



## CONSTRUCTION MODIFICATIONS APPROVED BY MEMBERSHIP

### 99.12 Per Cent Majority

By AL CLEM, Business Manager

## SEASON'S GREETINGS

The Officers, Executive Board and Staff of Operating Engineers Local No. 3 wish to extend to all the Members and their families best Holiday wishes for a very MERRY CHRISTMAS and for a healthy, prosperous and HAPPY NEW YEAR.

AL CLEM  
Business Manager  
PAUL EDGEcombe  
President  
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Vice President  
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Treasurer  
BILL RANEY  
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Auditor  
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Auditor  
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Conductor

#### DISTRICT EXECUTIVE BOARD MEMBERS

Guy B. Slack	Charles Kirkwood	Al P. Perry
Ernie Miller	Jack Slade	Garth A. Patterson
M. W. (Bill) Isbell	Joseph C. Ames	L. E. (Red) Warren
Earl E. Horn	W. W. (Bill) Woodyard	C. C. Bruner

## Automation Wiping Out 2 Million Jobs a Year

Some shocking figures on the impact of automation were given before a Senate Labor subcommittee recently by John W. Snyder, Jr., chairman and president of U. S. Industries, Inc., makers of automated equipment. That company and the Internatl. Assn. of Machinists have jointly created a foundation to study the effects of automation.

A report soon to be made by the foundation, Snyder told the Senate committee, will show that automation is abolishing jobs at the rate of 40,000 a week, or over two million a year.

He challenged previous Labor Department testimony that automation is wiping out only 200,000 factory jobs a year. That, he said, is an example of the "seductive myth" that automation doesn't have much effect on employment.

Snyder called the 200,000 figure a "gross understatement," and said "we must keep in mind that automation is not only displacing people directly, but also indirectly through 'silent firings' of workers who would have been hired for jobs eliminated by automation."

Snyder said "another myth" is that automation creates jobs for

workers, in building, operating and maintaining the machines.

The "hard truth," he declared, is that modern automated equipment requires little maintenance.

And, if the number of workers required to build the machines were equivalent to the number replaced by automation, there would be no point in automating.

"A third myth," Snyder continued, "is the belief that those who lose their jobs to automation can be retrained and put into other jobs requiring higher skills and paying more money. As studies have shown, automation is more likely to reduce the demands for skills and aptitudes. Besides, many workers are just not retrainable, due to their levels of intelligence, education and age."

In conclusion, the industrialist said "we have failed to keep pace with the widening gap between scientific progress and man's ability to cope with it. If we are to survive as a nation, we will need new sociological and economic ideas."

One thing needed, he emphasized, is a reduction of working hours.

During the past month we attended specially called meetings in the 10 California districts, presenting the proposed modifications of the construction agreement to all the members working in the construction industry for approval. It is extremely gratifying to note that the recommendations of the negotiating committee were concurred in by 99.12 per cent of the membership in attendance.

On behalf of the Officers, the Executive Board members and the Negotiating Committee, I wish to take this opportunity to thank the brothers for this vote of confidence.

I think it goes without saying that these modifications, while the employers gain some changes in the working rules, will result in economic gains of great advantage to the membership and their families.

Another important thing, in my opinion, is that through the joint cooperation of the negotiators for the employers and the negotiators for the Union, those portions of the contract which were not crystal clear have now been modified so that everyone will be able to understand them as written.

In addition to the changes in fringe payments and the working rules, you will note that there were changes in the subsistence provisions, effective on work let after September 1st of this year.

Another very important step forward, a really progressive move on the part of the employers benefiting both members and employers, we believe, are the new provisions for the placement of Indentured Apprentices. We are sure that these modifications will accelerate the entrance of Indentured Apprentices into the industry in an orderly, non-disruptive manner.

The following are all modifications of the contract—all the proposals that were set forth to the membership in attendance at these 10 meetings. We are endeavoring to get the contract reprinted as rapidly as possible, and we hope it will be in your hands soon.

**TEXT OF MODIFICATIONS**  
Add to SECTION NO. 3(a)(4) a new paragraph as follows:

The placing of an order for an Assistant to Engineer the day prior to the operating of the equipment shall be compliance by the Individual Employer with the manning requirement of this Agreement.

Add to SECTION NO. 3(a)(5) a new paragraph as follows:

In the event that the Employment Office servicing a job or project is unable to fill an order for an Assistant to Engineer from its lists when received, the Individual Employer shall be notified, the forty-eight (48) hours shall not commence to run, and the Employment Office shall attempt to fill the order from the lists in other Employment Offices, contacting the nearest of such other Offices

Map of new subsistence zone boundaries on Page 5.

first and the most remote last. Amend SECTION NO. 3(e) 1 D by adding the following paragraphs:

On and after January 1, 1964, registrations on the "Assistant to Engineer" lists shall be limited to Employees who, as of that date, possess A or B status as a result of employment under a collective bargaining agreement with the Union, and men who have registered and enrolled as Indentured Apprentices under a collective bargaining agreement with the Union.

The employment of an Indentured Apprentice on work covered by an Assistant to Engineer classification by an Individual Employer shall terminate on the Friday following notification by the Employment Office servicing the job or project that an A or B Assistant to Engineer who has been currently registered on its lists for at least thirty (30) days is seeking such employment.

The foregoing shall be reviewed from time to time by the subsection (f) Committee, which may temporarily reopen the lists to new registrants if it deems it appropriate so to do.

The Employer also agrees to cooperate with Local No. 3 in establishing an objective, non-discriminatory test for "C" Operating Engineer list registration in the Employment Office.

SECTION NO. 12 — Revise as follows:

GROUP NO. 10 —  
1. Add between "combination backhoe . . . (etc.)" classification

## Election of Convention Delegates

For election rules and meeting dates, see Page 2.

and "Euclid Loader (etc.)," the following: "Cranes (not over 25 tons, hammerhead & gantry) (Assistant to Engineer required.)"

2. Delete after "Power Shovels" the following: ". . . Cranes not over 25 tons, hammerhead & gantry"

GROUP NO. 11 —

1. Add between "Automatic Asphalt . . . (etc.);" and "Earth Moving Machines (etc.);" classification the following: "Cranes (over 25 tons) (Assistant to Engineer required)"

2. Delete after "Power Shovels" in the "Power Shovels . . . (etc.);" (classification) the following: ". . . Cranes (over 25 tons)" SECTION NO. 12 (Second Part) (b) Delete first paragraph and substitute the following paragraphs in its place. The balance of the Section shall remain unchanged.

When the Individual Employer performs work within the scope of the collective bargaining agreement between the Union and the Steel Fabricators and Erectors Council, Employees working in conjunction with crews of the International Association of Bridge, Structural and Ornamental Iron Workers Union, with the International Brotherhood of Boilermakers, Iron Shipbuilders, Blacksmiths and Helpers, or with the United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry of the United States and Canada shall receive the wage scale and working conditions provided in such Agreement, except for the provisions concerning Health and Welfare, Pensions, Vacations and Journeyman and Apprentice Training. A second Oiler shall not be required on cranes working in conjunction with the above crews.

When the Individual Employer performs work within the scope of the collective bargaining agreement between the Union and the Pile Driving Contractors Association, Employees shall receive the wage scale and working conditions provided in such Agreement, except for the provisions concerning Health and Welfare, Pensions, Vaca-

—Continued on Page 5

# OFFICIAL ELECTION NOTICES

## Rules of Nomination and Election

Following are the regulations governing nomination and election of delegates to the IUOE International Convention as adopted by the Election Committee on December 16, 1963:

\* \* \*

**Section 1.** There shall be delegates and alternates elected in the number to be announced by the presiding officer just prior to calling for nominations.

**Section 2.** Ballots shall be mailed out between February 7th and 13th, 1964, and must be returned to the Post Office Box on or before February 24th, 1964, at 10 o'clock a.m. at which time the Post Office Box shall be opened for the first and last time.

**Section 3.** All members, not suspended for non-payment of dues as of December 11, 1963, of the parent Local Union and branch subdivisions of Operating Engineers Local Union No. 3 except Subdivision A shall be eligible to nominate candidates for delegate.

**Section 4.** All members in good standing in the parent Local Union and Branch Subdivisions of Operating Engineers Local Union No. 3 except Subdivision A on the day he is nominated shall be eligible to be a candidate for delegate or alternate to the

27th International Convention of the International Union of Operating Engineers from Operating Engineers Local Union No. 3.

**Section 5.** All members not suspended for non-payment of dues as of February 8th, 1964, of the parent Local Union, Junior and Apprentice Subdivision and Branch Subdivisions of Operating Engineers Local Union No. 3 shall be eligible to vote.

**Section 6.** The number of candidates to be announced by the presiding officer just prior to the calling for nominations, who receive the highest number of votes cast shall be declared elected delegates and alternates. Their names shall be arranged in descending order based on the total number of votes received by each of them. The candidate receiving the highest number of votes shall be at the top of the list, the candidate receiving the least number of votes at the bottom of the list and they shall be numbered in descending order, one (1) through the number to be announced by the presiding officer just prior to calling for nominations.

In the event that two or more candidates receive the same number of votes, their names shall be arranged in descending order based on length of membership in Operating Engineers Local Union No. 3. The tied candidate who has been a member of

Operating Engineers Local Union No. 3 for the longest period of time shall be listed above the tied candidate who has been a member for a shorter period of time, and they shall then be numbered as in this section provided, and the candidate with the next highest number of votes shall receive the number next following the number assigned the tied candidate who has been a member of Operating Engineers Local Union No. 3 for the shortest period of time.

**Section 7.** The candidates, number 1 through the number to be announced by the presiding officer just prior to calling for nominations, shall be declared elected as delegates. The balance of the list in the number to be announced by the presiding officer just prior to calling for nominations shall be declared elected as alternates.

Each alternate shall serve as necessary. The alternate with the lowest number first, and the alternate with the highest number last.

**Section 8.** Only delegates will attend the convention. An alternate who replaces a delegate prior to that delegate leaving for the convention shall be declared elected a delegate and shall be a delegate.

**Section 9.** The number of delegates and alternates to be elected shall be announced by the presiding Of-

## MEETING NOTICE

All members of Operating Engineers Local Union No. 3 are hereby notified that nomination of Delegates and Alternates to the 27th Convention of the International Union of Operating Engineers will be held at a regular meeting, as a special order of business, or at specially called meetings, as follows, at 8:00 p.m.:

<b>Sacramento</b> . . . . .	Thursday, January 2, 1964 C.E.L.&T. Bldg., 2525 Stockton Blvd.
<b>Santa Rosa</b> . . . . .	Thursday, January 2, 1964 Veteran's Bldg., 1351 Bennett Ave.
<b>Marysville</b> . . . . .	Friday, January 3, 1964 Elks Club, 920 D Street
<b>Eureka</b> . . . . .	Friday, January 3, 1964 Engineers Bldg., 2806 Broadway
<b>Redding</b> . . . . .	Saturday, January 4, 1964 Engineers Bldg., 100 Lake Blvd.
<b>Oakland</b> . . . . .	Saturday, January 4, 1964 Labor Temple, 2315 Valdez Street
<b>Stockton</b> . . . . .	Monday, January 6, 1964 Engineers Bldg., 2626 N. California
<b>San Jose</b> . . . . .	Monday, January 6, 1964 Labor Temple, 45 Santa Teresa
<b>Fresno</b> . . . . .	Tuesday, January 7, 1964 Engineers Bldg., 3121 East Olive
<b>Reno</b> . . . . .	Tuesday, January 7, 1964 Musicians Bldg., 120 W. Taylor
<b>San Francisco</b> . . . . .	Wednesday, January 8, 1964 S.F. Labor Temple, 16th & Capp Sts.
<b>Honolulu</b> . . . . .	Wednesday, January 8, 1964 Washington Intermediate School 1633 So. King Street
<b>Salt Lake City</b> . . . . .	Wednesday, January 8, 1964 Teamsters Hall, 443 So. 6th East

All of the above meetings are specially called meetings except for the San Francisco meeting which is a regular District Meeting, at which there will be a special order of business for the nominations.

ficer just prior to calling for nominations.

**Section 10—All Candidates** shall file with the Election Committee a "Declaration By Candidate" approved by the

Committee. Copies will be available at all meetings at which nominations are made and in the office of the Recording Corresponding Secretary of this Local Union.

# Sacramento Outlook Dimmed by Rains

By E. M. NELSON, AL DALTON, CLEM HOOVER, TOM ECK and DAVE REA

The rains have caught up with the Sacramento area again, and it doesn't look good for the rest of the winter. The contractors are still trying to go into the hills, but around town almost everything is down.

We had a real good turnout on the blood bank in the Placerville and Pollock Pines areas. The Brothers and their wives gave 21 pints of blood. If we can get the Brothers around Sacramento to do as well our bank will be in good shape again.

We cleared 289 men last month. We have 397 operators and 52 oilers on the A out-of-work list.

### COME BACK

Another of the many good jobs we have had in the Sacramento area has come to a close. Hydraulic Dredging Co. finished its work on the Deep Water Channel. They have towed the dredge "Papoose" back to their yard in Pittsburg. This Company gave us nothing but cooperation on problems that came up. With Brothers Guy Walgreave and Nick Carlson ramrodding this job, things were always smooth. We hope to see this company back in the area soon with another good project.

Stolte Inc. are coming along fine with the Nuclear Building on the Davis campus and Nommellini Const. Co. have started excavating for their building. A. Teichert is still busy on several small jobs on the campus.

Continental-Heller Co. have the steel placed on their Crocker-Citizens Bank building and are

busy pouring concrete, and other contractors in the downtown area are busy on various jobs.

### WINTER WORK

Sutherland Const. Co. have started their Hazel Ave. job near Rocky Ridge Rd. If the weather holds off this job should provide some work this winter for a few of the Brothers.

Neilson-Nichols have started the excavation and pipeline work at Aerojet. This job is site preparation for a future test stand, which should be a good sized contract but will not be let for some time.

Paul Hardeman and Kaiser Engineers are keeping a small crew working at Douglas despite the bad weather. They have completed most of the concrete work and are busy with the steel. This job should last most of the winter.

Wisner & Becker have started pouring concrete on their test stand job at Douglas. A. Teichert have most of the dirt work done on this project and are hoping the weather will allow them to complete this phase.

Lentz Const. Co. are busy with clean-up operations in the Citrus Heights area, but the rains don't make the cleaning up any easier. This company has also started a pipeline job in the Marconi area that should keep several of the Brothers busy most of the winter.

Matich Bros. & Garnier Pipe are working as much as weather permits on the Sunset City job. This is mostly rock, so they will be able to work some between rains.

**AMERICAN RIVER PROJECT**—Some phases of this job have

not been affected by the recent stormy weather and are still progressing.

The batch plant at Ox Bow job is almost completed. Work continues on the short tunnel at Ox Bow. Ets Hokin Corp. (power houses, penstocks, etc.) are making advances at Ox Bow job.

MacGregor Triangle Co. is working in varied road jobs throughout the American River Project and are now in the process of pouring concrete for bridge piers and columns in the Ox Bow area.

General work continues on the French Meadow location. This job was greatly affected by recent storms. If the roads can be kept open, Emil Anderson Inc. Ltd., will continue to drive on their tunnel job.

Cattermole-Trethewey Co. are lighting up the sky with their burning and clearing program.

The French Meadow job in general is keeping to the work schedule. Barring any serious weather conditions, it will continue through the winter.

Hell Hole was also affected by the recent bad weather but are continuing their work load. Outside work is down to one shift. The tunnel work at Hell Hole is still going and is not affected by normal winter weather.

New tunnel portals are now turning under and will afford continued work for Brother members of Local 3 for many months to come.

**YUBA - BEAR RIVER PROJECT**—The upper section of this job—Jackson Meadows, Milton Reservoir, Faucherie Lake—was hit hard by the storms, leaving

road and job conditions in rough shape, and will slow this part of the project down until spring. Some work continues at Jackson Meadows. Normal progress at Bowman Tunnel.

On the other end of the project, work slowed to a crawl at Rollins Dam and Scotts Flat. There are two tunnel jobs working in the Dutch Flat area. One just recently turned under. Gates and Fox Co. are driving the tunnels.

Cal-Mobile have nearly completed their batch plant at Dutch Flat. Some road work is being done by Oroville Contractors and Hanson Bros. on this project.

### POLLOCK PINES

The first major storm of the season hit the Highway 50 area on November 4th, shutting down some of the jobs in the area. Granite Const. has shut down both of their freeway jobs and the crusher below Pollock Pines until spring.

The Walsh Const. Co. at the Chili Bar dam in Coloma are fortunate to be ahead of schedule on their concrete dam. The bad weather and high water will not bother them, and they will be able to work through the winter.

J. A. Jones Const. Co. at their Loon Lake dam is near completion and should be moving their equipment to their Robbs Peak Power House job. They are leaving their crusher at the Loon Lake quarry and will haul the material from this quarry to Robbs Peak.

