock for the job and will take care of the hot stuff also.

Fresno Paving still has about three or four weeks on their job at Termo, with San Joaquin Rock doing the crushing. The Brothers on this job have been getting about 10 to 12 hours per day. When this job is completed they will be moving to another paving job.

Pit-McCloud Project: Morrison-Knudsen are on the same schedule as they were last month. J. G. Shotwell Co. have moved their crusher to Ingot with five Brothers employed. This company will be doing the crushing for Morrison-Knudsen.

Shea, Kaiser, Morrison, Macco is opening more headings—at the present time they have four headings three shifts. This should be a good winter job for some of the Brothers.

### WORKING HOURS

Highway 299 West: A. Young & Son have their automatic batch plant set up at Lewiston with three men employed. Their crushing plant has six men employed and working hours.

Ray Kizer is still working 5-9's

## MEETING NOTICES

### September

#### DISTRICT 5

Fresno—Sept. 3, Tuesday, 3121 East Olive St., 8:00 p.m.

#### DISTRICT 10

Ukiah—Sept. 5, Thursday, Labor Temple, State St., 8:00 p.m.

Salt Lake City—Sept. 13, Friday, Teamsters Hall, 443 S. 6th East, 8:00 p.m.

#### DISTRICT 11

Reno—Sept. 14, Saturday, Reno Musicians Bldg., 120 W. Taylor, 8:00 p.m.

### October

#### DISTRICT 1

San Francisco—Oct. 2, Wednesday, S. F. Labor Temple, 16th & Capp Sts., 8:00 p.m.

#### DISTRICT 4

Eureka—Oct. 8, Tuesday, 2806 Broadway, 8:00 p.m.

#### DISTRICT 7

Redding—Oct. 9, Wednesday, Engineers Bldg., Lake Blvd., 8:00 p.m.

#### DISTRICT 6

Marysville—Oct. 10, Thursday, Elks Club, 920 D St., 8:00 p.m.

on their Fawn Lodge job with the same crew he had last month. Grivelle & Grivelle are almost finished with their job at Weaver, with three Brothers still employed.

O'Hair Co. have started their Forest Service job at Callahan. This will be a good job for the next few months, weather permitting. The Brothers will work on this job until the snow flies—working long hours.

Ransome Co. is busy paving Highway 99 South between Cottonwood and Red Bluff. Their Cottonwood plant is furnishing the blacktop at 22 tons per day. Ransome has also started work on their project on 99E at Red Bluff, a widening job. The Brothers working for Ransome have had a good go this year with a lot more work to come.

We are still holding checks for the following Brothers: Larry

Agnew, George Ward, Kenneth Coonce, Walter McIntosh, F. K. Corbit, Cecil Francis, and Frank Skala.

## Training For Jobless

WASHINGTON—A special project aimed at developing new ways of easing the plight of older unemployed workers has been approved by Sec. of Labor W. Willard Wirtz under the Manpower Development & Training Act.

Under the joint direction of the department and the National Council on Aging, plans will be developed in each of five cities for specific training and retraining programs which will be geared not only to supplying skills needed locally, but to individual capacities and to employer hiring policies.

## SWAP SHOP: free want ads for Operating Engineers

### FOR SALE

1 CAT 20, good shape, \$400.00. 1-5" Deep Well Pump w/Belt, \$100.00. 1-7 ft. Spike Tooth Harrow, \$25.00. 1-24" Band Saw, \$125.00. 1-6" Sander, \$75.00. Earl O. Hagel, 13600 Almaden Rd., San Jose, Calif. Phone: 269-0508. Reg. No. 367911.

ALUMINUM SPORTS LINER PICK-UP COVER—first GMC wide bed long wheel base 58-62—also Ford, Chevrolet, Dodge, International. Like new, original price \$225.00. Sell for \$100.00. Clifford L. Pratt, 1939 Hill Ave., Hayward, Calif. Phone: LU 1-2656. Reg. No. 574298.

1958 UNIVERSAL TRAILER 8'x45', 2 bedroom, cooler, garbage disposal, carpet, extras. Very good condition. \$2500.00. Ted Lowe, Bay Point Mobile Village, Port Chicago, Calif. Phone: 458-3676. Reg. No. 908595.

