

Pension Will Hit Record \$225

"Serving the men who move the earth!"

ENGINEERS NEWS

PUBLISHED TO PROMOTE THE GENERAL WELFARE OF ALL ENGINEERS AND THEIR FAMILIES



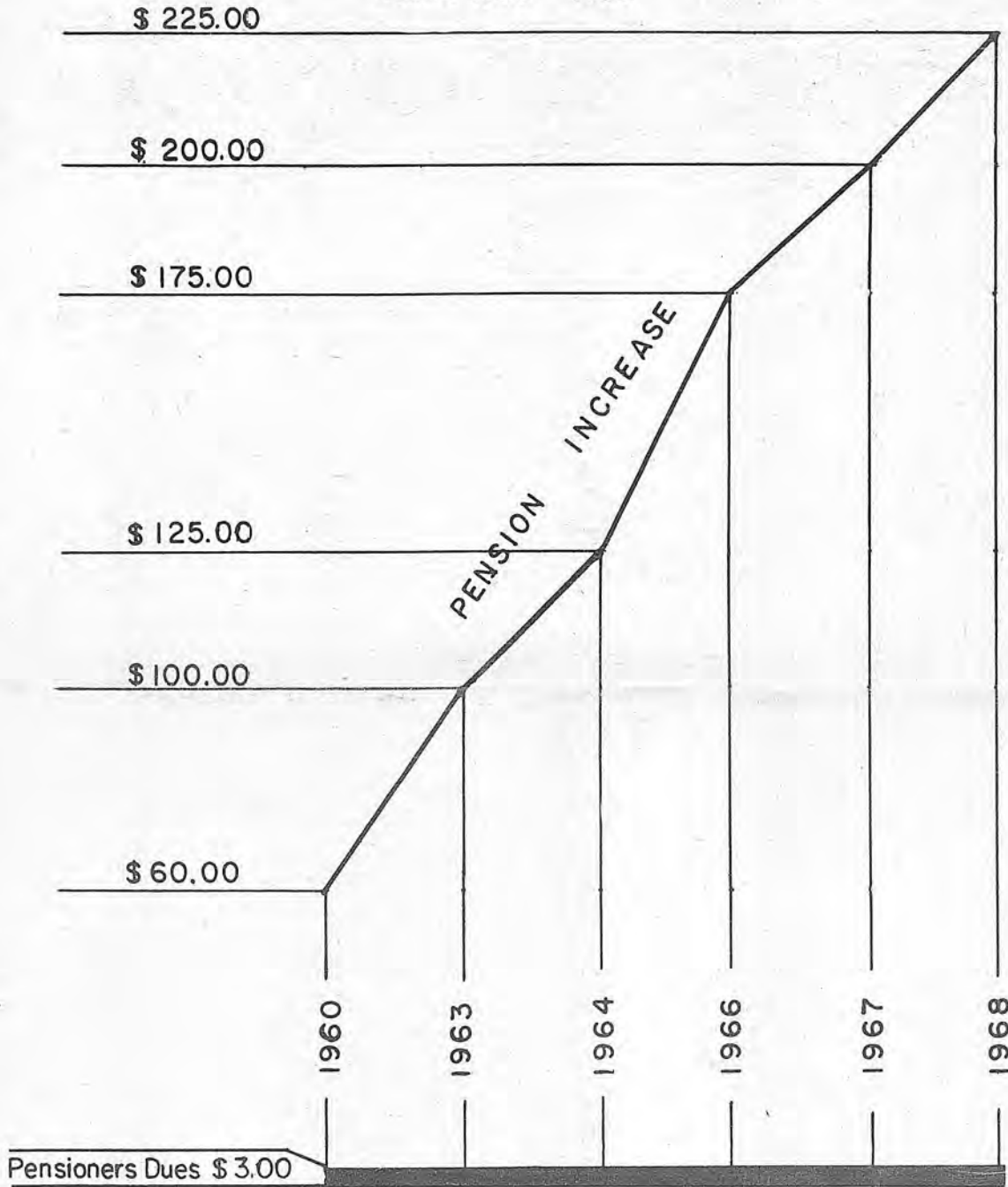
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SAN FRANCISCO, CALIFORNIA



January, 1968

PENSION INCREASE RELATED TO RETIREES' DUES 1960 - 1968



RETIREES' REDUCED DUES HAVE NOT INCREASED SINCE 1960

New Fringe Benefit Center Offers One-Stop Service

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International Vice President and Business Manager Al Clem has announced the completion of a new Fringe Benefit Service Center at the San Francisco Headquarters of Operating Engineers Local No. 3.