Hardeman Const. Co. have been gunniting their tunnels and cleaning up on their job at Buck

Island. This job should be completed by the time you read this.

### SAFETY ANGLE

Joe Vicini of Placerville is building a new service truck and has come up with a new safety device. After the tragic accident of one of our Operating Engineers, Joe is enclosing the acetylene and oxygen tanks in a metal case, so that in case of an accident the tops of the tanks can not be knocked off.

This makes us feel that the contractors are working harder to practice safety to prevent accidents.

The small contractors in the El Dorado Hills are still working and should keep some of the Brothers busy most of the winter. There is a \$6½ million job of Highway 50 to be let in 1964.

### BLOOD DONORS

The following were blood donors from the Placerville and Pollock Pines areas and are deserving of our appreciation: Mrs. Ann Baer, Paul A. Baer, Robert E. Baer, John Bozarth, E. B. Brixey, O. M. Christof, Joel L. Conner, Guy Creason, Albert V. Dalton, Robert A. Delsman, Clayton E. Fassett, Robert E. Frost, Ray B. Hargis, Joseph D. LaMontagne, Mrs. Theresa LaMontagne, George C. Marsh, Jr., Clarence M. Mortiz, O. D. Purdom, M. L. Purser, Jack A. Scogin and William Timmons.

Mail is being held at the Sacramento office for the following: O. J. Christensen, Harry W. Ford, Wilfred F. Hooley, E. R. Sullivan, Paul F. Tate, Roy H. Watson, Luke Farrell, E. L. Kelly, Stan Kister, Al Sackett, Ted Schaublin and Robert Willis.

# Golden Gateway Project Reclaims Historic District

San Francisco's exciting Golden Gateway project, billed as the most beautiful urban residential community in America, is starting to make rapid and visible progress these days with the Operating Engineers playing a key role in the work.

Occupants of cars on the Embarcadero freeway whizzing by its waterfront location can now see the concrete shells of its first three tower apartment structures climbing up above the 10th story level, and the word is that the first occupants will be moving in by autumn of 1964.

The Golden Gateway is probably America's most challenging and imaginative urban renewal project, as well as its most beautiful, and links its historic past with its glowing future in a most imaginative way.

Barely more than 100 years ago, the ships which brought the Forty-Niners in search of gold were anchored in San Francisco Bay where the project is now located.

## SUNKEN HULKS

The area was gradually filled over the hulks of sunken ships, became the early center of San Francisco's commerce and finally, over the years, decayed into an area of urban blight in which was located the city's produce district.

In the mid-50's it was decided to tear the old structures down, and by 1959 the San Francisco Redevelopment Agency initiated a competition in which redevelopers from all over the nation were invited to submit architectural and financial plans for the district.

The Perini Land & Development Co., nationally-known builders, became interested and put together a partnership called Perini-San Francisco Associates which included local financiers, Alcoa Properties and Morrison-Knudsen Co. Two outstanding firms of San Francisco and Oakland architects were retained, and in October 1960 the design they created was selected as the best among the eight submitted.

## \$85 MILLION

The overall job will have an estimated \$85 million price tag, and its principal structures will be five square 25-story tower apartment buildings, three larg-

er, rectangular 22-story apartment towers, a 25-story office building, a public parking garage for 1,300 cars with two stories underground and one above, 106 two-story town houses, 75,000 square feet of shopping areas and \$1 million worth of recreational and community facilities including a block-square park.

The project will be constructed in three phases, and Phase 1, currently under way, includes two of the "Point Towers" and one "Rectangular Tower," the large parking garage, 38 town houses, 44,000 square feet of shops and the park. Its estimated cost is \$16 million.

Each of the point towers will have 178 studio to three-bedroom apartments. The rectangular tower will have 400 studio to two-bedroom apartments. The town houses will be, variously, of two, three and four-bedroom size.

## ABOVE STREET LEVEL

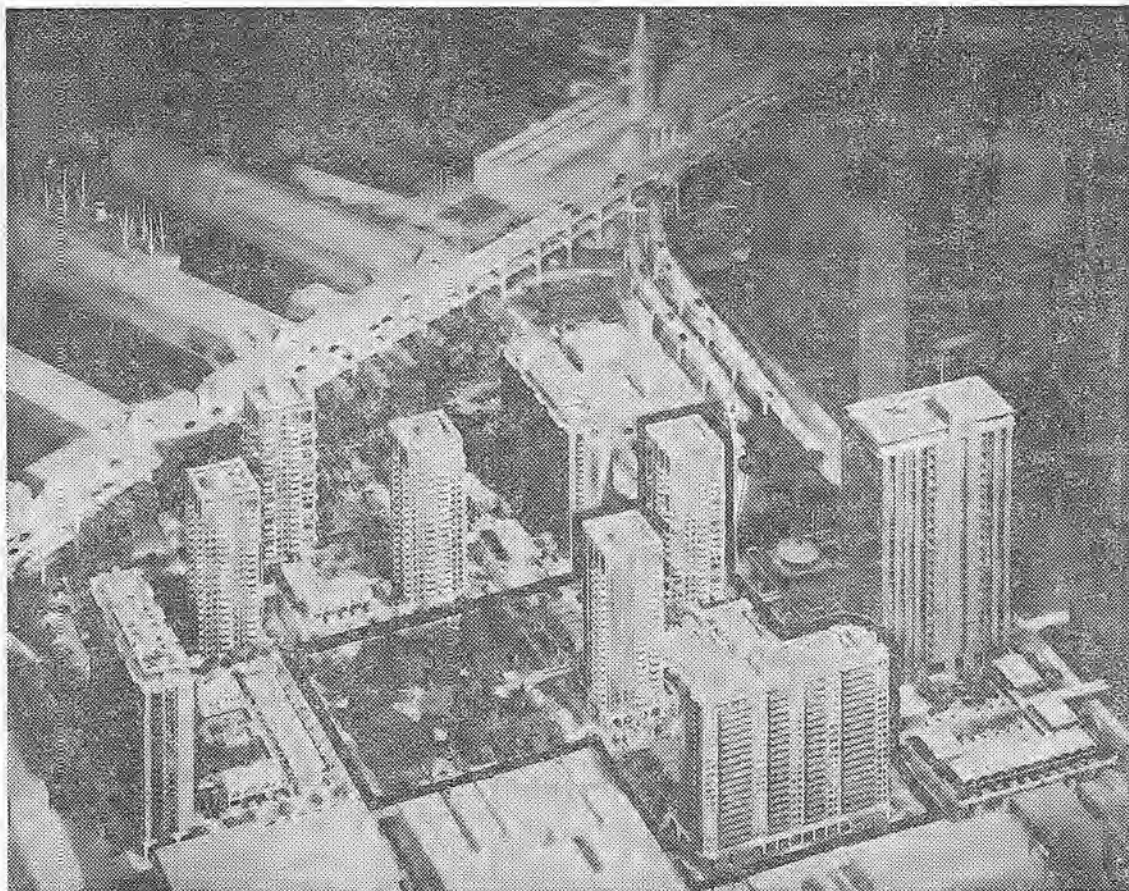
A unique feature of the project is that all of the residential units will be above the street level, the towers and town houses all being built above the parking and shopping areas. Elevated walkways will make it possible to reach any part of the area without descending to ground level, thus eliminating automobile traffic on the residential levels.

All of the residential units, including the separate town houses, will be rented.

According to Don Gillis, project manager, Perini Corp. as the general contractor now has about 400 men working on the projects, including some 20 Engineers. The Engineers, however, are key men on the job, operating four French "Mayco-Weitz" tower cranes, three material hoists, three man hoists and sundry other equipment.

## CRANES USEFUL

Materials handling, Gillis



**THE GOLDEN GATEWAY PROJECT:** This is the architect's scale model of the beautiful Golden Gateway Project which will be erected in what was the heart of old San Francisco in the days of the Forty-Niners. The section is bounded by Battery St., Broadway, the Embarcadero and Clay St., formerly the old produce market district. Now under construction is Phase 1 of the project, the area within the heavy outline in the center foreground of this picture.

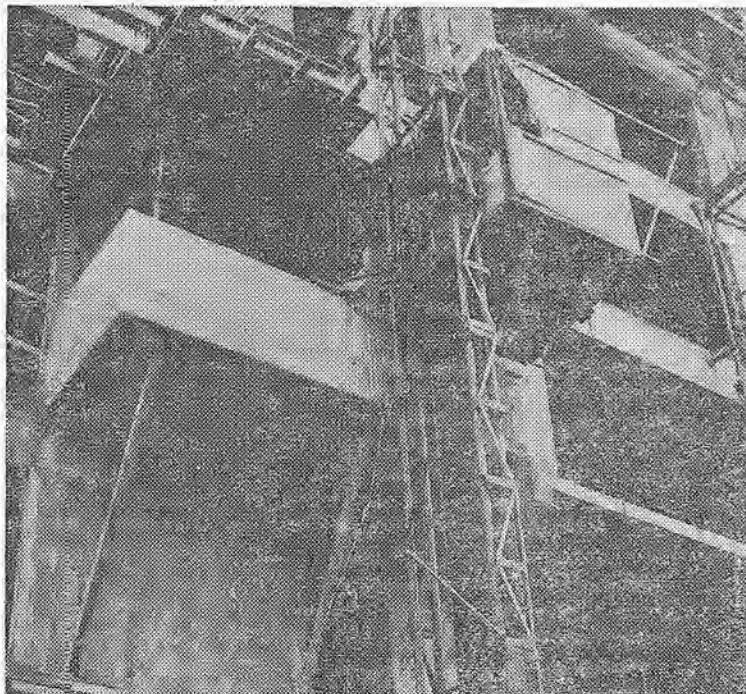
stressed, is of critical importance on a job of this size, and the climbing cranes, particularly, are proving of inestimable value in this connection. This is Perini's first job using tower cranes, and Gillis says of this type of equipment:

"For the first 75 feet or so a climbing crane can do little more than conventional hoisting equipment. Its value begins to show at higher levels. But actually, at any level, a machine that will pick up 1 cubic yard of concrete 115 feet from its base and deposit that bucket anywhere within a 230-foot diameter circle is a remarkable animal indeed."

The three Buck cantilevered platform type material hoists operated by Engineers are also main aids to the flow of materials.

## LARGE FIGURES

To emphasize importance of this problem, Gillis cited these figures: in Phase 1 alone, the Golden Gateway builders will place 60,000 cubic yards of concrete and 7,200 tons of reinforcing steel; they will receive and install 23 carloads of wood doors and millwork, 30 carloads of



**ENGINEERS** operating Buck Manhoists, like the one shown here, and other equipment are speeding construction of three big structures comprising the first unit of the Golden Gateway project.

plumbing appliances and fittings, 100 miles of electrical conduit and 300 miles of wire.

The Engineers also did a heroic job of work in helping lick the site preparation and foundation problems which delayed start of construction almost five months.

The old produce district had floated on a sea of black mud studded with rotting old ship hulks, old timber mat foundations and large concrete caps.

Concrete, rubble and muck had to be taken away down to grade, and then boring for caissons encountered innumerable delays due to fouling of the drilling gear by the old pilings and the need to remove nearly 15,000 cubic yards of muck too thick to pump and too thin for easy handling by any other method.

## PRECASTING

These problems were finally overcome, however, and as of late November, more than half of the 60,000 yards of concrete had been placed and the work was proceeding apace.

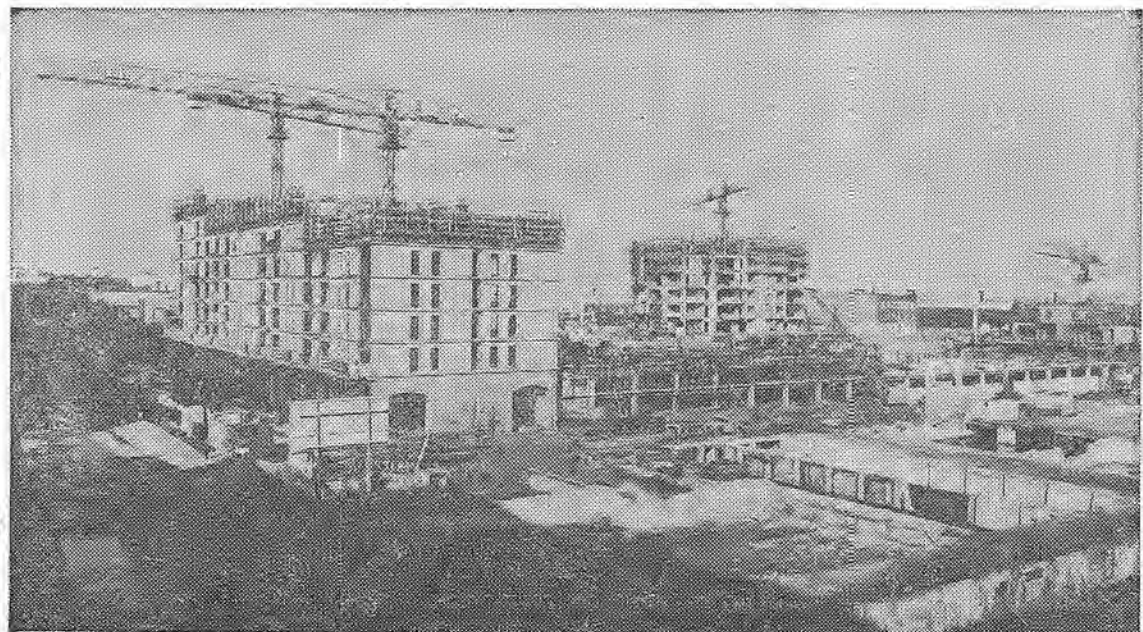
An unusual feature of the Golden Gateway is the use of

precasting on the site for components of the structures usually formed and poured in place. All the stairways are precast on edge, one run at a time, then hoisted into position and tied in with poured landings. This results in a superior finish as well as in construction economies.

Balcony walls, decorative panels with exposed river rock and other items are also cast on the site. All of these require the Operating Engineer to hoist them into place.

The Golden Gateway project merits particular praise for its concern about job safety. With over 350,000 man-hours of work performed, there have been no fatalities and few serious injuries. Local 3's representatives say the Perini management has an outstanding attitude on safety.

Construction of Phase 1 is expected to be completed by Spring 1965. The entire project will take about four years to build.



**FOUR TOWER CRANES** dominate the skyline as construction proceeds on the first phase of the spectacular Golden Gateway project. This is how the scene looked at the beginning of December, on the way to completion of the first section of the project as visualized in another photo on this page.

# Fresno May Be Busy Until Spring

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

Work in the Fresno area has been exceptionally good during the past month but slowed down considerably when the rains came.

It has been abnormally wet here for this time of the year—rainfall about 3 inches above normal. We sincerely hope that this abnormal rate of rainfall does not continue.

There is a lot of work going on at the present time and some new projects are just starting to get under way. Should the weatherman be good to us, we will keep most of the membership working until spring, when our regular rain season begins, running through February, March and April.

We expect to continue having a good year and for another three months of work with a general decrease of employment after that due to weather. After this period, we can foresee a tremendous season again next year.

## ROCK PLANTS

All of the rock plants in the area were slowed down for a period last month, but have all gone back to work and are increasing their production each week as new orders come in.

A contract was signed on Nov. 12 by the Arroyo Rock Co., Inc. of Madera. This contract was reached after a six-week strike by Local 3. The Arroyo Rock Co. employees will receive an increase in wages and fringes of between \$1.50 per hour to \$2.00 per hour above what they had been receiving. We are pleased to have reached this agreement and expect to have good relations with this company in the future, although there may be some problems during the first few months of adjusting to working under the contract.

## DEMOLITION

Three demolition contractors were also signed to agreements during the past month, namely, Peter Koshian, Sham's Excavation and Surety Lumber & Salvage Co.

Organizing activities have been going on in the Coalinga area mines during the past couple of months. One election was held in which a tie vote was cast. Local 3 is now in the process of pressing for another election to be conducted by the NLRB in the near future.

## APPRENTICESHIP

The Apprenticeship program in the Fresno area is going along very well. We now have 17 of our apprentices working and expect to have the remaining eight in the class employed in the near future.

We feel that the area subcommittee should be commended for the manner in which they have taken care of the business at the meetings and wish to thank the consultants for the assistance and guidance afforded the committee.

In talking to the apprentices themselves, we find them to be happy and satisfied with the program for the most part. We also find that they are doing very well both on the job and in the class rooms. It is our sincere hope that this condition continues for the full term of their training and instruction.

We have had a few problems

with the program, but they have been minor and we have been able to solve them. It looks as though we are off to a good start.

## SAN LUIS CANAL

Guy F. Atkinson is making good progress on their San Luis Canal job using five 660 Cat scrapers and four 657 double-engine Cat scrapers on a two-shift basis. They should start the concrete lining in the late spring.