457' FRONTAGE on Highway 49, 12 miles north of Nevada City, Calif., with new 3 room cabin. Well & pressure system, fireplace, 1 acre good business potential. \$6,000.00. Cash—or \$6,500.00 on payments. Jae W. Busbee, 3211 - 35th Ave., Sacramento, Calif. Phone: GA 8-7322. Reg. No. 921391.

INTERNATIONAL DIESEL, 220 hp, 36 M dual drive, 3 speed brownie, 1100x20 tires like new, 20' flat bed w/side racks. Make ideal water truck or transfer dump tractor. Excellent condition. Henry Sand, Jr., 43242 Osgood Rd., Fremont, Calif. Phone: 656-5023. Reg. No. 1101983.

AKO JAPANESE SPANIEL STUD SERVICE. SCHENCK'S TAKA OF CHIU-NANKI at stud. Black & white. Excellent blood lines. \$35.00. John F. Meyer, P.O. Box 308, Valley Springs, Calif. Phone: FELIX 2064. Reg. No. 409005.

PATENT RIGHTS & STOCK ON AIR ELIMINATORS for pipe lines. R. W. Smith, 378 Monterey Ave., Yuba City, Calif. Reg. No. 1070967.

PLACER GOLD MINE about 60 acres, three claims Sierra County. Plenty water, 2 cabins. Can be worked w/dragline & dozer. W. W. Whitman, 3509 Ripley Street, Sacramento 38, Calif. Phone: Sacramento 922-7670. Reg. No. 381862.

1956 FORD 3/4-ton. 8' bed pick-up, 3 speed transmission, 3 speed Brownie w/overdrive, excellent 8-ply tires w/lock-rim wheels, custom built tool boxes, heavy duty bumpers, front & back radio & heater, amp. & oil pressure gauges, dual exhaust, newly covered & upholstered seat, power brakes. Bargain \$850.00. 4-cylinder, air cooled Wisconsin engine w/6 volt starter. \$85.00. Gas-driven engine, excellent condition. Lincoln Arc Welder. 200 amps, 40 volts, 4 cylinder, \$400.00. (Mrs.) R. C. Button. Phone: 935-2478. Reg. No. 449646.

1 TON 1951 DODGE FLATBED w/ steel canopy, trailer hitch, vacuum brakes for trailers, signal lights, \$475.00. Richard Eagen, 16510 Topping Way, Los Gatos, Calif. Reg. No. 997088.

1 DOUBLE DRUM WINCH. Bert Genereux, 2900 Mt. Diablo, Stockton 3, Calif. Phone: HO 3-3371. Reg. No. 509659.

BUY FROM OWNER & SAVE—5 min. from Sacramento—home, income, 2-bedroom, 1-bdrm., carport, garbage disposal, water softener, mercury switches, vinyl floors, shrubs, trees, 2-ton Fedder. On paved street, close to bus, school & churches. Assessments paid. Priced for quick sale. Call Sat. eve. or Sun. Henry A. Hamel, 1633 Alabama Ave., West Sacramento, Calif. Phone: FR 1-4136.

1962 FRIGIDAIRE WASHER, like new, excellent condition, \$175.00. Upright Freezer 21 cu. ft. Good buy at \$350.00. H. L. Walker, 16471 Bonny Lane, Los Gatos, Calif. Phone: 356-4404. Reg. No. 181352.

1957 FLAMINGO TRAILER, 43'x8', 2 bedroom, very good condition. \$1,800.00. Kenneth J. Vorderbruggen, Mtr. Box 175-A, Nevada City, Calif. Reg. No. 1087625.

CAT D6 9U. SERIES w/belly guard, pull hook & roller guards, Cat DD-PCU & Cat tilt dozer. Remodeled Model M. LeTourneau scraper 7 1/2 yd capacity. All in good condition. C. C. Fox, Box 242, Half Moon Bay, Calif. Phone: RAYmond 6-4707. Reg. No. 234963.

1963 BUDGER TRAILER HOME, 1 bedroom, 15'x45'. Will sell equity for cash. Mrs. Leland Durham, Diablo Mobile Home, Space 69, Concord, Calif. Phone: 686-5389. Reg. No. 911988.

NORWEGIAN ELKHOUND PUPPIES FOR CHILDREN. Minimum care, compact size, good disposition. A.K.C. G. A. Matzek, 380 Perrymont Ave., San Jose, Calif. Phone: CY 7-571. Reg. No. 202221.