"This new Center will provide our members with one stop service and information on all their fringe benefits," stated Clem, "and save considerable running around for the membership."

The Business Manager pointed out that members could pick up

their vacation paychecks; find pertinent information on retirement and pensions; get assistance on questions of medical benefits for both themselves and dependents and any other service in the area of fringe participation.

The new Fringe Benefit Service Center is located on the ground floor of the Union Headquarters Building at 474 Valencia Street and boasts a newly appointed central service area as well as a conference room where members can consult with officials on any of their current problems.

Mr. Clem pointed out that with the constant improvement and en-

largement of fringe benefits," the system becomes a little more complex, and members need assistance in completing forms properly so that there will be no delay in processing their claims.

"As we go forward," said the union leader, "there is a constant need for more efficient service to the rank and file members. The elected officers of Local 3 have learned by experience that a frequent upgrading in services is the surest way to fulfill our responsibility to the membership."

The new center is under the direction of Jim Jennings and offers

see CENTER page 3

Wages, Fringes Pace 3's Growth

By KEN ERWIN

A dramatic growth in pensions, wages and services in relationship to a minimum increase in dues was the subject of an annual report by International Vice-President and Business Manager Al Clem to the 32,000 members of Operating Engineers Local Union No. 3, the largest local union in the world.

In making this report, Clem noted that since his and his fellow officers' stewardship in 1960, pensions had grown from \$60 per month to \$225 per month. "This has been accomplished with an increase in dues of only thirty-seven and a half cents (37½¢) per quarter or twelve and a half cents (12½¢) per month per year since 1960," stated Clem. (See graph at left.)

Clem pointed out that the increase in pensions was "just the icing on the cake. Salary increases and service to members of Local 3 continues to equal, and often surpasses, the standards set by international and local unions everywhere. Add to this the upgrading of our health and welfare program, before and after retiring, and you can see why the officers and members of Local 3 are justly proud of one of the most progressive unions in the nation," said Clem.

The union leader pointed out that a Crane Operator who was earning \$4.43 an hour in 1960 was now earning \$6.16, for an hourly increase of \$1.73; a Power Blade Operator was earning only \$4.21 in 1960 and now earned \$6.00 for an increase of \$1.79 per hour; a Cat Skinner who earned \$4.01 in 1960 was now able to pocket \$5.76 per hour for a net gain of \$1.75 per hour; an Oiler in 1960 who could only count on \$3.36 per hour, could now make \$4.625 per hour for an increase of \$1.265 per hour.

Business Manager Clem, who was elected an International Vice-President this year on the strength of "his outstanding contributions to, and stewardship of, his local union, as well as his unique contributions to labor management," said that Local No. 3 had also made "exceptional gains in the fringe benefit portion of its labor negotiations."

"In 1960 the total package on fringe benefits was some thirty-five cents (35¢) with ten cents (10¢) to health and welfare, ten cents (10¢) to pensions and fifteen cents (15¢) to vacation pay. In 1967 we could boast thirty cents (30¢) for health and welfare, two cents (2¢) for pensioned health and welfare, forty cents (40¢) for pensions, five cents (5¢) for the Journeyman Trainee and Apprenticeship programs and twenty-five cents (25¢) for vacation pay. A total of \$1.02 for a gain of sixty-seven cents per hour in fringe benefits." (See graph on page 3.)