M. K., Utah-Brown Inc. have 22 miles of the San Luis Canal and are using a 450 Monigan dragline for the bulk of the excavation and have seven R. G. LeTourneau electric powered tandem scrapers to build the compacted embankments. They should start their concrete lining some time next summer.

Consolidated Western Steel Co. has the tunnel liner steel contract for the San Luis pumping plant tunnels. They have a Manitowoc crane and a side boom Cat at this time and expect to bring in a 4000 Manitowoc 150-ton crane in the near future.

Standard Materials Inc. are erecting a rock crushing and washing plant at Los Banos and expect to move a batch plant here in the near future.

Peter Kiewitt & Sons are nearing completion on the Merced freeway. Jess Harrison will finish on Highway 49 at Coulterville in about three weeks. The U. S. Reclamation Bureau will call for bids on the Forebay pumping plant and the third reach of the San Luis Canal in the near future.

## ROAD WORK

Fredrickson & Watson, Kenneth H. Golden-Hess & Dubach have started their job on Highway 198. This job will be 10 miles of four-lane freeway from Highway 41 at Lemoore to Hanford. Earl Brown Inc. will do the road way excavation, compaction, finish loading and hauling. Kenneth H. Golden will do the blacktop.

The joint venture also has a job on Highway 99 between Selma and Kingsburg. Earl Brown Inc. has finished moving the dirt on this job. Hess & Dubach will start the cement treat soon, and Fredrickson & Watson will start the concrete paving soon after the first of the year.

Fresno Paving started Highway 41 December 2. The job will start at Kings river bridge and go seven miles north. The company will use DW 20s and Cats to move the dirt. This job will keep a few Brothers busy through the winter.

McGuire & Hester have about 1½ miles left to put concrete pipe in, on their job at Mendota. This job was nine miles of concrete pipe and has been a good job for about 10 of the Brothers.

Bids were opened December 18th on Highway 198 through Visalia. This will be a good winter job for some of the Brothers.

Fresno Paving Co. received the award from the State of California to grade and surface about 3.8 miles of Avenue 280 between U. S. 99 and state route 132 south of Visalia.

The H & M Construction Co. has received an award from the Government to construct a concrete reservoir, a steel water line and reconstruction of the whole water system, at Three Rivers located in the Sequoia & Kings Canyon National Park.

## Vallejo

# Big Marina Job Okayed At Suisun

By AARON SMITH

Rain! Rain! is the major comment here in Vallejo. As a result, work is at a virtual standstill. However, as soon as it dries out, work will start again. Some of the companies have worked a day or so a week despite the heavy rains.

Kuckenberg Construction on the South Hampton subdivision in Benicia are doing excavation work; streets are the priority project at this time.

Gordon Ball - Syar & Harms Highway 40 freeway job at Vacaville should have both the east-bound and westbound traffic changes open by this time. Then dirt work will begin with approximately 200,000 yards to move. If weather permits, they will be calling the Engineers back very shortly.

Williams Construction has almost finished the widening of Broadway in Vallejo.

Syar & Harms are still busy on all of their various jobs over the country, managing to work a couple days a week despite the rains on most of their projects.

Varwig Construction of Palo Alto, doing drainage and excavating for a new school in Fairfield, is working a day here and there. The area holds the water and takes long to dry out.

The final maps of the \$1.8 million marina project were approved by the city of Suisun. This huge development includes 35 acres for a regional shopping center, 159 single family homes, 44 garden apartment houses of 8-plexes and a marina on 92 acres east of town. Placement of public utilities and improvements will begin this week.

The project, largest of its kind in this city, will also include 43 homes with boat berthing facilities at the back door, a 74 unit boatel, a 72 unit studio apartment complex, restaurant and harbor development with boat sales, storage service and sport shops. This job was started in March 1963 and will really begin to roll now as soon as weather permits.

Various other small jobs have been let, and the outlook for 1964 in our area continues to be good.

Bill Gattung Inc. was low bidder on the Crescent Elementary School job in Suisun. Cost \$309,313, work to begin as soon as weather permits.

## Protection For Home Buyers

WASHINGTON — The AFL-CIO has endorsed two Senate bills which would protect home buyers by authorizing payment of claims for major defects in houses covered by mortgages insured by the Federal Housing Administration.

Boris Shishkin, secretary of the AFL-CIO Housing Committee, told the Senate Housing subcommittee that legislation to make the words "FHA Insured" truly meaningful "is long overdue."

The city of Visalia has awarded Sweepers Construction Co. the paving and grading of various streets. Visalia has also awarded the Kaweah Construction the construction of three culverts.

# Memo from the Manager's Desk

By AL CLEM

WE WOULD LIKE to take this opportunity to congratulate General President Hunter P. Wharton and the General Executive Board for their selection of Brother Newell J. Carman as the new Secretary-Treasurer of our International Union.

Many of the brothers are acquainted with Brother Carman, as he was the acting supervisor of the Local Union while Local 3 was under supervision. I think that the General President and the General Executive Board used excellent judgment in their selection of a man to fill this vacancy in the office of Secretary-Treasurer, and we on the West Coast are extremely proud to have one of our Engineers from this area selected for the job.

It is our understanding that this change in our officialdom came about due to the fact that Brother Converse had a heavy schedule in his own Local Union and, while he was doing an excellent job in the capacity of Secretary-Treasurer, he chose to return to his position as a Vice President so that he could devote more of his time to his Local Union.

It goes without saying that Brother Converse having devoted all of his adult life to the cause of the Engineers, and we know that while with his move back to the Vice Presidency we lost a good Secretary-Treasurer, his Local Union will be benefitted by retaining a man with wide experience as Manager.

By the same token, while Brother Carman has done a great job for the Engineers in our area, and we will miss him, we know that as a result of his elevation to a higher responsibility in Washington, our International Union as a whole will profit.

DURING THE PAST MONTH I had an occasion to attend the Building Trades Department Convention in New York City, where there were many items and subjects discussed that were of vital interest to the Building Tradesmen throughout the United States. Our General President Wharton was Chairman of the Resolutions Committee, in which position he did an outstanding job. We also note that he served on several other committees, in the Metal Trades Convention, etc., so it goes without saying that our International Union is well represented in the labor movement in America as a whole, which is very gratifying to all of us in Local 3.

While I was in New York I was privileged to attend a meeting of Local 15 and 15A.

WE FIND that the work picture is holding up well for this time of year with 1,542 people dispatched and 120 agreements signed during the month of November.

IT WAS INDEED a pleasure, as you will note in another portion of the paper, to be able to attend the round of meetings on the modification of our California AGC agreement and to visit with the brothers in the different districts, and we think by this closer communication that we will be able to render them better service and perhaps solve some of their problems that have been hanging fire for some time.

YOU WILL NOTE in another portion of the paper that there is a scheduled round of meetings in January, regular and special called, at which time the delegates to the forthcoming convention will be nominated.

Upon the completion of the regular or special order of business at these regular or special called meetings, the Union meeting will be adjourned and there will be a meeting to discuss the proposed Credit Union being set up in Local 3 and also to formulate an Educational & Promotional Committee in each of the 12 districts of Local 3 whereby as many members as possible can be brought up to date on the formation of the Credit Union up to this time and to further enlighten them on the activities of a Credit Union.

I am sure that any questions that may be asked pertaining to the Credit Union will be answered at that time. We urge all of you that can to attend these meetings in the month of January and I am sure they will be interesting as well as formative.

AS THE JOYFUL holiday season nears, we would also like at this time to extend to every member of Local 3 and his family, on behalf of the Officers, the Executive Board members and myself, the most sincere wishes for happiness and good health in the coming year and the hope that 1964 will be a prosperous year for every member of the craft.

# Construction Modifications Okayed

Continued from Page 1

tions and Journeyman and Apprentice Training.

Delete the second sentence of SECTION 13(3) and substitute in its place the following:

Such shifts shall run consecutively. The straight time hours for the second shift shall commence not later than one (1) hour after the end of work (either straight time or regularly scheduled overtime) on the first shift.

Delete SECTION 13(5) and substitute in its place the following:

There shall be a regularly scheduled meal period. The meal period shall be one-half (1/2) hour and shall be scheduled by the Individual Employer so that the beginning or the ending, or some portion of such meal period shall be at the mid-point of the scheduled hours of work.

If the Individual Employer requires the Employee to work through his scheduled meal period, the Employee shall be paid at the overtime rate for such work.

Delete SECTION 13 (6) (8), and (9) and substitute in their places the following:

(6) On "multiple shift operations" (a two (2) and/or three (3) shift job), in addition to the two (2) and/or three (3) shifts, a single day shift may be established providing it is for five (5) or more consecutive days and has its own Operating Engineer foreman where required. The regular starting time of such single shift shall be 8:00 A.M.

(8) No single shift Employee shall relieve a multiple shift Employee, and no multiple shift Employee shall relieve a single shift Employee.

(9) On a multiple shift operation, no shift shall work more than ten (10) hours, except in the event of an on-the-job emergency.

Add the following to SECTION 13(14), as a second paragraph:

The recognized established practice regarding the starting and warming up of equipment shall not be changed.

Delete the paragraph of Section 14 commencing, "Within the boundaries as described . . .", "In all other areas in Northern California . . ." and the paragraph commencing, "on all work subject to travel and subsistence . . ." and substitute the following in their place:

Within the boundaries as described in Areas No. 1 and No. 2, there shall be no travel or subsistence paid except as otherwise provided for in this Agreement, and they shall be known as free zones. (See Section No. 12 (Second Part) and Section No. 14A)

On and after September 1, 1963, the free zones shall be reduced by excluding six areas marked 3 through 8 and described as follows:

**Map Description - Area No. 3**

Commencing with the southwest corner Township 7 South, Range 3 East, Mt. Diablo Base & Meridian thence northerly along the easterly line of Range 2 East to the intersection of the northerly boundary of the Santa Clara County line, thence Easterly along said County Line to the easterly line of Range 4 East, thence southerly along said Easterly Range line to the southeasterly corner of Township 7 South, Range 4 East, thence westerly along southerly boundary of



**SUBSISTENCE ZONES ENLARGED:** The map above shows additional subsistence zones in California,

carved out of what was formerly free zone, by the construction modifications negotiated by the union

said Township 7 South to the point of beginning.

**Map Description - Area No. 4**

Commencing with the northwest corner of Section 3 of Township 30 north, Range 4 east, of the Mt. Diablo base and meridian, thence southerly to intersection of Highway 89, thence northerly along center line of Highway 89 to southern boundary of Siskiyou County line, thence westerly along southern boundary of Siskiyou County line to intersection of eastern boundary line of Trinity County line, thence southerly along eastern boundary of Trinity County,

thence southerly along center line of County road to intersection of eastern boundary of Trinity County, thence easterly along Township 34 North, to the intersection of Mt. Diablo meridian, thence southerly to southwest corner of Township 31 North, Range 1 East, thence easterly along Township 30 North to northwest corner of Section 3, Township 30 North, Range 4 East, the point of beginning.

**Map Description - Area No. 5**

Commencing with the intersection of eastern boundary of Trinity County line and the eastern boundary of Township 31

North, Range 8 West, thence southerly along eastern boundary of Trinity County to Mendocino County line, thence southerly along the eastern boundary of Mendocino County to intersection of north boundary of Lake County, thence easterly along north boundary line of Lake County to western boundary of Glenn County, thence southerly along eastern boundary of Lake County to intersection of east boundary of Township 16 North, Range 7 West, thence northerly along Range 6 west to northeast corner of Township 29 North, Range 7 West, thence westerly

to southeast corner of Township 30 North, Range 8 West, thence northerly along Range 7 West to intersection of east boundary of Trinity County line, the point of beginning.

**Map Description - Area No. 6**

Commencing with the southeast corner of Section 33 of Township 8 North, Range 12, Mt. Diablo base and meridian west on Pacific Ocean, thence easterly to southeast corner of Township 8 North, Range 12 West, thence northerly along Range 11 West to northeast corner of Township 10 North, Range 12 West, thence

—Continued on Page 8

# San Mateo: 2nd Shift At Accelerator Helps

By BILL RANEY and MIKE KRAYNICK  
**IN MEMORIAM**

We all mourn the passing of Brother Dan Matteson who until recently was your union representative in San Mateo county and for a short period worked in San Rafael.

Brother Matteson worked for nearly two years in San Mateo and made an indelible contribution to the benefit of the membership. He will be truly missed by many friends both in and out of the labor movement.

There are a great many Engineers working on jobs which exist only because of his efforts, and many hundreds of Engineers have better jobs because of his hard work and devotion to Local No. 3. Services were held at Chapel of the Highlands in Millbrae on 12-2-63. He was buried at Golden Gate National Cemetery.

**WORK PICTURE**

Intermittent rain has really raised havoc with the out-of-work list in San Mateo. A great many on this mounting list have jobs to return to, however, and a spell of steady dry weather will make a big difference. In this respect, it is fortunate that the "fill" at Foster City is a sand and shell combination — allowing much work to proceed even during actual rain.

Murphy Bros. picked up another \$1 million dollar job on this same site.

The House Appropriations Committee has allocated \$715,000, mostly for deepening and widening the Port of Redwood City. We can look forward to more dredging.

**BIG SHARE**

Of the \$577,212,100 in the State construction budget \$15 million was for San Mateo county highways. \$7.6 million of this will redesign the dam site bridge at Crystal Springs Rd. and Skyline Blvd., \$8.2 millions for connecting freeways in the north end of the county. There is also some money appropriated for the Coast Highway.

The Gibbons & Reed job in Daly City is to be serviced by the San Francisco office, as it is just to the north of the so-called "servicing boundary" between these two offices.

As we mentioned earlier, work has slowed down to a muddy crawl, but most of the jobs such as Peter Kiewit & Sons, Inc., Mc

Guire & Hester, Bellicitti & Pellicciotti, L. C. Smith Co., Lloyd Rodoni, Freeman Paving Co., C. J. Wood, Inc., etc. are ready to resume as soon as the weather permits.

Not only does Peter Kiewit & Sons, Inc. practice and preach the Safety Gospel, but goes all-out and rewards their employees for being safety conscious and accident-free, such as presenting incentive awards of the following nature:

- 1 month without accident—Key Chain.
- 3 months — Pen.
- 6 months — Knife.
- 10 months — Zippo Lighter.
- 1 year — Personal Safety Cap.

**MORATORIUM TALK**

There is much talk about a moratorium on filling in the Bay. If such a moratorium were to become official, it would not affect any of those jobs now in progress. In the opinion of the writers, such a moratorium would be a great detriment to progress in San Mateo county, as well as to eliminate hundreds of present jobs and kill many hundreds of proposed jobs. The "tidelands" that can economically be filled are generally smelly eyesores now, anyway. All proposed filling operations we have seen would not affect any "blue" water of the Bay. We urge that all citizens of San Mateo county, and especially Engineers, oppose this proposed legislation vigorously. Plan, yes, but don't stop progressing.

**TOLL PLAZA**

Baldwin, Erickson & Tait grabbed a \$3/4 million job to build a new 12-lane toll plaza on the San Mateo Bridge. It is confirmed that Don Caputo, Bragato Paving and Bellshore Corp. have landed the Five Points job in Redwood City for over two million bucks.

The Blood Bank reports that three pints were given during October. We wish to thank Isabel Webber, Ward J. Webber and Dorothy Cummings.

The last safety meeting in San Mateo county was well attended. An informative program was conducted by Brother Dale Marr which inspired many good questions which were ably answered. We hope to have a bigger and better program and larger attendance the next time.

**FLASH!** Peter Kiewit Co. has just gone on a two-shift basis at the Stanford Linear Accelerator site. This has already put some 20 more Engineers to work.

# Lots of Mud In North Bay; Jobs Slowed

By AL HANSEN

Lots of mud in Marin county—contractors trying to beat rains off and on, finishing up small jobs.

Piombo Bros. working around area trying to finish small jobs they have started.

Ghilotti Bros. have lots of work in the county, and they, too, are trying to beat the rain. They have all the streets at the Match-Garnier & Long job in Novato—also main roads at the site of the Emporium at Northgate.

Geo. Reed have all the masonry work on the Emporium with one operator working.

**HOPE FOR A BREAK**

Linscott Co. have a lot of work at Lucas Valley, but each time they get going, it rains. Let's hope the rain will hold up so the boys can get back to work for a few weeks.

Matich-Garnier & Long have a lot of work to do, but they are also in the same boat—just too much mud.

Watkin & Sibbald of San Anselmo doing a few jobs around the area, also progressing nicely on their new building at 6 Bridge St.

Ben C. Gerwick at Petaluma yard moving right along with a good crew, and their jobs should go into next year some time.

**NICASIO ROAD**

Herb Saxton doing a few jobs around town. Soiland Pipeline with a lot of jobs all over the county and keeping their crew going.