80'x176' SHADY LOT, well, pressure system, natural gas, good building site or ideal trailer spot, garage, washhouse, fruit trees. Dale Erickson, 3699 Frakes Way, Yuba City, Calif. Phone: SH 3-5958. Reg. No. 983214.

2 COMPRESSORS small portable, electric & gas motor, pumps up to 100#s of air. Hose, paint sprayer, grease gun optional. Frank C. Whitehurst, 32224 Payne St., Hayward, Calif. Phone: 471-4568. Reg. No. 217909.

MOBILE HOME, PARAMOUNT 1957, 40x8, 1 bedroom, front kitchen, rear full bath, colored, appliances, cooler. B. E. Oskin, 2367 Pepper Dr., Concord, Calif. Phone: 682-8258. Reg. No. 900183.

GROCERY STORE & SERVICE STATION. Buy stock & equipment. Should gross \$50,000. or better in 1963. Lease to purchaser. Can be seen at 1554 W. Yosemite, Manteca, Calif. Burl Trull, Phone: TA 3-6888. Reg. No. 354814.

10 ACRES, 2 HOUSES, 2 wells, high & grammar school buses pick up in front of houses. Some irrigation. system in. 8 mi. from North Sacramento. Jesse McDonald, 8416 Elwyn Ave., Elverta, Calif. Phone: 371-5532. Reg. No. 434451.

NEW 2 BEDROOM STUCCO HOUSE on 1 acre. Sell or Trade. State Stapleton, 2673 Mark West Station Rd., Windsor, Calif. Phone: LI 5-0270. Reg. No. 1059634.

NICE 3 BDRM. HOUSE, 2 baths, Tappan gas range, cook stove and 2 gas heaters. 60x147.84 lot, w/5 shade trees, 1 blk. from post office, adjoins school grounds. Irrigation water available in summer. Priced to sell. First occupied in 1952. Located in Winton, Calif. James D. Ivy, 651 West A St., Hayward, Calif. Phone: JEFFerson 7-2008. Reg. No. 525748.

1956 FORD PANEL-CAMPER, for sale or swap for boat. Wm. E. Bradley, 324 Payran St., Petaluma, Calif. Phone: 763-3295. Reg. No. 732048.

SHIELD BANTAM BACKHOE UNIT located in Concord, Calif. Complete with 3 cu. yd. bucket & all attachments incl. bucket 30" wide & bucket 20" wide, mounted on GMC 6x6 truck, \$3,000.00. O. H. Graham, 721 Roberts, Reno, Nevada, Phone: 322-9752. Reg. No. 546557.

\$250,000 WORTH OF EQUIPMENT—Six 2UD8 Caterpillars; two Hyster backhoes mounted on Cats; two cranes; sheepsfoot tampers; rippers; dump trucks; ditching machines; miscellaneous. Sell individually or lump. Richard Arthur, Box 2, Myers, Calif. Phone: KIMball 4-3733. Reg. No. 263531.

17 1/2' INBOARD BOAT, '59 Ford Engine, Fort transmission, good shape, incl. trailer w/6 ply tires. Welding machine, General Electric, w/ Ford motor, 100' of cable. Can be seen at 28258 East 11th St., Hayward, Calif. Arthur E. McKinney. Phone: 582-0812. Reg. No. 657867.

SURVEY EQUIPMENT—Carl Zeiss N1 2 Self-Leveling Level w/Azimuth Circle & Micrometer (8 months old). K&E Paragon 30-second repeating transit (3 yrs. old) & a Rhodes reducing arc (3 yrs. old). Will take \$1,200.00 for all or sell separately. Edward Schilling, Box 262, Willow Creek, California. Reg. No. 977679.

BEE GEE TRENCHER, A-1 condition w/5 ft. wheel mounted on case tractor w/rubber. Price \$2,900.00 or best offer. James Di Duca, 60 West Main Street, Los Gatos, Calif. Phone: 354-8710. Reg. No. 1051279.

BOAT, 15-ft. Hollywood Day Cruiser, 25 hp Evinrude motor. Exc. condition. J. W. Kirby, Rt. 1, Box 505, Antioch, Calif. Phone: 757-6096. Reg. No. 814000.

FIBERGLASS BOAT, 15-ft. w/convertible top, 75 hp, Johnson, automatic tilt, Mastercraft trailer, fully equipped. \$1,495.00. Edward Hunt, 3420 Del Mar Circle, San Leandro, Calif. Phone: EL 7-1989. Reg. No. 899368.