Mr. Clem pointed out that the new pension increase which goes into effect on March 1 of 1968 will mean that prospective pensioners retiring on or after the effective date, from the top bargaining group, who have accumulated 25 years of pension credit at age sixty-five (65), will receive nine dollars (\$9) per year of pensioned credit for a total of \$225 per month. Existing pensions will also be increased on March 1, 1968, however. The maximum benefit will be \$8.50 per year of pensioned credit.

see RECORD page 3

2.3 Million To Retirees

Some two million and three thousand dollars (\$2,003,000.00) in pensions was paid to retirees on the rolls during the year 1967. This figure includes the amount paid to beneficiaries of retirees who died prior to the expiration of the three-year guarantee period.

Awards were also paid to beneficiaries of deceased members who had accumulated a minimum of ten years pension credit and had died prior to retirement.

International Vice President and Business Manager Al Clem said this week that beginning April 1, 1967, a pre-retirement death benefit provision was made a part of the Pension Plan.

"This new benefit now provides a monthly payment to the beneficiary of a participant in the Pension Plan who has a minimum of ten (10) years of pension credit and has not incurred a break-in-service or is vested. The amount of this pre-retirement will be equal to the pension amount normally payable to the participant at age sixty-five (65) and guaranteed for a thirty-six (36) month period. Payments are made monthly to the beneficiary," stated Clem.

Mr. Clem also pointed out that "the beneficiary will be the designated beneficiary of a participant or, if no beneficiary is designated by the participant or a designated beneficiary pre-deceases the participant, the spouse, if living, or if there is no spouse then alive, or if the spouse then living thereafter dies, such payments may be made to any other person who is the object of natural bounty of the employee, or to his estate, as the Board of Trustees in its sole discretion may designate."

The Business Manager said that this was another step forward in providing additional protection and benefits for members and their families.

FOR OFFICIAL
ELECTION NOTICE
SEE PAGES 8 & 9

SAMPLE BALLOT
APPEARS ON PAGE 6



Collectively Speaking with Al Clem

As we enter the year of 1968, we see many problems facing the members of our Union.

The past few years, the construction industry has been extremely active in our jurisdiction, particularly in Northern California, but as we reported to you in the last issue of the paper, many of these large projects have been completed, and due to the money market, we wonder what the coming year holds forth for the Engineers. We know that with the technological changes in the construction industry the work opportunities for the members of Local 3 should increase. However, without the volume of work to be started, we wonder if this will enable us to secure as many job opportunities for the members of our Union as we should have.

We sincerely hope that in the coming year we will see the war in the east brought to a halt with an honorable settlement for our country. This, no doubt, would release billions of dollars to be spent in the construction industry at home, and would create jobs for the members and also create a better environment where our families could enjoy a better way of life.

You will note in the front page of the paper that another milestone was reached in the progress of our Local Union whereby the pension was increased to a maximum of \$225 per month for the members entitled to it.

I speak for all the officers and Executive Board Members when I say to you that we are extremely proud of the progress that our Union has been able to achieve in the past years.

This year is the year where we will see the major contract open for renegotiations, and I am confident that with close cooperation between the members and the officers of the Union, we will be able to secure the benefits due us when we go to the bargaining table for a good Union is one like Local 3, where we all work together towards a common goal.

I hope in the coming year that our Safety Program will save the lives of many of the members of our Union. You know that we must all keep in mind the terrible slaughters that take place on the highways in this country, and let's all take a pledge that in the coming year we will drive with more caution.

We read in the daily press and hear over the radio about the high cost of borrowing money. There are many times when we all need money for various purposes. With the tremendous strides that your Credit Union has made, I would like to take this opportunity to pass this information on to you. If you are in need of funds, why not contact your Credit Union and secure all the details for it seems to me that the banks and insurance companies are the only ones who are building all the large buildings in the country, and I am sure that if we patronize our Credit Union you will find it is a financial asset to you.

During the past month we concluded the negotiations with the Remco Hydraulics Company at Willits, and the contract was ratified by the membership. In addition to this, we have participated in arbitration cases which at this time we do not have the results, and have devoted considerable time in the organizational field in plants related to the construction industry.

I would like at this time to ask every member as a New Year's resolution to make every effort to attend as many meetings as you possibly can in the year of 1968.

There were 2,800 deaths and 240,000 severe injuries suffered by construction workers last year.