Pete Giordano started his county county road job at Nicasio—about 3/10 of a mile.

Syar & Harms-Ball moving right along on their job at Hamilton Field. They also were hit by the recent rains and are working when they can.

**PULL OUT DW 21's**

Peter Kiewit Sons job at Black Point also hit by the rains—right now they have a few dozers and two blades going, but they have moved all their DW 21's out for this year. They still have a lot to move, but will not do much until spring some time.

Keller Excavating & Grading doing a few jobs around the county, and keeping a few boys going.

A. G. Raisch are not doing very much at this time as they have finished up most of their jobs.

Luhr & Wendt at Bel Marin Keys are not doing very much—just too much mud to push around.

**KEEP CREWS**

Carlos Gonzalez Engineers have a few jobs around the county. Ceccotti & Son of Marin doing a few jobs around the county and keeping a small crew going. Hillside Engineers going good out on Match-Garnier & Long jobs.

V. Maggiora & Son also around the county with a few jobs and keeping his crew going.

We in the San Rafael office wish each and everyone of you Happy Holidays—from: Al Hansen and Terry Haag.

See you next year!

Are your earnings shown correctly on Social Security records? Your Social Security office will help you find out.

If you are receiving social security checks and working for more than \$1200 this year, be sure Social Security knows how much you expect to earn.

# Personal Notes

**Sacramento**

Our deepest sympathies to the wife and family of Brother Fred Small who lost his life in an accident at Arden Sand & Gravel plant in Carmichael.

Brother Ray "Red" McAdams is still laid up in the Sutter General Hospital. We hope to see "Red" back on the blade real soon. We were sorry to hear that Brothers Earl Haggard and Joe Helton were injured in separate accidents on the American River Project. We hope for a speedy recovery for these two Brothers.

\* \* \*

**San Jose**

Brother Sal Franco had an accident while working for Atlas Sand & Gravel, caught his arm in the belt. We hope Sal is feeling better, and will soon be up and around again. Hearty congratulations to Mr. and Mrs. Oscar Cameron on a baby BOY, born November 15, weighing in at 6 lbs, 11 ozs. Ozzie is Heavy Duty Repairman Apprentice for L. C. Smith.

\* \* \*

**San Rafael**

Best wishes to the following members on the sick list: John Price, at Novato General and Pat Finnegan, at Ross General. Best of luck to Bro. John Leone who is retiring from Hein Bros. Quarry in Petaluma.

The following was received from the family of our late Brother Carl Stuchman, recently killed in an auto accident:

"Thank you ever so much for the lovely Bible. Mom is very proud of it and will treasure it through the years to come. We know it is something Dad would be very proud of, too. Thanks again."

\* \* \*

**Oakland**

Bro. Ralph Barnes is the track superintendent at the Golden Gate Fields race track, Albany, Calif. Bro. Ralph is a dirt farmer who disdains science in favor of the feel of the track. He does a lot of personal tractor-harrow driving himself so he will know first hand just what kind of a cushion he has to offer the horsemen. The proof of his track has come with the substantial filing of entries regardless of weather or track conditions.

Bro. O. L. Dean passed away Nov. 22. It will take 74 pints of blood to replace what he used. Any member who can possibly donate blood is urged to do so to alleviate the family's burden. For an appointment, call the Blood Bank at Olympic 4-2924.

\* \* \*

**Nevada**

We are doubly happy to report about Bro. Joe Briano. He is back at work after a serious operation and a stay in the hospital. After Joe had been home about 10 days, his wife went to the hospital and presented him with a new daughter, Lola Antoinette. Congratulations to both of them.

Bro. Jay Baker of Helms Construction Co. was in the office the other day, nursing a broken toe and with two extra legs (crutches). Pretty lucky at that, considering that he was run over by the rear wheel of a 21 Scraper.

\* \* \*

**Stockton**

Bro. Donald E. Hunt left for French Guiana to work for Guntert & Zimmerman on a gold dredge. Brother Hunt has spent about 30 years on this type of work.

Bro. George Angerina had a gall bladder operation in Dameron Hospital and is now home and doing fine. Bro. Ike Smith is in the Oakdale Hospital, recuperating after a heart attack.

\* \* \*

**Santa Rosa**

Our bank is once again running low, so we would appreciate any of the members giving blood. Congratulations are in order to Brothers Earl Adkins and Victor Newfield: both became the proud papas of baby girls.

\* \* \*

**Fresno**

With sincere sorrow and heartfelt sympathy, we report the passing of our friend and Brother Shelvie Sloan. Deepest sympathy to his family and friends. Bro. Coy Collins was released from the hospital and is home recovering from a heart attack. The Fresno office is holding checks for the following Brothers: Clifford Brown and James Hall.

\* \* \*

**Utah**

Our sympathy to the family of Bro. Harold Wright, who died after being hospitalized for nearly a year following an accident at the Flaming Gorge dam site. Bro. Ted Orn is out of the hospital after suffering a brain concussion. Bro. Elver Golden is now at home after several weeks in the hospital. Our sympathy to Bro. Grant Palfreyman, whose wife passed away recently after a heart operation.

Many of the Brothers have expressed their concern and wishes for a speedy recovery for Brother Merlin Bowman, Business Representative for the Ogden area. He is recovering satisfactorily after his illness and should be back to work around the first of the year. During his absence, Brother John Thornton is taking care of his area.

Bro. Elmer Contratto, our Grievance Committeeman, suffered a heart attack and was taken to Latter Day Saints Hospital. We wish him a speedy recovery.

# Deaths

	Date Initiated	Died
Leon Bagley, Yuba City	7- 3-40	11-27-63
Maurice Church, Rio Vista	10- 1-55	11-23-63
O. L. Lean, San Pablo	12- 1-51	11-22-63
Earl Haggard, Marysville	9- 8-56	11-17-63
Buster E. Hall, Foresthill	7- 6-60	11-17-63
Ralph H. Jensen, Palermo	8- 3-57	11- 6-63
J. J. Johnson, Live Oak	10- 4-47	11-17-63
Eugene Kiefer, Alameda	12- 6-41	10-30-63
Walter M. Lynch, San Francisco	1- 5-57	11- 9-63
James D. Rich, San Francisco	11- 1-41	11-45-63
Philip Shea, San Francisco	8-25-44	11-17-63
Fred Small, Carmichael	8- 7-48	11-11-63
John J. Smith, Fresno	12- 3-49	11-15-63
John M. Souza, Nanakuli, Hawaii	7-10-60	10-23-63
Herman M. Wolf, Marysville	10- 6-56	10-26-63
H. G. Wright, Salt Lake City, Utah	9- 6-62	11-17-63
William Yount, Wheatland	8- 2-58	11-14-63

## Redding: Snow in the Mountains

By WARREN LeMOINE and C. L. McGETTRICK

A lot of snow fell around the Pit-McCloud Project, however work seems to be holding up well in the area.

J. F. Shea Co. joint venture has all tunnels back in full swing in spite of the recent cave-in. The tunnel muckfall on the project killed one and hurt two other Brothers. The unofficial rumor is that the shaft where the cave-in occurred will be timbered, shored and plugged until completion of the tunnel. There is a lot of snow surrounding the tunnel projects, in some places as much as 8 inches.

Shea, Kaiser, Morrison, Macco pioneering the road for their gravel plant at Little Joe Flats have all the aggregate for the tunnel lining on the PG&E tunnels. Kaiser Steel Erectors have their plant set up for welding the penstocks on Pit No. 6 and No. 7, working 4 Engineers at this time.

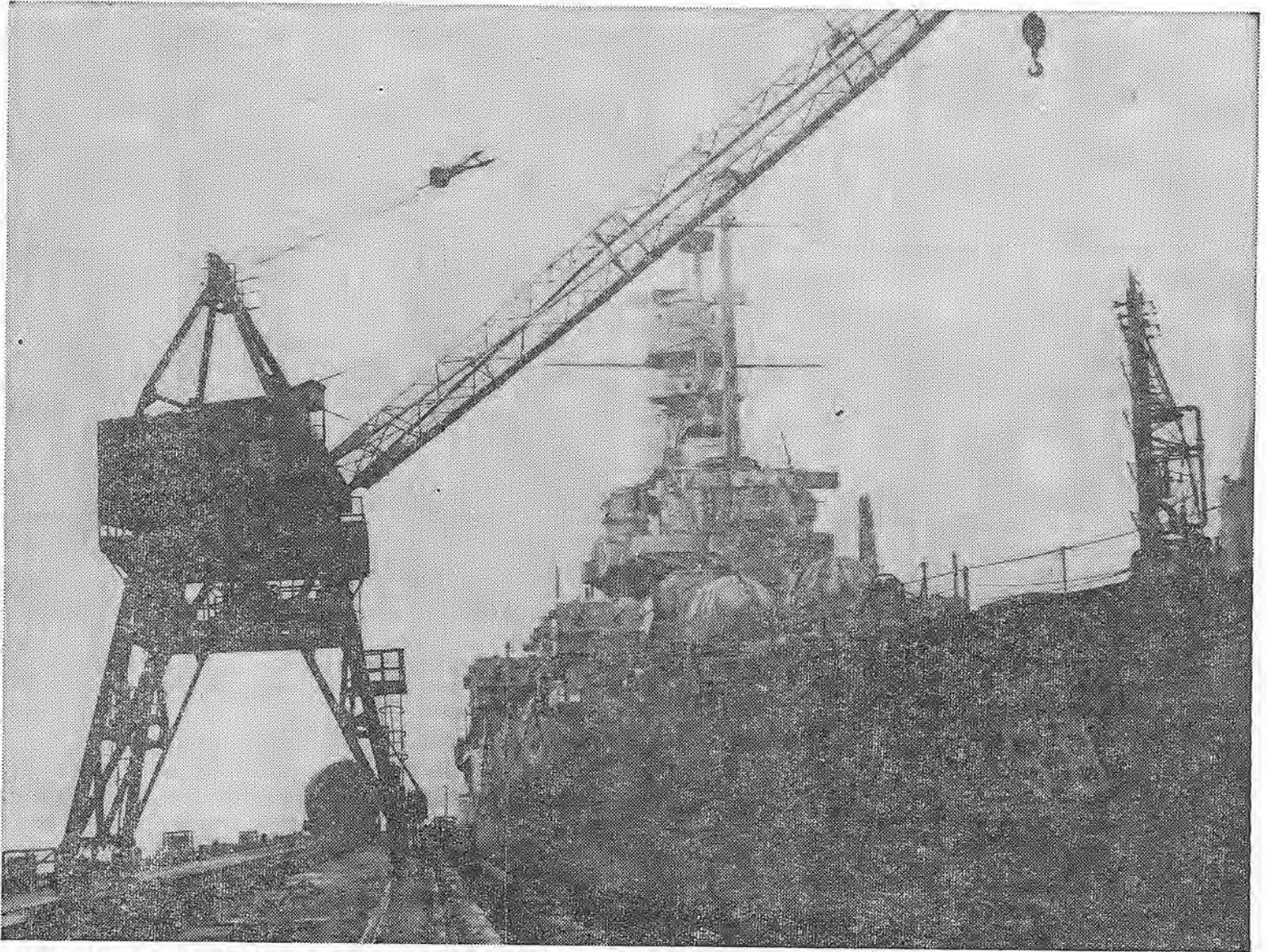
L. D. Shilling bridge job across the McCloud River for PG&E has their footings all poured, as does the Ladd & Hughes bridge job on the same project.

Ray Kizer Construction projects are coming to a halt with the Fawn Lodge job completed; the Adin job has base rock but no black top as yet due to the bad weather. Kizer's PG&E road job at McCloud has about three miles of road to grade.

One of the newest projects in our area is the Peter Kiewit project that is part of the Pit-McCloud project, working on the PG&E Powerhouse.

H. K. Ferguson working on the Pulp Plant in Anderson have slowed down considerably because of the heavy rains. All underground work is completed, and weather permitting all buildings should be completed within three months. At the present time C. C. Moore and Chicago Bridge and Iron have three months' work on the plant. This has been a good job close to home for the Brothers.

## Her Luck Ran Out



This is the end of the line for a "lucky" ship. The battleship Indiana is shown here tied up at the Nicolai Joffe Co. yard in Richmond harbor, where she will be scrapped. The 35,000-ton "South Dakota Class" dreadnaught was commissioned in April 1942, in time to play its role of protecting aircraft

carriers and firing her 16-inch naval rifles to cover landings in every major campaign in the Pacific Ocean in World War II, from Guadalcanal to Japan, earning nine battle stars.

Although dive-bombed and torpedo-bombed repeatedly, the Indiana miraculously escaped any major

damage throughout the war. She was decommissioned in 1947 and mothballed at Puget Sound, but was considered part of the reserve fleet until 1962. Then, a victim of the latest naval warfare theories which recognize the aircraft carrier as the new king of the seas, she was sold

for scrap.

Scrapping the ship will take about a year, with an average of 100 men working on the project, including Operating Engineers running the gantry crane shown in the photo and other equipment under the Engineers' jurisdiction.

Ransome Co. have just about completed their job from 9 Mile Hill to Red Bluff. Work on the Dersch road has been held up due to the weather.

We wish to express our warm thanks to the following for voluntary blood donations to the Engineers Blood Bank: Ruby Vardanega, Willis Vardanega, R. J. Felsher, Louis Finck, Elizabeth Willis, George Willis and Shirley Stockton.

## Oakland Report

# Certify Local 3 at I-H Factory Branch

By DON KINCHLOE, L. L. (Tiny) LAUX, NORRIS CASEY, JAMES (Red) IVY, HUGH BODAM and GERALD BLAIR

A National Labor Relations Board election was held among the employees at the new International Harvester factory branch in southern Alameda county, and the Operating Engineers Local No. 3 won a unanimous vote to represent field servicemen, shop mechanics and partsmen.

This is the first International Harvester factory with which Local No. 3 has won the right to represent the employees.

In southern Alameda county the rains have slowed the work down considerably the last couple of weeks.

Hood Corp. on the Mission San Jose job have laid out on their pipe but has small crew left behind on cleanup.

Granite on their pipeline are about through except for backfill and cleanup in Livermore.

### DAYLIGHT SOON

Peter Kiewit Sons are running along pretty good on the San Antonio Dam (Turner Dam), and some parts of this job should go all winter. On the LaCosta and Mission tunnels the work is going well, and they should daylight in approximately five weeks.

The small jobs around the area keep a good number of Engineers

working and the prospects look good, barring bad weather.

Dirt work in upper Contra Costa county has slowed considerably because of the recent storms, but there are many projects that the contractors are trying to keep working as much as possible.

The Hood Corp. has completed their 36" gas line for PG&E with the exception of cleaning up the right-of-way.

### BRIONES DAM

The Guy F. Atkinson Briones Dam has been cut back to one shift with approximately 50 Engineers on the payroll. There is six to eight months' work left to complete the Briones project, and Atkinson supervision hopes to keep the project rolling through the winter with a minimum of down time.

C. Norman Peterson has picked up about \$600,000 worth of work at Columbia Steel Mill, Pittsburg, which includes expanding the dock and outside storage facilities. Winton Jones is doing the excavating and paving on the storage yard with some 100,000 tons of required aggregate being furnished by the Kaiser Quarry at Cowell. This big order and other work in the area will keep the 1500-ton-per-day Kaiser plant on two shifts for some time.

### TANK JOBS

Chicago Bridge & Iron Co. is

## Guard Who Kissed Nurse Wins Job Back

SACRAMENTO — Arbitrator Sam Kagel won himself a permanent niche in labor history when he ruled that discharge was too severe a punishment for a security officer who sometimes kissed the plant nurse when he strolled through the dispensary while making his rounds.

Aerojet General Corp. fired the guard on the grounds of neglect of duty, but merely suspended the nurse for two weeks.

Machinists Lodge 812 took the case to arbitration. The arbitrator agreed that the punishment for the breach of decorum was excessive and ordered the guard's reinstatement with restoration of part of his lost wages.

building a 250,000-barrel capacity propane storage tank for Tidewater Oil Co. at the Avon tank farm. This storage facility, which employs a refrigeration plant to keep the propane cold and allow storage at near atmospheric pressure, will cost \$1,800,000 and take approximately six months to complete.

Pittsburg Des Moines Steel Co. has a contract to build a 315,000 barrel floating roof tank for Tidewater on property adjacent to the propane tank. The Bay Area Mechanical Corp. is doing the excavating for Pittsburg Des Moines and will also install the extensive piping facilities required.

The Oakland office staff wishes to extend to all the members and their loved ones most sincere wishes for a Merry Christmas and a Happy New Year.