1959 OLDSMOBILE. Clean. One Owner. \$1,495.00 1955 DODGE, good tires, good condition. \$825.00. Can be seen at Space 119, Santa Nella Village, Gustine, Calif. George D. McBride, Jr. (same address). Reg. No. 899588.

GENTLE BURROS, 1 yr. and up. For children or packing. Arthur J. Davis, 181 Geyer Rd., Santa Cruz, Calif. Phone: 335-7092. Reg. No. 915736.

PALOMINO MARE, A.Q.H.A., 3 yrs. old. Gentle and started. Leo and Zantanon Breeding. \$750.00. Benjamin G. Haubrich, Box 271, La Honda, Calif. Phone: 747-0330. Reg. No. 1091318.

BACKHOE ATTACHMENT, 3/4 yd. Bay City, interchangeable on Lorain truck crane. \$1,000.00. Chet Ratti, 1193 Junction Ave., Livermore, Calif. Phone: 447-1696. Reg. No. 264746.

3 H.P. 220-440 V 3PH Induction Motor GE Type K, Code J 60 Cy FL speed 1725 TRI CLAD. Cost new \$96.00. Sale price \$50.00. Casey O'Brien, 5585 Marquette Dr., San Jose 18, Calif. Phone: 264-4027. Reg. No. 1020174.

### TO SWAP

LEAVING STATE, must have smaller trailer. Will trade \$4000.00 equity. Late 1961 2-bdrm. double-wide 16'x40' Roadliner, excellent condition. Trade for 8'x40' or 45'. Kenneth Lehto, P. O. Box 1177, Los Banos, Calif. Reg. No. 587424.

1960 ROMER CAMPER, sleeps 4, butane stove w/oven, refrigerator. Want 18' camp trailer w/electric refrigerator. Or will sell. Mike Hathman, 813 Roe Road, Paradise, Calif. Phone: 877-9944. Reg. No. 380617.

### 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. \_\_\_\_\_

LOCAL UNION NO. \_\_\_\_\_

NAME \_\_\_\_\_

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

CITY \_\_\_\_\_

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

CITY \_\_\_\_\_

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





# STOCKTON AREA STILL ROLLING

By WALTER TALBOT, AL  
McNAMARA and GLENN  
DOBYNS

The work picture remains bright in this district, although the demand for Engineers has somewhat leveled off.

This is probably due to the fact that the jobs are now fully manned, and construction work is at its peak for the year. The bulk of the dispatching is now for replacements rather than new hires. The job pressure is also reduced by the fact that major projects are now under way in other districts surrounding Stockton, where the members feel they have better opportunities for winter work.

So the picture in this district remains much the same as last month, with work fairly evenly distributed throughout the six counties covered by the Stockton and Modesto offices.

## DAM PROJECTS

Green-Winston, constructors of Camanche Dam near Clements, are progressing according to schedule with their high speed Caterpillar equipment—D8's, D9's, 641's, and 660's. The job now has three shifts of mechanics and welders and one shift of operators on an overtime basis.

Completion date of the excavation work is tentatively set for late November of this year. Donald Drake Co. have nearly completed their subcontract on the concrete work, with a few weeks left on the spillway, and Wismer & Becker have a 35-ton P & H truck crane placing the powerhouse equipment. C. Norman Peterson also has a truck crane, pumps, loader, and boom truck on the fish hatchery facilities that are adjacent to the earth-fill dam.

Green-Winston-Tecon, constructors of New Hogan Dam near Valley Springs, have two shifts employed on almost all phases of their work, and they, too, expect to have the dam completed this year.

These two projects employ over 200 Operating Engineers and have been the main source of employment in this district over the past two years.

The Clancy M. O'Dell job at Cherry Valley remains the only tunnel job in the district, with approximately 65 Operating Engineers on the payroll at this time. This project will not be completed until May, 1965.

## ROADS AND STREETS

Alpine County—Bishop Engineering & Construction of Bishop, Calif., \$224,540 grading and paving job for the U. S. Forest Service, Toiyabe National Forest.

Granite Construction of Watsonville completed excavation and grading work near Woodsford on Highway 88, now paving with plant mix. Harms Bros. are also busy on Highway 88 at three different locations.