**EDWARD R. BACON COMPANY**

**SERVICE CALL REPORT**

REASON FOR CALL:  CUSTOMER'S REQUEST   
 NEW MACHINES DELIVERY   
 UNSUCCESSFUL SERVICE CALL

SERVICE MAN: \_\_\_\_\_ DATE: \_\_\_\_\_  
NAME: \_\_\_\_\_ ADDRESS: \_\_\_\_\_  
JOB LOCATION: \_\_\_\_\_ OPERATOR: \_\_\_\_\_

Mileage From: \_\_\_\_\_ To This Job: \_\_\_\_\_ Miles  
Time Left Last Call: \_\_\_\_\_ Time Arrive This Call: \_\_\_\_\_ Time Left: \_\_\_\_\_

Equip. Serviced: Make \_\_\_\_\_ Model \_\_\_\_\_ Serial No. \_\_\_\_\_  
Mechanic: \_\_\_\_\_ Special Emply.: \_\_\_\_\_  
Travel Engine No. \_\_\_\_\_ Working Engine No. \_\_\_\_\_  
Make \_\_\_\_\_ Model \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_

Service Performed: \_\_\_\_\_

This is what happens when an ERSCO serviceman calls on your job -- A thorough check of your machine and a copy of the report for **your records**.  
When you buy your equipment from BACON, large or small, you get **SERVICE!**

*get it from*  
**Edward R. Bacon Company**  
CONSTRUCTION EQUIPMENT  
Folsom of 17th Street, San Francisco 10, California HEmlock 1-3700  
Sacramento • Oakland • Fresno

RECOMMENDATION TO CUSTOMER: \_\_\_\_\_

CAUSE OF FAILURE:  MFR. MATERIAL  WORKMANSHIP  INEXPERIENCED OPERATOR   
 LACK OF MAINTENANCE  ABUSE  IMPROPER OPERATION   
 OTHER  EXPLAIN: \_\_\_\_\_

WARRANTY:  YES  NO

CONDITION: \_\_\_\_\_

# Work Is Holding Up In San Jose

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

Despite recent storms and heavy rains, the work in this area is still holding up. Although quite a few of the Brothers signed the out-of-work list last week, many of them have called to report that they were returning to work.

Work is always rather spotty after the rain, but there is still plenty to keep the Brothers busy until Christmas, weather permitting.

In the southern area, work has been exceptionally good this year, and the various jobs, though most of them are in the completion stages, have employed many of the brothers during the past months.

Wilder & Jones have finished their underground job in Trespinas and have moved out. At Hollister, Manuel Smith has just finished his portion of Hollister's water, sewer and storm drain project and has moved his crew over to Vallejo.

By the time this paper reaches you, Granite Construction should have finished their widening and paving of Highway 152, from the bottom of Pacheco Pass to Bell Station.

Around Gilroy, Sam Spencer has two large subdivisions started and has kept a number of owner-operators as well as his regular crew busy this past season. At Morgan Hill, L. C. Smith, George Renz and Granite have all completed their street work. A. J. Raisch has started the widening of Highway 101 which should go for some time with quite a number of Engineers employed.

## LARGE CREWS

Hollister Sand & Gravel, Atlas Sand & Gravel, Howson's and Acme Tile have kept rather large crews busy and will continue until the rains shut them down. Hollister Sand and Gravel had a little bad luck when their dredge sank in 20 feet of water, but it is again floating and working.

Around San Jose the work load has been extremely heavy this year, and some of the jobs will still go between rains. Griffith & Gordon Ball have finished the paving on the Gibbons & Reed Junipero Serra job, and have moved their slipform paver out. Gibbons & Reed have the clean-up work left, and then they will move onto their job in So. San Francisco.

## BUILDINGS

Henry Beck's 12-story Community Bank Building on Market St. is now completed and occupied. Carl N. Swenson's Circuit Court building is progressing real well, with a crew of Engineers working. There are quite a few buildings going up in San Jose, and we could sure use a lot of this type of work, as the weather does not have too much effect on it.

Contract was awarded to A. J. Raisch for the third leg of the Lawrence Expressway, a 1½-mile stretch between Bayshore Highway and Mt. View-Alviso road.

Work on the Mathilda Ave. overpass is going according to schedule. Completion is expected

within 18 months. Lew Jones is building the overpass, Sondgroth Co. of Mt. View is handling the heavy earth moving—15,000 cubic yards of which have been moved at this writing.

## SANTA CRUZ

Several large jobs in the Santa Cruz area have been completed, making it necessary for some of the brothers to sign in on the out-of-work list.

The quarries and sand plants are still real busy, and will be for a while.

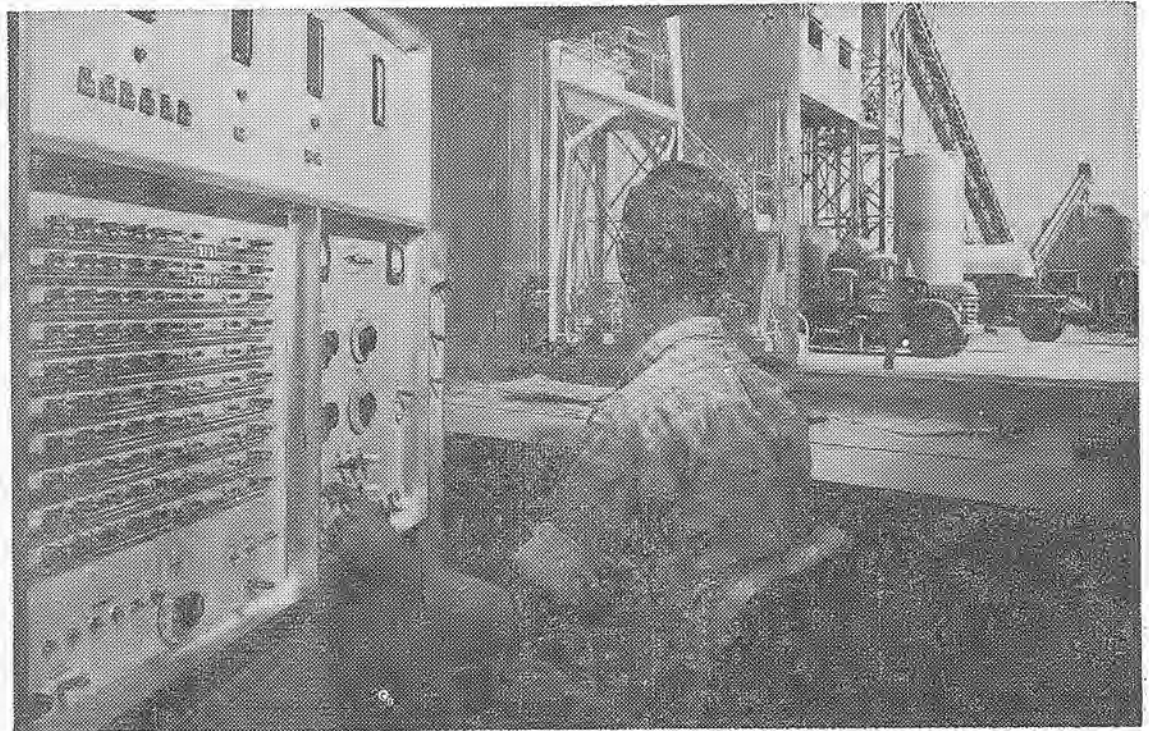
Shellmaker have finished their dredging job at the Small Craft Harbor in Santa Cruz. This was a real tough job due to the large rock and very high water.

Granite Rock have had a very busy year and not only have kept many of the brothers busy, but have had considerable plant work as well, with a stripping crew going full time.

Phil Calabrese working real hard in an endeavor to get his road job opened up so the rains won't bother him too much. Jesse Harrison has the dirt moved on his project; however, it is far too wet to start the rock base.

The officers, business representatives and the personnel of this union wish to each and every one of you a Healthy, Prosperous and Merry Christmas, with all good wishes for a happy holiday season, and the best of everything for the New Year.

# Milpitas' Model Batch Plant



**FINGERTIP CONTROL:** It's strictly an armchair job, operating this automatic batch plant. Brother Don Cushman sits at the Selectron Electronic Console of Western Gravel's new plant at Milpitas and puts together scientifically-controlled batches of concrete as casually as playing an electric organ.

Western Gravel Co. decided to build a "dream" batch plant and went ahead and did it.

The new plant, located on Capitol Ave. in Milpitas, incorporates the latest features in automatic batching. The batch man sits at the Selectron Electronic console recently developed by Noble Co. of Oakland. From this easy vantage point he automatically adjusts the quantity of sand and water to com-

pen-  
sate for variations in the percent of moisture. It is strictly an arm-chair operation, everything handled remotely.

All aggregates, from car shaker to batch compartments are handled automatically without need for personal attention. All aggregates are stored in bins, thus eliminating contamination of materials. It also does away with unsightly ground stockpiles. Total storage amounts

to 1300 tons.

The end effect means high speed batching at a capacity of 125 yards. It means more efficient production and better quality control.

Western Gravel at the present time employs 14 Operating Engineers working under the Supervision of Brother Gene Peters.

Brother Harold Beatty acts as manager for Western Gravel, and is to be congratulated on their efficient, smooth-running operations.

# Contract Modifications Okayed

Continued from Page 5—

westerly to southeast corner of Township 11 North, Range 13 West, thence northerly along Range 12 West to northeast corner of Township 12 North, Range 13 West, thence westerly to southeast corner of Township 13 North, Range 14 West, thence northerly to northeast corner of Township 13 North, Range 14 West, thence westerly to southeast corner of Township 14 North, Range 15 West, thence northerly along Range 14 West to northeast corner of Township 15 North, Range 15 West, thence westerly to southeast corner of Township 16 North, Range 16 West, thence northerly to Comp-tche thence westerly along center line of County road to Little River on Pacific Ocean, thence southerly along Coastline of California to southeast corner of Section 33 of Township 8 North, Range 12 West, the point of beginning.

## Map Description - Area No. 7

Commencing with the mouth of the Mattole River in Humboldt County easterly to the County Road and easterly along center line of County Road through Upper Mattole, Honeydew to intersection of Range 1 East, thence northerly to northeast corner of Township 1 South, Range 1 East, Humboldt Base and Meridian, thence westerly along Humboldt Base line to southeast corner of Township 1 North, Range 2 West, thence northerly to northeast corner of Township 1 North, Range 2 West, thence westerly to Pacific Ocean, thence southerly along Coastline of California to mouth of the Mattole River, the point of

beginning.

## Map Description - Area No. 8

Commencing with northwest corner of Township 9 North, Range 4 East, thence easterly along center line of County road to Weitchpec, thence southerly along center line of Highway 96 to intersection of western boundary of Trinity County, thence southerly along western boundary of Trinity County to intersection of Highway 36, thence westerly on Highway 36 to intersection of west boundary of Township 1 North, Range 4 East, Humboldt Base & Meridian, thence northerly on Range 3 East to northwest corner of Township 9 North, Range 4 East, the point of beginning.

All areas other than free zones shall be subject to the payment of subsistence as follows:

On all work subject to the travel and subsistence allowance specified in this Section on which the bid closing date was on or after September 1, 1963, the amount of such subsistence allowance shall be as follows:

Effective Sept. 1, 1963	\$5.00
Effective June 16, 1964	\$6.00
Effective June 16, 1965	\$7.00
Effective June 16, 1966	\$8.00

All work on which the bid closing date was prior to September 1, 1963 and subsequent to December 31, 1959 shall be protected and travel and subsistence thereon shall not exceed the sum of \$4.50 for each day worked, and on all work on which the bid closing date was prior to January 1, 1960 and subsequent to December 31, 1955 shall be protected and travel and subsistence thereon shall not exceed

the sum of \$3.00 for each day worked.

Subsistence shall be paid in the area added to the subsistence zone by the modification of the free zone effective September 1, 1963 only on work which the bid closing date was on or after September 1, 1963."

In addition delete the paragraph commencing, "It is agreed that the location of the geographic . . ." and substitute in its place:

"It is agreed that the locations of the geographic center of that portion of each job on which at least 50% of the work is to be performed shall determine whether the job is in the subsistence area or non-subsistence area."

Amend Section 15 by adding to the first paragraph the following:

Effective November 1, 1963, the Individual Employer payments for Health and Welfare shall be increased by two and one-half (2½) cents per hour, to a total of seventeen (17) cents per hour.

Effective January 1, 1965, the Individual Employer payments for Health and Welfare shall be increased by two and one-half (2½) cents per hour to a total of nineteen and one-half (19½) cents per hour.

Amend Section 16 by adding to the first paragraph the following:

Effective June 15, 1964, the Individual Employer payments for Pension shall be increased by two and one-half (2½) cents per hour, and two and one-half (2½) cents per hour of the wage increase of June 15, 1964, will be allocated to Pensions—which

will result in an Individual Employer payment of twenty (20) cents per hour for Pensions.

In consideration of the foregoing the Employees and the Union waive and surrender any and all claims they or either of them have or may have arising out of the old language of the Sections hereby amended except the hourly wage rate to be used in the computation of overtime of a multiple shift employee, i.e., is it 8/7ths of the amount set out under "Rates per Hour" in Section No. 12 or is it the amount set out under "Rates per Hour" in Section No. 12. It is further agreed that if the arbitrator should hold as contended by the Union that it is 8/7ths of the amount set out under "Rates per Hour" in Section No. 12 such decision shall be effective only as to work performed on and after January 1, 1964 and the waiver and surrender shall apply to any and all claims based on work performed prior thereto.

In addition, there are two grievance cases now before the arbitrator. One of them has to do with how overtime should be paid on shift work. The other case has to do with modification on equipment work performed by equipment dealers on the construction job site. You will be notified of the arbitrator's decision in both cases through the columns of this newspaper.

In conclusion, may we say that it is only by your union having the full respect of the employers, that we are able to sit down as we have, and arrive at a solution that is satisfactory to both sides.



## Survey Notes

## Local 3 Man Heads State Committee

On Dec. 2, 1963, Art Pennebaker was elected Chairman of the Surveyors' State Educational Advisory & Joint Apprenticeship Committee. The broad duties of this Committee are probably best described by Article I of its Articles of Organization, the text of which follows:

## Article I. Statement of Purpose and Policy.

"The parties hereto, recognizing that apprentice training in the field of land surveying can best be obtained by the voluntary cooperation from management and labor, education, and government, therefore declare it to be their purpose and policy to conduct an apprenticeship program in the field of surveying pursuant to the Shelley-Maloney Apprentice Labor Standards Act of 1939, as amended, as a Statewide joint labor-management committee to develop and improve apprenticeship through joint labor-management apprenticeship committees with the assistance of interested government agencies. An apprentice program so conducted is a sound and efficient way to develop and improve the skilled craftsmen needed in the field of surveying and to insure employers and the public the most competent craftsmen possible.

"With that purpose in mind, and in the belief that apprenticeship will improve with employer-employee relations and reduce labor turnover in the industry and promote greater mutual respect and cooperation among the industry, the parties hereto enter into this agreement which, when approved by the Administrator of Apprenticeship for the State of California, will be effective upon all participants in the program."

In addition to his new duties as Chairman of this State Committee, Brother Pennebaker is presently Chairman of the Northern California Surveyors Joint Apprenticeship Committee and Secretary to each of its three Sub-Committees, as well as a member of the Operating Engineers JAC.

**WE CUT THE FOLLOWING** item from a major Bay Area newspaper and pass it along for your information:

"Deductions from an employee's paycheck must be itemized in an identifiable statement issued every time wages are paid."

This warning was issued by State Labor Commissioner Sigmund Arywitz concerning a new law, Section 26 of the Labor Code.

The section provides that at the time of payment of wages, every employer shall furnish each of his employees, either on the check stub or separately, an itemized statement in writing showing:

1. All deductions.
2. Inclusive dates of the period for which wages are paid.
3. Name of employee and Social Security number.
4. Name of employer.

It would be well to advise your Business Representative if you are not receiving this informa-

## Winter Chills Utah Operations

By ED HEARNE, JAY NEELEY, MERLIN BOWMAN, JOHN THORNTON, VINCE ABBOTT, LAKE AUSTIN, and STAN GARBER

Old Man Winter is finally rearing his ugly head in Utah, and he has brought about quite a change in the job situation since the last edition of Engineers' News.

There is not much snow on the ground at this time, but frost has been a real problem and will probably not get better until spring. Strong Construction Co.'s job on 24th South Freeway in Salt Lake City has been shut down because of frost in the fills. It seems that when they don't have rain or snow, they have frost.

Connecting on the east end of the Strong job, in Parley's Canyon, S. S. Mullen is working two shifts with the shovel and the cats. They have plans to work all winter if possible, and we sincerely hope they can.

## TOUGH BRIDGE

An interesting thing happened on this job during November. They had to demolish the old Stillman Bridge that stood for many years at the mouth of the canyon, so they drilled it full of holes, packed them full of dynamite and set the whole thing off.

There was a terrible roar, a tremendous cloud of dust that obscured the scene for several minutes, and the earth trembled as from an earthquake. When the dust cleared away—you guessed it, Mr. Stillman's bridge was still standing with hardly a feather ruffled.

We must add that modern engineering methods finally prevailed, and the bridge is no longer there. They knew that they had been in a fight, though.

## OVERPASSES

M. Morrin & Sons and Turner Construction's jobs (overpasses) are still pouring and should be in good shape by the time snow gets here. Tolboe & Harlin's job on 21st South re-route is finished; now they are going to start the other phase.

Butler Construction has run into trouble on the Redwood Road sewer job, and Shurtleff & Andrews have moved in on the sheet piling. Looks like this job won't be finished until Christmas.

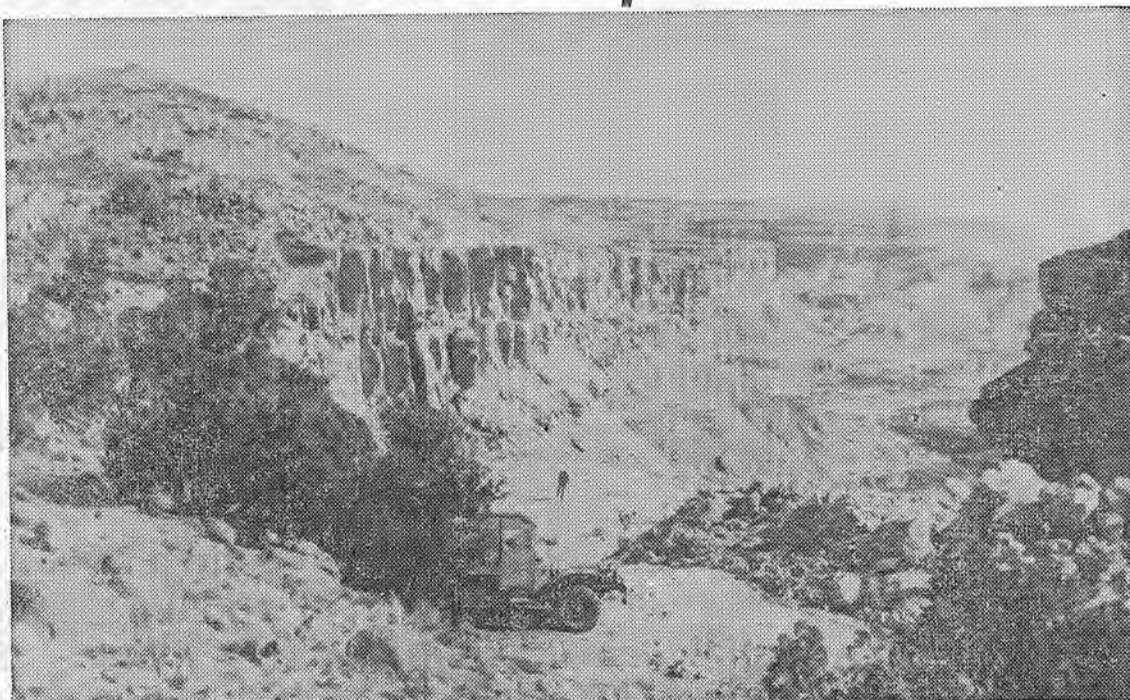
Barben Brothers have all of their equipment out working, but some of it will be back in as soon as the rain or snow starts. There are a number of small jobs going in the south Salt Lake City area, none of which will be able to go this winter. Right now, most of these jobs are winding up.

At Kennecott Mine we were able to get a supplemental agreement covering the new shovel and truck operation. At present the "break-in" phase of the job has started. The Union was advised by the NLRB in Washington, D.C., that they have denied

tion along with your paycheck.

**THERE HAS BEEN** a significant change in the pre-requisites for entrance into the Surveyors Apprenticeship program.

The program has been established for some time and the JAC has decided to tighten up the requirements. It is now mandatory to show successful completion of Geometry, as well as high school graduation or equivalent, before an applicant is eligible to come before the Joint Apprenticeship Committee for evaluation.



**TRACKLESS COUNTRY** will be tracked. Interstate Highway 70 will eventually be blasted and carved out of this canyon wall in a rugged stretch of Utah countryside by Engineers working for H. E. Lowdermilk Co. Blasting crews can be seen in the foreground. Compressors and drills are high on the left rim, and a dozer is at work lower along the canyon wall.

our appeal to their previous award to the Mine & Mill union on the Precipitation Plant job.

Lost Creek Dam has been demanding extra attention lately. Steenburg Construction Co. had to take over the M & S Const. Co. operation on the project. This Company just has not been able to operate efficiently, and the members of the Union will be much better off under the present arrangement.

At least when one works and receives a check, he can be at ease when he cashes it. This has not been the case with M&S Company of late. Steenberg, the prime contractor, has made good the M&S payroll in all instances. If any of the Brothers have knowledge to the contrary, please contact our Ogden office, it can be corrected.

## WINTER WORK

About one month will be required to hole through on the diversion tunnel; concreting it will take another month, so there will be work for a few hands through the winter.

A contract for grouting the damsite has been awarded to Intrusion Prepack Inc., whose home base is in Washington. They seem to be fair and will furnish work for a grout pump operator and compressor operator for a few months.

Fife Co. has started their Kaysville job by going to work on drainage in preparation for an early spring start. Brother Rudd is in charge of this project for Fife.

Plewe Const. Co. is crossing Highway 91 in Kaysville with the sanitary sewer. The traffic and the many lines already buried in this area tend to complicate this job. The excavation is efficiently handled by Brother Bill Thomas, operator, on the 98 Linkbelt hoe and Brother LeRoy Stone, oiling.

## B.Y.U. STADIUM

Excavation is completed on the new B.Y.U. Football Stadium, and footings are now in the process of being poured by Pittsburgh-Des Moines Co., who recently moved in for the general construction of the huge structures.

Burgraff Construction has started the remaining portion of the Freeway No. 15 between 12th South, Orem and Provo to join the stretch which this company completed this fall. Their crusher and hot plant was not moved out

after the last job, so the company plans to crush and stockpile base material through the winter.

Consolidated Western Steel is rapidly coming to the end of the blast furnace overhaul job at Geneva.

United Engineers Inc., better known as E. V. Chettle Co., has another section of the Provo River revision near Heber. They have signed an agreement with us and will employ a dozen Engineers through the winter. Dale Barney is Excavation Foreman on the job.

In the Uintah Basin area, Klopfer Construction has started their water line from White Rocks, distributing water to Fort Duchesne and Randlett in the Indian reservation.

Husman Bros. will attempt to grind away on their highway job with a drilling crew and their new 80 D Shovel on a two-shift basis. As yet the second shift hasn't started on the shovel. This job is a five mile stretch between Greendale Junction and Manila where Tiago left off last year.

## FLAMING GORGE

L. A. Creer Co. is progressing on the recreation facilities at the Flaming Gorge Reservoir. This is a public facility for all to use when it is completed.

Flaming Gorge Dam is virtually completed with the No. 2 generator scheduled to go into operation sometime in December. This job has provided a lot of work for the Operating Engineers, and we are sorry to see it come to an end.

M. K. Construction Co. and Lowdermilk hold the spotlight, as far as winter work is concerned in the Eastern area. This is a very remote and rugged area. Lowdermilk is more fortunate, as they are closer in and can gain entrance from two directions; however, it is still a hard drive to and from the job. There are about 30 operators employed by this company. This is a good crew, and in this area it should take some real tough weather to stop them.

M. K. Co. has an access problem that is requiring a great deal of preliminary work and so they have not employed too many men as yet, but should start hiring more soon.

S. S. Mullen Company at Joe's Valley Dam is in the process of

consolidating and stabilizing their work forces for the winter.

The work in the Northern area is slowing down considerably, what with the rain, snow and frost.

The W. W. Clyde job, on the Willard Bay, still has most of the operators working. This has been a very good job for a lot of the Brothers. This company will try to keep the rock work going most of the winter.

Strong Co., on the Willard Canal, is still working two shifts, trying to meet the water deadline for Spring.

J. B. Parsons Construction Co. has kept going rain or shine on their freeway job at Brigham City with a good group of the Brothers. This company is now starting their freeway job between Roy and Clearfield. They are moving in some of their operators and equipment from their job in Idaho. This is making many problems for us in this area.

Germer, Abbott & Waldron Co. has moved most of the Brothers from the Tremonton area to a job they have in Idaho. This will keep most of them working during the winter.

## MOVING OPERATORS

Fife Construction Co. has had a very good job for the Brothers at Wasatch, next to the Wyoming state line. They are going to move the operators and equipment from this job to their Freeway job between Layton and Clearfield.

R. A. Heintz Co. has cut down to a very small crew on their dam job at Cossey Creek. They are taking most of their equipment and some of their operators to their canal job in the southern part of the state.

Wheelwright Construction Co. have had a very wet and tough job on their canal project at West Ogden. They are now beginning to make progress and by the time this article reaches you, they will have some of their equipment and operators moved to the Thiokol plant. They will build roads and excavate for some additional building at this plant.

We, the Business Representatives and Office Personnel in Utah, wish to extend to you and yours our sincere hope that you may enjoy a Very Merry Christmas and a year full of Health, Happiness and Prosperity.

# Stockton Buttoning Up for the Winter

By WALTER M. TALBOT,  
AL McNAMARA and  
GLENN DOBYNS

Due to the early storms bringing rain to the valley and snow to the mountains, the work for this district has been rapidly diminishing. Along with some jobs being completed, this has caused the out-of-work lists to swell considerably.

The two largest projects in the district, Camanche Dam and New Hogan Dam, have cut down on their working forces and will have only a skeleton crew making repairs and cleaning up.

Another project which has employed many Engineers the past year is the Clancy M. O'Dell tunnel job, near Cherry Valley, due to be completed next June. The North Mountain addit has ceased drilling operations, leaving only the upstream heading at O'Shaughnessy Dam still operating.

## STOP FOR SNOW

Harms Bros., on Highway 88, has suspended operations until next spring due to the snow pack, as have Granite Construction and Hooker Construction on Highway 4; Crowell and Larson on Highway 108; A. J. Diani and Toston & Raymond on Highway 120. These six jobs have not been completed and will resume next spring. The Hooker job on Highway 4 was into penalty time when it was shut down by the State on account of the snow.

H. Earl Parker now has 19 Engineers employed on his road job on Highway 49, south of Jackson. As predicted before in this paper, we expect a minimum of down time on this job as it is rocky, at a lower elevation and has good drainage. This same company was low bidder on approximately seven miles of grading and paving in Yosemite National Park on Highway 120, for \$658,479. They will start next spring.

## STORM REPAIRS

Harms Bros. are to complete the new road into the Calaveras Cement Plant, near San Andreas, from a point where Claude Wood Co. stopped about two years ago. We do not know the bid price or when the job will start.

The State Division of Highways has announced a \$181,500 project to repair storm damage on Highways 4 and 89, northeast of Ebbetts Pass, with bids to be opened December 11th.

Also in the same general area, G. S. Herrington of Auburn made a low bid of \$130,315 to the State for 1½ miles of road work and construction of a bridge in Grover Hot Springs State Park, near Markleeville.

Osborn Constructors of Pasadena, who crushed rock for the Hooker Construction Co. job, made a \$455,825 bid and has been awarded the paving of 6½ miles of Highway 49 between San Andreas and Mokelumne Hill. The company will erect the crusher near the job site and probably crush aggregates through the winter.

## SEWERS APLENTY

This apparently is time for sewer and storm drain work, as jobs are underway in Ripon, Manteca, Turlock, Modesto and various locations in Stockton. Vincent Rodrigues will have completed their storm drain in Ripon before this item is published, but will have incurred

penalty time due to many cavins caused by sandy soil.

Murphy Bros. of Richmond have just started the \$678,500 trunk sewer line job in Manteca. This is also sandy type soil and should afford some winter work for the Engineers.

In Turlock, A. Teichert & Son are working on the utilities, including sewer lines, for the proposed Stanislaus Junior College. Acme Construction Co. of Modesto was low bidder for the first building for the new junior college; cost in excess of \$1,000,000.

In Stockton we have C. Norman Peterson, R. Gould & Son, S. & Q. Construction and Fullerton Construction, of Sacramento, all engaged in either sewer plant or sewer line construction. The largest job at \$900,000 went to Fullerton Construction for additional facilities at the South Sewage Treatment Plant.

## CALL BIDS

The Federal Div. of Water Supply & Pollution Control called for bids December 1st for a sewage treatment plant at Riverbank.

Vinnell Corp. continues to dig trenches for the new Hetch-Hetchy pipeline in spite of the rain.

The commercial building program here in Stockton achieved a new high in 1963 with the construction of the new County Courthouse, by Stolte, Inc.; Library, by Roeck Construction; Sears-Roebuck, by Haas & Haynie; Central Methodist Church, by Charles Plumb, and the Breuner's new store at Hammer Lane, by W. E. Lyons Co. to name the larger jobs. The year of 1964 promises to be just as good with Macy's, in Sherwood Manor, to be under construction; Mac's new Discount Department Store, at Filbert & Myrtle Sts., in East Stockton, and the new State Office Building to be constructed by E. R. Pederson.

The course in Grade Setting will commence on Wednesday, February 5, 7:00 to 9:30 p.m., in Building G, Room 5, at San Joaquin Delta College, 3301 Kensington Way, Stockton. This will be an 18-week course with Brother James Patzig instructing.

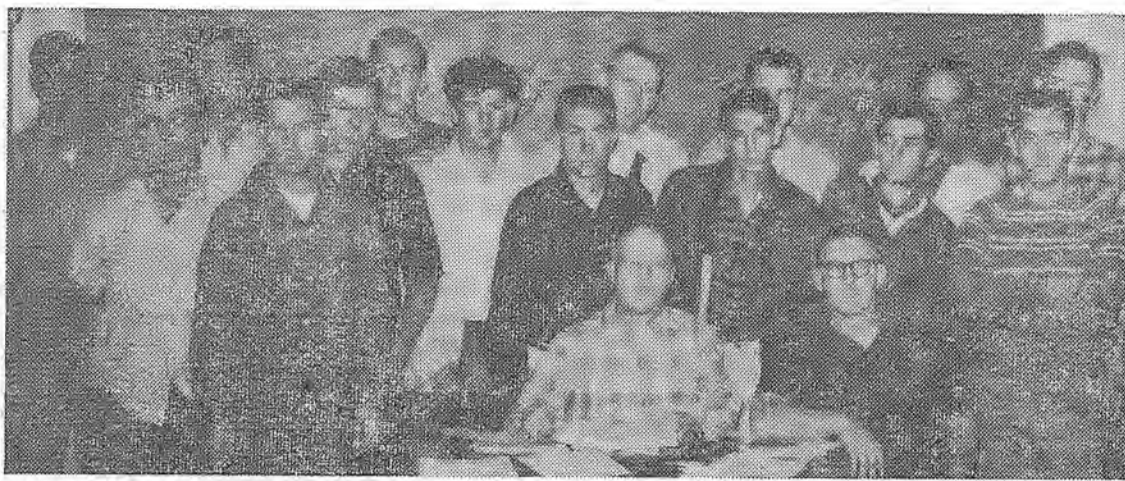
We are holding vacation pay checks, due to lack of proper address, for Brothers Herman New, Joe Gasaway, C. M. Johnson and Rayford Triplett.

This, our last report of 1963, affords us, the Business Representatives and Office Staff, the opportunity to wish you and yours a very Merry Christmas and a Prosperous New Year.

## Picketing Over Subs Okayed

WASHINGTON — The 9th U. S. Circuit Court of Appeals has reversed a National Labor Relations Board ruling that building trades unions may not picket or strike a contractor who refuses in bargaining to agree that his subcontractors shall accept union contract conditions.

The three-judge court ordered the NLRB to dismiss an order issued July 26, 1962, against Laborers Local 383 and Carpenters Local 1089 of Phoenix, Ariz. The board, however, is not expected to change its policy until the U. S. Supreme Court has settled the issue.



**STOCKTON APPRENTICES:** Pictured during one of the class sessions is the Stockton area apprenticeship class. Standing (left to right): Bobby Goforth, Ray Schneider, Marvin Bogar, Mike Asire, Nels Lewellen, Karl Wiebe, Don Marshall, Fred Wilson, Perry Stover, David Kuykendall, Jim Jenson, Tony Crivello, David Mutore, Jimmie Pugh and Ray Stroud. Seated: Instructor Harold Hamrick and Bob Whitmore. Absent at the time were apprentices Eddie Pereira and Don Souza.

# \$30 Million Pulp Mill for Eureka

By RAY COOPER and  
H. L. SPENCE

The Georgia Pacific Corp. recently announced immediate plans to build a \$30 million pulp mill at Samoa, across the bay from Eureka. The site is on Humboldt Bay, adjoining the company's huge plywood plant and their new \$3,500,000 saw mill. Completion and full operation is expected within 18 months.