J. M. Ryan of Bijou, recently awarded a \$98,888.00 contract by the Div. of Beaches & Parks for campground facilities at the Grover Hot Springs State Park, near Markleeville.

Amador County—H. Earl Parker, successful bidder on 1½ mile road job on State 49 south of Jackson for \$725,858. At this writing we are waiting for some activity to develop.

Fresno Paving Co. have a good deal of excavation work yet to do on their 23 miles of road reloca-

tion that will circle Camanche Dam reservoir.

Calaveras County—Twin Buttes Construction, Marysville, reaching completion stage of job on Highway 49 near San Andreas. Claude C. Wood Co., Lodi, is busy with the subcontract from Hooker Co. on Highway 4 above Camp Connell. This job ties into the Ah Pah job that is also in the process of being prepared for paving.

Bids will be opened this week for grading and paving of approximately 5½ miles of road on Highway 4 near Gann's Meadow.

Tuolumne County—O. K. Mitty & Sons, completed job on the Twain Harte grade; George Reed Co. of Sonora, stockpiling aggregates for plant mix, will be paving before long.

Crowell & Larsen started their road job near Long Barn, with H. Earl Parker doing the clearing. A. J. Diani busy on Highway 120 at Hardin Flat, and Toston & Raymond at work on the short stretch between Diani's job and Yosemite National Park.

Robert C. Watson working four cats and a loader off Highway 120 at Packard Canyon for the Forest Service. Al Haworth, Stockton, is busy near Board's Crossing and for Pickering Lumber Co. south of Long Barn.

Bids will be let before this article is published for work on O'Byrnes Ferry Road on State Route 13—3.3 miles to be graded and paved, affording a better access to the Sierra Conservation Center now under construction by the Robert E. McKee Co. B. R. Schedel has the excavation and grading contract on the McKee job.

Stanislaus County—Matich Corp. and W. F. Maxwell, still working on the Modesto bypass and successful bidders on the Ceres Expressway, which is just getting under way.

Bids will be opened by the State on one mile of new alignment on Hickman Road near Waterford this week, with a budget allocation of \$445,000.

San Joaquin County—A. Teichert & Son, now paving the Lodi bypass on Highway 99 with concrete; have commenced widening existing bridges and clearing for the upcoming Lodi-Stockton Expressway.

Teichert was also low bidder to the City of Stockton for resurfacing approximately 53 miles of city streets at \$662,315 and for grading and surfacing 4.6 miles on the Byron Road between Grant Line Rd. and the Alameda county line. This job was bid at \$312,423.

## BUILDING CONSTRUCTION

Swinerton & Walberg have the job of constructing another glass plant for Libbey-Owens-Ford adjacent to their existing plant near Lathrop. The job will exceed \$7 million and take a year to complete. A. Teichert & Son have a subcontract for earthwork and paving, Raymond on the piling, Elmco the mechanical, and Ruth & Going the engineering.

Day & Zimmerman of Philadelphia, constructors of the new Hershey Chocolate plant near Oakdale, have subbed the excavation and site preparation to A. L. Craft of Oakdale. D. A. Parrish & Sons are doing the foundation work, and R. W. Welty & Associates of Modesto, the engineering.

Stolte, Inc., builders of the new courthouse in Stockton, are progressing according to schedule, as


## How's Your Social Security?

### CLIP and PASTE on a U.S. Post Card

At least once every 3 years a person should check his social security account, say officials of the Social Security Administration.

You can obtain important information about the earnings that have been credited to your account by using the handy coupon below. Simply clip this coupon, paste it firmly on a post card, and mail it to this newspaper, Attention: Social Security Editor.

In filling out the card, be sure to give your account number and name exactly as they appear on your social security card.

REQUEST FOR STATEMENT OF EARNINGS			
	ACCOUNT NUMBER		
	DATE OF BIRTH	MONTH	DAY
Please send me a statement of the amount of earnings recorded in my social security account.			
NAME { MISS MRS. MR.		Print Name and Address in Ink Or Use Typewriter	
STREET & NUMBER			
CITY, P.O., ZONE & STATE			
SIGN YOUR NAME AS YOU USUALLY WRITE IT			
Sign your own name only. Under the law, information in your social security record is confidential and anyone who signs someone else's name can be prosecuted.			
If your name has been changed from that shown on your social security account number, card, please copy your name below exactly as it appears on that card.			