Georgia Pacific Corp. also has plants from Florida to Alaska, including Canada, and from Maine to California, with total sales approaching the \$400 million mark last fiscal year.

The Eureka plant will produce 500 tons of bleached Kraft per day and will be the first mill in history to use redwood chips along with fir chips for raw material. An estimated 300 men will be employed on a 24-hour, three-shift operation.

Source of water supply will be the Ruth Dam reservoir on Mad River.

The Simpson Timber Co., as well as Georgia Pacific, holds firm contracts with the Humboldt Bay Municipal Water District for use of water from the Ruth Dam reservoir, and they hope that they will have their pulp mill under construction in the near future.

## DOING THE IMPOSSIBLE

They said it couldn't be done! It just won't work!! The season's too short!!! The area is too remote!!; etc., etc., etc., etc.

So went the remarks concerning the Apprenticeship Program for this area. But when man is confronted with a difficult task, he always seems to find an extra surge of energy to get the job done.

Our first Apprenticeship class was started on November 21, 1963, at the Eureka High School and was well attended. These classes convene every Tuesday and Thursday at 7:00 p.m., and we extend an invitation to any Brother who would like to attend.

Again we express our appreciation for the cooperation of Management and the School Board. Now representing Management on the Sub-Joint Apprenticeship Committee are Alan Maurer, Harold McFarland and Russell Melohn. Brother Don Allen is the instructor.

## EEL RIVER

The fate of the highly controversial \$19 million Eel River levee project, which is designed to keep the lower Eel River within its banks during flood stages, is still undetermined. The Humboldt Board of Supervisors

and the U. S. Army Corps of Engineers have held numerous public hearings which brought forth many opinions for and against the project.

Those who have suffered loss of farm land, homes and cattle during the flooding of the Eel River are willing to sacrifice more for the project. Then there are others that claim the floods increase the productivity of the valley by depositing silt on planting lands, and the land which would be enclosed by the levees was much too valuable to sacrifice.

Opponents of the levees also assert that bank protection, river bed dredging or upstream dams, singly or all of them, are more desirable and far less costly than the levee project.

As winter approaches, the out-of-work list grows, and we want

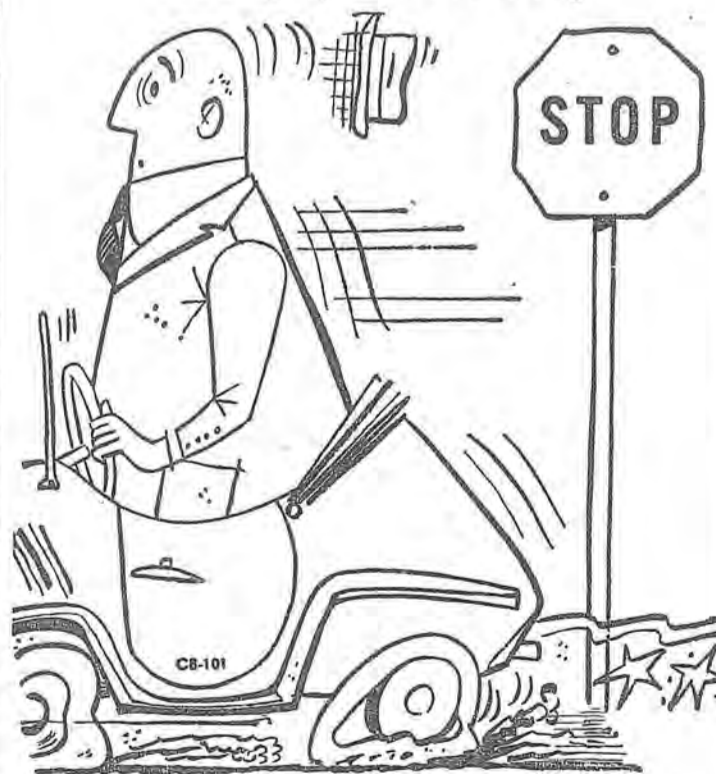
to remind you to keep in mind your registration date. Your registration is good for 84 days (12 weeks), and in order to maintain your place on the list, you must re-register between the 76th and 84th day from your original or re-registration date.

Brothers, the recent modifications to our Master Construction Agreement leave no doubt in our minds as to the high caliber of men we have chosen as our officers to lead this great organization of Local 3. To step into the middle of a contract and negotiate better conditions for the members has been a great achievement. Congratulations to our Business Manager, Al Clem, and the officers of Local 3.

We of the Eureka office wish the brothers and their families the most sincere and happy greetings for the Holiday Season.

## Cochran & Celli

Recap for Economy



**DON'T TAKE CHANCES WITH SMOOTH TIRES!**

WE USE... **VOIT** America's Finest Retreading Rubber

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Oakland

## S. F. Hopes For Break In Weather

By JERRY DOWD, GEORGE BAKER and ED DuBOS

Weather has played havoc with our out-of-work list, as it has throughout the whole jurisdiction. Before the rains we had less than 50 operators on the list; now the list has increased to over two hundred.

In the construction business one expects this to happen at this time of the year, but when it does happen it's hard to swallow, especially with the Holidays coming on.

At this writing the weather has turned for the better.

Maybe we'll get a reprieve and continue to have fair weather until after the Holidays, which would be a wonderful Christmas present for our members.

We still have some very good jobs going on in the area. One of these is a project on which Manson-General Co. was low bidder. This is a dredging and a dock building operation for the San Francisco Port Authority at the foot of Army Street. The cost of this job is \$15 million.

At present they have two clamshell dredges working one shift, but will go to three shifts just as soon as they get lined out. Land-side they have a 3900 Manitowoc and a dozer doing preparatory work.

The company will bring in a suction dredge sometime in March. When the job is at peak we will have 70 to 75 men employed in all classifications under the Master Dredging Agreement.

Gibbons & Reed have started their job in Daly City. At the present time they have two loaders and one dozer working to open the job up. As per the pre-job conference, the company expects to employ between 20 and 30 Engineers. Of course, this is all based on weather conditions.

Swinerton & Walberg are nearing completion on their apartment building at Pine & Mason Sts. They are starting to dismantle the tower crane which did all the concrete work on the building. Some of our members will attest to the fact that this was certainly a money job.

Aron Wreckers, who have been working in our area for the past year, have just about completed all their jobs. One job left is demolition of the old Macaroni Factory.

Flora Crane have completed their job at the old Regal Amber Brewery. They are now working on demolition of the Burgermeister Brewery on Tenth St. Also in demolition is the Cliff House which recently burned. The Cleveland Wrecking Co. has this job. There is presently quite a bit of this type of work in the area. The demolition companies are still bidding on many jobs, so work in this line looks pretty good.

Kaiser Steel is moving along real well with the U. C. Hospital project. This 16-story building is now 12 stories high. The annex will be as tall, and they have completed three stories on that section. Dinwiddie has been doing the concrete work on this job.

Barrett Construction Co. are still working on the O'Farrell Street site. From all indications, work is still good, so depending on the weatherman, we hope for

## Nevada

# Sierra Engineering Pact

By JIM JENNINGS, B. J. (Bu) BARKS, JACK SHORT and RALPH WILSON

The Reno office is happy to report that an agreement was reached with Sierra Engineering Co. in November.

Under the new contract, the members will receive a wage increase retroactive to September of \$1 per day for the first year and an additional \$4 per week in the second year, plus one additional paid holiday and improvements in contract language.

At the end of the two-year contract term, each employee will be earning \$498.68 more per year than at the start. Also, to our knowledge, this is the first contract in the State of Nevada which makes the employee's birthday a paid holiday.

Speaking of holidays, as this time of year rolls around again, the Representatives in the Reno office and your District Executive Board member, Brother Red Warren, would like to wish you and yours a very cheerful and happy holiday season, and a prosperous and successful New Year.

### WORK GOOD

The work in Northern Nevada has held up real well this year and is still holding up, with a number of projects yet to start. Stolte Corp., Oakland, Calif., was the low bidder on the Convention Hall in Reno, which will be a \$3 million project. This has been quite a controversial issue in Reno for quite some time, but something good usually comes out of a long drawn-out battle.

We are very happy to report that a contract was signed with Miller-Gerhard Co., and all of the employees are now members of Local No. 3. One of the newest additions to the "Biggest Little City in the World" has recently opened, Nevada's largest one-stop shopping center, known as the Fantastic Fair. In this part of Nevada, new things are happening all the time.

### PROJECT SHOAL

A number of members of Local Union No. 3 played a major role in October with the U. S. Atomic Energy Commission on a test project known as Project Shoal, located on U. S. Highway 50, approximately 28 miles from Fallon, Nev., where the A. E. C. conducted an underground nuclear test. Operating Engineers worked seven days a week, around the clock to make the tests possible.

The housing tracts in this area are going great guns. Wiechmann Engineers are working on a 200-home subdivision for Western States Builders, a Phoenix, Ariz., company that has expanded into this area. According to Mr. Ver-

continued employment for all the members.

We are holding vacation checks for several of our members who can't be located at the last address we have for them. Following is a list of members and their last known addresses. If you can help us find them, please contact our office at 474 Valencia St., San Francisco: J. L. Stevenson, 2085 Live Oak Hwy., Live Oak; R. L. Finley, Box 1009, Willits; C. Johnson, 502 Santa Rita Ave., Modesto, and J. O. Smith, 401½ - 3rd St., Marysville.

The San Francisco Dispatch office wishes to extend to all of our Brothers the happiest of Season's Greetings.



**PROJECT SHOAL:** This photo showing the site of the U.S.'s latest underground nuclear test, on October 26, was taken one second after the detonation of a nuclear charge equivalent to 12,000 tons of TNT. The blast, intended to provide further data on ways to distinguish earthquake shocks from nuclear explosions, was set off in granite rock 1,200 feet underground at a location in the Sand Springs mountain range about 28 miles southeast of Fallon, Nev. Fifteen seconds later, scanty clouds of dust could be seen floating over the blast site, but no radiation broke through the surface.

non C. Meyer, general manager of the Nevada division, they have a long term program and can foresee a great building boom for this area.

By the time this paper goes to press, the Grifall Co. will have started wrecking four old build-

ings on Center St. in downtown Reno to make way for a multi-story parking garage to be built by the First National Bank of Nevada. Grifall Co. is also excavating on the corner of Court St. and South Virginia for a nine-story office building.

## Local 3 Man's Talk Gets Flattering Notice

The talk delivered to the Construction section of the National Safety Council Convention in Chicago by Operating Engineers Local 3's safety engineer, Dale Marr, was one of the high points of the conclave and continues to draw favorable comment more than a month later.

IUOE General President Hunter P. Wharton, a leading figure in the National Safety Council, has kindly forwarded to Local 3 copies of letters sent to him praising the talk.

D. W. Lenehan of Atlanta, Ga., program chairman of the convention, wrote to Brother Wharton as follows:

"I would like to bring up to you a particular remark which came to my ears.

"I don't know who said it, but the party was not from the labor side of the fence by any matter of means. I think he was with a contracting organization. He said that Dale presented the labor side from labor and made it palatable.

"As you know, Hunter, we have many speakers in the labor movement who are very good, but frequently they get so wrapped up that they get into a method of presentation which hurts them rather than helps their cause. I think that Dale is to be congratulated in all senses of the word and I assure you the compliments for you in picking him for this have been plentiful also. My heartiest thanks to you."

Reg S. Dougherty, public relations officer of the Construction Safety Associations of Ontario, Canada, wrote:

"I have to quote our Executive Director, Mr. Roy Stead, to tell you just how much we enjoyed meeting you and the excellent talk delivered by Dale Marr of Local 3, San Francisco.

"It made the trip really worthwhile," was how Roy Stead and Gil Samson summed it up."

## It's Been A Great Year In Hawaii

By HAROLD LEWIS, BERT NAKANO, CLARENCE FRIEND and WILFRED BROWN

The end of 1963 brings to a close a year full of significant changes in the construction industry. Analyzing the picture from all angles, we have made great strides in our labor relations and have also made substantial gains in our negotiations for new contracts with various contractors (both locally and overseas) and also with the General Contractors Association.

Our major gains were pensions, working rules and new grouping of job classifications which will give us a very good start for a better future.

Upon his return from Johnson Island, Bus. Rep. Clarence Friend reports that the weather on Johnson is very good and the work is progressing very well.

### FIVE DREDGES

Western-Atlantic-Standard-Raymond (joint venture), the contractor for this project, has already changed the complexion of this coral atoll located 800 miles from Hawaii. The dredges that are being used for this project are the New Jersey, Barlow, Western Eagle, Caribbean and Gulf Stream.

Approximately 400 of our brothers are working on this project and are putting in seven days a week, three shifts a day. The company has reached their first quota of two million yards and has reported that they are ahead of their schedule. Our stewards for this project are: Brothers John Amara, Herman Pavao, Huddy Iaea, Albert Koyama, Danny Kaopio and David Vasconcellos Sr.

Brother Friend also reports that the meals are terrific and the barrack-type living quarters are made of concrete. There is lots of recreation such as volleyball, basketball, etc., which are enjoyed by our brothers.

### BIG ORDER

Permanente Cement Co. in Nanakuli has slowed down their operations to a steady pace after finishing their largest order of one million bags of cement. Everyone is keeping busy tidying up, getting ready for another big order.

Trying to get ahead of the rainy weather usually due at this time of the year, Reed & Martin, Inc. is going at a steady pace. Reed & Martin has been awarded a \$762,000 contract by the Navy here for completion of the Polaris submarine training facility on Ford Island. The entire facility will cost the Navy about \$42 million.

Everyone is watching the concrete industry which has been out on strike for approximately six weeks at this writing. There doesn't seem to be any let-up in sight. However, Teamsters Local 996 is hoping this matter will be settled, and we do too!

### TYPHOON-PROOF

Kaiser Hawaii-Kai Development Co. has agreed to building typhoon-proof concrete homes on the island of Guam. The cost of this project has not been announced, however, Kaiser will be building more than 1,400 homes for this island.

"Mele kalikimaka, hauole Makahiki hou" to all of you from all of us!

# ENGINEERS NEWS

STATIONARY ENGINEERS LOCAL 39

OPERATING ENGINEERS LOCAL 3

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## Our Last Farewell To a Great Leader

THERE HAS BEEN time enough now to get over the immediate horror and shock of the assassination of our late President John Fitzgerald Kennedy but the feelings of tragedy and deep sorrow, if anything, grow stronger with each passing day.

The Nation, and even the world, mourn our martyred President, and enshrine him in imperishable memory not just because he held the highest office in the land, but because he was a great President and a great world leader.

THE OFFICE of President of the United States is a grave, even a crushing responsibility. As the leader and the servant of all the people, it is in the nature of things that the President cannot at all times please all of the diverse and clamoring interests in the country.

It was natural that the President should have his critics as well as his admirers. It was even natural that the same interests and the individuals would be behind him one time and against him the next time as different problems and issues came up in turn.

But as the almost universal expressions of mourning and tribute showed after his tragic and needless death, in less than three years in office President Kennedy had won the love of many, and the respect of all in our Nation, and of the governments and peoples of the world.

IN THAT TOO-BRIEF TIME he had especially endeared himself to organized labor.

President Kennedy had fought for many programs in the fields of social security, civil rights, jobs, education, housing and tax reduction which were strongly backed by the AFL-CIO.

It is a significant thing that one of President Kennedy's last major addresses to the nation was when he appeared at the AFL-CIO convention in New York City, just seven days before his death.

He told the delegates that he was deeply troubled about the nation's persisting 5.5 per cent unemployment rate and declared that jobs and shoring up of the nation's economy was the "No. 1 domestic issue."

He spoke of the need for the U. S. to bear the burdens of leadership of the free world, but in the interest of maintaining world peace as well as freedom, and it was in recognition of his world role as a peacemaker and mediator that the leaders of great and small nations all over the world, on both sides of the Iron Curtain, flocked to Washington to pay their respects at his funeral.

WE KNOW NOW, and the verdict of history will further attest, that we have lost a great leader. This is the sad and tragic part of it. If there is any consolation at all, it is that we were fortunate to have had an Administration team that was working together in furtherance of President Kennedy's program. And the second man on that team, President Lyndon Baines Johnson, was ready to take the helm of our great country.

In his first address to Congress and the Nation after assuming the mantle of the presidency, President Johnson pledged his Administration to continue "the forward thrust of America" begun by the slain President.

In its hour of national tragedy, America has learned again that the success and survival of its institutions is linked with the greatness of the men it has chosen as its leaders and that in time of crisis, the very future of humanity may depend on the degree of wisdom and judgment the people have shown in their selection of leaders. Events have shown how wisely the American people chose in 1960.

WE BOW OUR HEADS in grief for the slain President, and our hearts go out in sympathy to the faithful wife widowed by this tragedy and to his children, left fatherless by the assassin's bullet.