### Why it Pays to Check Periodically

If you have worked long enough under the social security law, you and your dependents can get monthly social security insurance benefits when you retire or if you should become disabled. Monthly benefits can also be paid to certain members of your family when you die.

These benefits will depend on the earnings credited to your social security account. The Social Security Administration recommends that, for your own protection, you check your social security account about once every 3 years.

Check yours now. Clip the coupon above, paste it firmly

to a post card, and mail it to this newspaper, Attention: Social Security Editor.

Your coupon will be forwarded to social security's recordkeeping headquarters in Baltimore, Md. You will receive a confidential statement of the earnings credited to your account.

# Vallejo—Many Small Contracts

By AARON SMITH

While work is not booming in Vallejo, numerous small contracts are keeping the Brothers busy.

There are numerous small jobs, mainly repair and remodeling, going at Mare Island Naval Shipyard and Travis Airforce Base.

Quillar Construction Co. of Los Angeles is going full swing on the housing project at Mare Island.

## MEDICAL FACILITY

Baldwin Contracting of Marys-

is George Roek Construction on the new library building.

## MISCELLANEOUS WORK

Lee Stephens—widening Bear Creek, Stockton.

Nomellini Construction—sewage disposal plants, Stockton and Tracy.

S. M. McGaw—streets, utilities, paving, Stockton and Tracy.

Vicent Rodriguez—sewer lines, Ripon.

Marvin Haynie—sewer lines, Murphys.

W. M. Lyles—storm drains, utilities, Weberstown.

A. Teichert & Son—utilities, paving, Lodi, Escalon and Stockton.

Standard Materials—concrete, resurfacing, Modesto.

M. J. Ruddy & Son—paving, Modesto.

Luhr & Wendt—California Aqueduct, Crows Landing.

Vinnell Corp.—Hetch-Hetchy pipeline, Modesto.

M. Malfitano & Son—levee construction, Stockton.

Shellmaker Dredge—deepening channel, Stockton.

These projects plus numerous small jobs in home, commercial, and other miscellaneous construction throughout the district are keeping the Brothers busy.

ville has started on the Vacaville Medical Facility at Vacaville. Three contractors are doing the work: Baldwin, \$708,800; Callens Electric of Stockton, \$111,111, and Johnson & Washer, Los Angeles, \$214,700.

George Slinson of Napa was awarded a contract for construction and installation of concrete on Third St., Napa, at a cost of \$49,751.

Williams Construction of Vallejo was low on street improvements for the city of Vallejo, of Broadway St., between Tennessee and Nebraska. Cost of this project is \$56,144. The street will be widened three feet on each side, making it conform to the width of Broadway south of Tennessee Street to Louisiana St.

## WATERFRONT BIDS

The Vallejo Redevelopment Agency has set Sept. 10, 1963, as tentative date to call for bids for

the Vallejo downtown waterfront area, Marina Vista Project.

Much demolition work has been done on this Marina project to date. Estimated cost is 2½ to 3 million on this section to be let. Among the major work on this will be the leveling off of the main Sacramento St. hills and installation of a 400-foot seawall along the waterfront, and use of fill material from the hills and elsewhere to build 17 acres of new land behind the seawall. If the plans for the job are complete, call for bids will be as scheduled, with opening date set for October 24, 1963, then an additional 30 days will be granted, if necessary, to the contractor for an actual start date. As of now, the tentative starting date is some time this November.

The various freeway jobs and housing projects are going full swing.

## Barkan Heads COPE

UNITY HOUSE, Pa.—AFL-CIO Pres. George Meany announced the appointment of Alexander Barkan as director of the federation's Committee on Political Education.

Barkan had been serving as acting COPE director since the death of his predecessor, James L. McDevitt, last March 19. He had been deputy director of the committee since Feb. 1, 1957, and before that was assistant director from the time of the AFL-CIO merger, Dec. 5, 1955.

More than \$2 billion in assets were held in 1960 by private welfare and pension plans having principal offices in California.

## Over 100,000 Rehabilitated

WASHINGTON—The state-federal system of vocational rehabilitation restored 110,136 disabled men and women to productive life during the year ended June 30, according to a report by Mary E. Switzer, Labor Dept. commissioner of vocational rehabilitation.

Miss Switzer said those rehabilitated included 14,700 getting public assistance, recipients whose support had been costing the taxpayers about \$16 million a year. The cost of rehabilitating them was a one-shot outlay of about \$19 million.