We join in the pledge given President Lyndon B. Johnson by the AFL-CIO Executive Council, which extended to our new President "on behalf of millions of American workers and their families" a pledge of "our complete backing in the dark and dangerous days that lie ahead."



## Consumer Advice

# Big Teen Age Market

By SIDNEY MARGOLIUS

Businessmen love the country's currently huge group of teen-agers. The youngsters are a big market and big spenders. They have more money in their pockets nowadays (from both parents and jobs). They get married earlier. They always have been clothing faddists but now they are more fashion-conscious than ever.

Most of all, they use more toiletries and cosmetics—everything from hair spray to eye make up, and abundant use of hair dressings by the boys. Television is the chief influence now—note those bouffant hair styles.

Not long ago teen-age girls used very little cosmetics until they were 17 or so. Now, they more often start at 14, even earlier. A survey by Seventeen magazine, which reigns profitably over this huge group of avid spenders, found that while the country's ten million teen-age girls still comprise only ten per cent of the population, they do 25 per cent of the buying of all cosmetics and toiletries.

But cosmetics are only part of the modern teen-age spending. Auto manufacturers nowadays beam much of their advertising at teen-agers, and again are emphasizing horsepower and speed in ads. The youngsters not only are among the chief buyers of used cars but also influence their families' choices. Clothing manufacturers also slant more of their ads to the teen-agers. Furniture manufacturers increasingly appeal to teen-age girls because of the high rate of teen-age marriages. About half the girls marry today while still in their teens. In fact, about one out of seven of today's mothers are youngsters in their teens.

Teen-agers also have become the mainstay of the record and music business. Liquor distillers and brewers avoid advertising directly to teen-agers, and cigarette manufacturers this year quit advertising in college newspapers. But teen-agers both drink and smoke earlier nowadays.

A study of teen drinking in one Eastern and two Midwest states show that three out of five kids aged 14 to 18 admit to drinking alcoholic beverages, with or without parental consent. Scholastic Magazine's Youth Letter reports. The most immediate danger is reckless driving. But the further danger is that "social dependence on alcohol at an early age can more readily lead to alcoholism," as medical men and psychologists say.

Cosmetics and toiletries manufacturers have leaned heavily on television to develop teen-agers' present high expenditures on their products. Just one manufacturer, the Alberto-Culver Company, is

reported to be spending \$30 million this year on television—more than such huge corporations as G.E., Ford or U.S. Steel spend. Alberto-Culver, which sells VO-5 hair dressing and other products of that type, actually spends on advertising 20 cents of every dollar you pay for such products; more than it costs to manufacture them. As an example of the drain on family money, in seven years Alberto-Culver sales have spiraled from less than half a million dollars a year, to \$57 million a year. Nor is Alberto-Culver the biggest manufacturer of toiletries; simply the one with the most dramatic, TV-based rise.

This situation may represent two perils for your own family. One is the diversion of money from such more-basic and much-wanted goals as educating the family's children. Another is that when the youngsters get married, they know relatively little about handling money and encounter serious problems. We have reported several times that the majority of today's wage-earner bankruptcies are the younger families.

The youngsters themselves often realize their lack of economic education and would like to have more of it. A survey by the Cornell University Department of Home Economics, in New York State, found that the 14-to-16-year-old youngsters reported that "surprisingly few" parents explained money matters to them. The majority felt their parents should let them sit in on discussions of expenses. "Parents may be overlooking a real opportunity to teach wise money management," commented Ruth Pestle of Cornell.

One of the most-effective ways to train teen-agers in handling money is to help them plan or budget in advance how they will spend their money. The Cornell survey found most of the youngsters felt planning would make them more careful with money and reduce family bickering over how they spend it.

But while the home may be the major strategic influence in teaching teen-agers how to handle money, and to avoid the trap of the heavy advertising now aimed at them, what they learn in school is important too.

A survey by the Ohio Experiment Station of 150 young married couples, found that while the husbands usually felt confident of their vocational ability, many of the wives felt they lacked training in money management and housekeeping methods. Significantly, most of the husbands had had some job training in school or college, but relatively few of the young wives had training in school in home management subjects.



## Santa Rosa Has Tip On Jobless Pay

By RUSS SWANSON  
and  
LOU BARNES

At this time we would like to say "thanks" for the cooperation that so many of you have given us here in the Redwood Empire during the past year, and in the same thought, we, that is Elinor (our gal Friday), whom so many of you know or have at least talked to, and your representatives, want to wish you the best for the holiday season and also for the coming New Year.

We would like to comment on the reputation on meeting attendance which this area has built up through the years. There are some of you who just won't attend, but on a percentage basis the turnouts have been excellent. Seriously, your participation in these meetings is appreciated, and it is also essential, for the information which your elected officers receive from you at these meetings is important in giving them a chance to serve you.

### DEPT. OF EMPLOYMENT

At this time of year cooperation between the Dept. of Employment and the Union is essential. We have asked you before and once again request that if you have any problems with the "girl at the window," don't take it out on her, for she may be new. Tell us the problem and we will do our best to remedy it.

There is a new wrinkle which is used by some of the employers known as a "partial." In essence it means that for those employees who work fairly permanently for a company, and the first rains of the season come, and where an employee expects to go to work every day but misses an entire week or possibly works only one day in that week; then on the following week the employer can sign a certain form, and the Dept. of Employment will backdate the claim and pay off for the week which was missed.

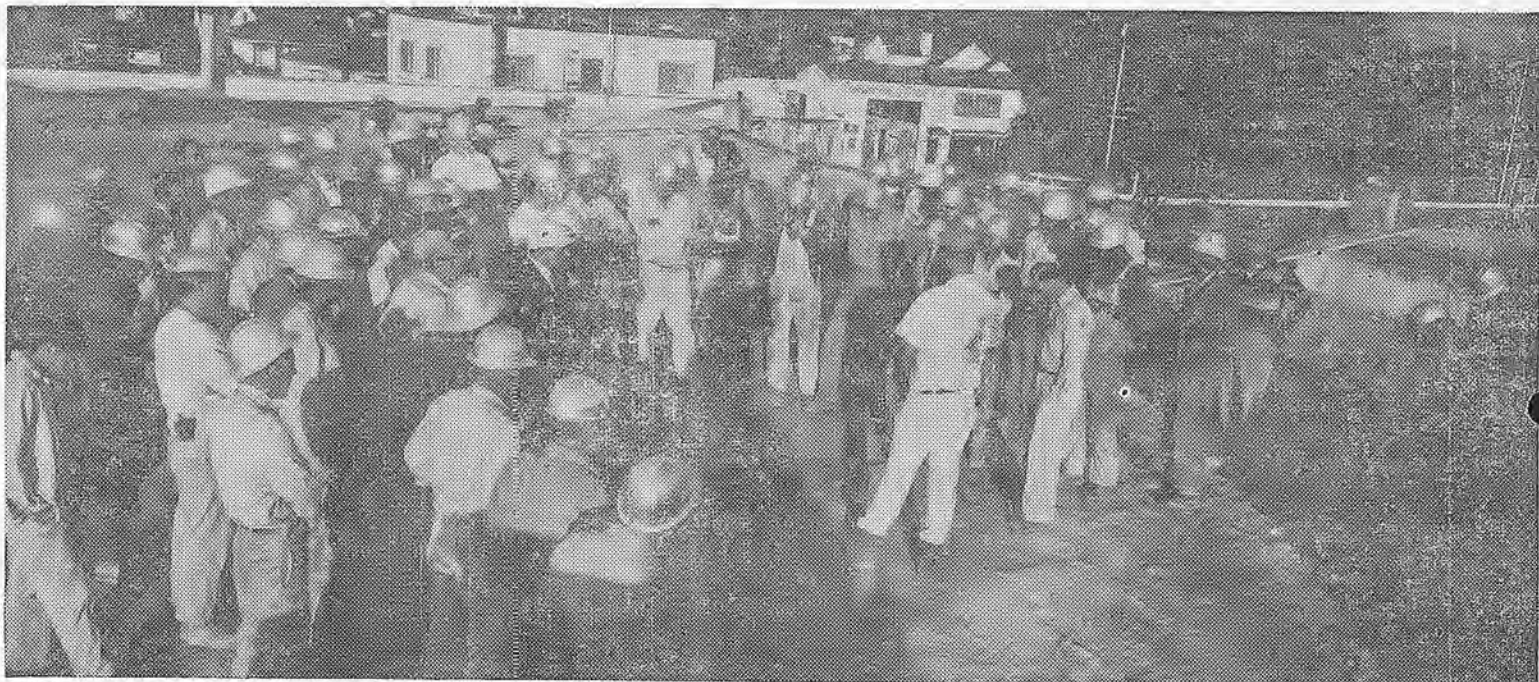
This form must be turned in within 28 days, and the employer must have an agreement with the Dept. of Employment to sign this card. So far this year this has been used a number of times in our area, and it appears to have worked well. If you read the book which the Dept. of Employment gives out, you will understand this a lot better.

### NEW WORK

Joe La Malfa is one of our local contractors who in recent years has progressed from equipment rental to a successful highway contractor and builder of small dams. La Malfa was recently awarded a \$331,838 job in Clear Lake Highlands to do Lakeshore Drive which will consist of sub-grading, drainage and surfacing.

Alcan Pacific Co. were low bidders on the new building at Sonoma State Home for the Handicapped Children for something over \$1 million and will sub the excavating to Don Dowd Co. There were three separate bids. Reliance Enterprises will do the mechanical engineering and Howard Day will do the electrical work. The overall job will be approximately \$2 million.

Fredrickson Brothers were awarded a portion of the four lane freeway beginning at the south end of the McNamara job and extending for 1.3 miles. Overall cost is \$1 million. They



**TAIL-GATE MEETING:** On-the-job safety meetings to discuss actual conditions and problems are the core of any effective safety program. This photo shows a typical job safety meeting,

held on the Guy F. Atkinson Co.'s MacArthur Blvd. Freeway job in San Leandro recently, with members of the Engineers and other crafts listening intently to a discussion of safety.

## Marysville: Biggest Earth-moving Job

By HAROLD HUSTON,  
WILLIAM METTZ, BILL  
WEEKS and CLAUDE ODOM

The world's largest earth moving job got under way in the Marysville area recently when Oroville Dam Construction started hauling 80 million cubic yards of fill material needed to build Oroville Dam.

Prior to starting the mammoth four-year hauling job, three bridges were built to connect the 11-mile railroad route from the Thermalito dredger tailings area to the Oroville Dam project.

One of the largest draglines on the west picks up 13 yards of material at a bite and loads the 97.5-ton-capacity bottom-dumps which carry the materials to the train loading station. The 180-ton locomotive engines which will pull the 40-car trains from the Thermalito fill area to the dam are the newest produced by General Electric, and will deliver 2500 horsepower 24 hours a day for a month without any maintenance check. The electric components are located in a pressurized compartment to prevent dust and dirt from interfering with performance.

will do the clearing this year and start the overall project in the spring.

Huntington Brothers of Napa were awarded a small state and federal job on the Silverado Trail Rd. between Napa and Calistoga for approximately \$290,000. They have done some recent clearing but the rains have stopped all activity until spring of next year.

### OLD WORK

Early rains in October closed most of the jobs down for the winter, unless we get about three weeks of sunshine.

Opponents to the Atomic Power Plant at Bodega Bay were granted a hearing before the State Supreme Court; this could mean more delays on future work.

Peter Kiewit & Sons during lull in the weather finished paving on some approaches and off ramps, then closed their job down for the winter. It's pretty much the same story with Arthur B. Siri Co., Argonaut Construction, Strocco and the other local firms. Even though we had a good year the prospects for our next season are not as promising. So before any of our area men decide to register for work up here, kindly check with this office first.

Each engine will pull 40 gondola cars, each loaded with 110 tons of fill material. The car dumper located near the dam site will unload the gondola cars two at a time, turning them completely upside down. The fill will cross the river by means of a conveyor-belt bridge.

The fill material will be dropped from the storage area above the tunnel through trap doors. It will then be carried where it is needed by means of a gigantic portable conveyor system.

Placement of the first 12,000 cubic yards of gravel in the bed of the Feather River about 600 feet upstream from the concrete core block, was just "dental work" to fill a few cavities.

When the material placement for the embankment gets into really high gear, the dam builders will place about 5,000 cubic yards of material an hour around the clock.

At the present time we have over 200 of our brother engineers working on this job, and we hope to dispatch many more to this job as it progresses.

### POWER PLANT

The Dept. of Water Resources will call for bids on \$5,000,000 in equipment for the Thermalito power plant at Oroville Dam. The job involves three 38,000 horsepower pump turbines, one 45,000 horsepower Kaplan turbine and four hydraulic governors. Bids will be opened the latter part of December and the contract for construction of the entire power plant is scheduled for advertising next July.

H. Earl Parker, Inc. of Marysville and Thomas Construction Co. of Fresno, a joint venture, submitted a low bid of \$762,141 to repair the storm damage on Highway 49 in Sierra county between the North Yuba River west of Downieville and Sierra City. Work should start in about a month or six weeks.

### YUBA SCHOOL

Yuba City Elementary School District trustees approved the contractor Dale L. Green's low bid of \$427,500 for construction of a new school on April Lane in Yuba City. It has not been decided yet who will do the dirt excavation. The building program will be financed by funds from a \$1.2 million dollar bond issue and a \$500,000 State loan.

The Feather Water District directors have accepted a low bid from Hood Corp. of \$504,459 for construction of another 75,000

lineal feet of concrete pipelines as part of the overall \$2,500,000 irrigation project now being installed in the agricultural district south of Yuba City. The new unit will include distribution pipelines in sizes from 12" to 48".

### BEAR DAM

H. Earl Parker Inc. of Marysville, Darkenwald of Sacramento and Morrison-Knudsen Inc. of Reno have all but finished their \$6,220,000 South Sutter Water district irrigation project which included a new 175 foot dam on the Bear River at Camp Far West above Wheatland.

There is a total of about 50 miles of diversion and distribution canals and ditches which run from the dam. The water is to be taken from behind an existing diversion dam located about two miles down stream from the main structure. The higher dam will form a reservoir covering about 2100 acres of land and will increase the holding capacity now available at the Camp Far West project from 5,000 acre feet to 104,000 acre feet.

### RAIN DAMAGE

With the heavy rains we have had in the past week, work on the new Daguerre Point debris control dam on the Yuba River has completely halted. The rain-swollen river flooded the construction area, washed out the coffer dam and packed gravel into the hole dug for the dam. Englebright Dam upstream is full and spilling, and control of the flow depends on when the Yuba River goes down. Once the river recedes the hole can be pumped out, the area cleaned up and work resumed. The contractors, Bing Construction, have their fingers crossed and hope the rain will stop long enough to let them complete this project.

### SIERRA ROADS

The Sierra-Pacific Construction Co. of Sacramento, with a low bid of \$3,545,000.50 was awarded the contract for improvement of drainage on Highway 89 in Sierra county. The main project consists of the installation of subsurface drains in two locations about five miles northwest of Calpine. On this project, our brothers are working every day that weather permits.

A. Teichert & Son Inc., Yuba City, is in high gear on their \$494,000 project for construction of a new 12th Street underpass in East Marysville. Placing of

30,000 cubic yards of fill to form a railroad embankment has been completed and the Southern Pacific is now at work moving switching tracks to the new site. A detour will remain in effect until the project is finished, about one year, depending on the weather. This street is part of State route 20 between Marysville and Grass Valley.

### INDUSTRIAL REPORT

A three-year agreement was ratified by the employees of Yuba City Steel by overwhelming secret ballot. The employees will realize substantial gains in wages and fringe benefits plus the advantages of working in a union shop.

Meetings were held with the city employees of Yuba City who are members of Local 3 to keep them informed of progress being made with the City administration.

Two more stewards were appointed in the industrial plants during the past month — Jack Bristow for Butte Creek Rock at Chico and Frank H. Cook for Baldwin Construction Co. at the Hallwood plant. Both are old timers in Local 3.

Once again we ask the brothers to keep an accurate account of the hours worked for each employer. We have had great success in correcting wage disputes for members that have good time books.

All the plants are continuing to operate as weather permits. During the interim our brothers are busy repairing equipment at plants. Looks like most will be busy to some extent throughout the winter months.

It is gratifying when our old timers take the time and effort to protect themselves against an unsafe condition. We observed two mechanics putting proper cribbing under the rear-end housing of an old chain-drive Sterling 10-wheeler. One of our apprentices assigned to the job was there, so it served two purposes, thanks to the mechanics at Butte Creek Rock at Chico, Bill Hayes and Earl Beasley.

The ready-mix plants are holding tough on short orders and wet weather. The demand for mixed concrete is small, as most of the structure work is finished.

Best wishes for a Merry Christmas and a Happy New Year from the personnel at the Marysville office.