While union leaders are demanding a federal safety code with stiff penalties, big contractors are fighting the legislation on the grounds that it simply is federal interference and duplication that won't cut the accident toll.

C. J. Haggerty, President of the AFL-CIO Building and Construction Trades Department, and Hunter P. Wharton, General President of the International Union of Operating Engineers and a leading AFL-CIO exponent of job safety, reply that the industry is just dodging the issue in trying to imply that the worker is directly or indirectly responsible for practically every one of his accidents.

Working time lost in construction accidents total 174-million man-days a year, nearly 30 times the loss the industry claims from strikes.

The toll of injuries is virtually ignored. Human loss in death and injuries is incalculable but they add some \$2-billion a year to the costs of the nation's \$75-billion annual construction bill.

The number of deaths on construction jobs has been steadily rising from 2,500 in 1959 to 2,800 last year and disabling injuries from 218,000 to 240,000 a year over the same period.

Heavy Rain In Stockton

By WALTER TALBOT, AL McNAMARA and JIM GENTRY

The seasonal rains have almost halted all work in this district. This situation undoubtedly will be the case for the next few months.

Bids on a six-mile stretch of the West Side Freeway from Stockton Channel to Hammer Lane were opened on December 13th. The low bid was submitted by the joint venture of Polich-Benedict-Hess-Price for \$13.8 million.

The eight-lane section will extend from the deep water channel to Country Club Boulevard. The remainder will be a six-lane freeway.

Included in the project are full interchanges at Pershing Ave., Mt. Diablo, March Lane and Benjamin Holt Drive. Partial interchanges will be constructed at Country Club Blvd., Del Rio Avenue and Hammer Lane.

Seven undercrossings will be built as well as an overhead structure over the Western Pacific Railroad tracks.

The structural work is the specialty of Polich & Benedict of Rosemead and Price & Harris of San Gabriel. Tom M. Hess Co. of Sacramento will do the earthmoving.

A. Teichert & Son of Stockton has the site preparation work for the new Greyhound Bus Terminal to be constructed in the West End Redevelopment Area.

The terminal will be built in the block bounded by Washington, Center, Market and Commerce Streets and will be readily accessible from the future Crosstown Freeway.

Larry Aksland of Manteca is doing the site preparation work for the new University of Pacific School of Dentistry. The building will exceed two million dollars to construct and will be located at Pacific Avenue and Brookside Road.

Kirkwood-Bly, Inc. of Santa Rosa was the low bidder on the water pollution control plant to be constructed adjacent to the Lincoln Village Sewer Disposal Plant. The bid was \$215,000.

Certified Pipe and Construction Co. of Fresno was the low bidder at \$95,000 on the storm drain on Garfield Ave. in Lodi.

The mountain jobs have all been shut down due to the inclement weather. However, this work was extended into December on some jobs, which was not the case last year.

Western Contracting Corp. has curtailed operations during the holiday season but expects to resume operations on January 8th with hopes of completing their contracts with the Bureau of Water Resources.

The rock, sand and gravel producers are now operating on a short week basis.

Osborn Construction Co. of Redding was low bidder at \$1½ million to enlarge the Modesto Pumping Plant. This is the first contract of a series of contracts that will be awarded for the improvement and modernization of the sewerage system for the City of Modesto.

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Safety Pays In Many Ways! "Hard Sell" A Must

By DALE MARR, Vice President and Local Union No. 3 Safety Director

Throughout the world, forty-one (41) of your Brother Engineers died as the result of accidents in the month of December alone; during 1967, three hundred and twenty-nine (329) brothers were the sad victims of accidental death!

The tragic statistics above should speak volumes; however, it is easy to become bored with all the talk one hears on safety. All too many of our Brothers seem to have to find out the hard way that you can't forget safety for a single second—for it is in that second of carelessness, overconfidence or just plain job-hazard—that death and injury occur.

It seems to be human nature to take for granted many of the things in life that we enjoy—even life itself. We don't really appreciate what we have until we lose it, then it is too late to do anything about it. So many of our brothers who have been injured on the job tell the same story over and over—"it happened so quick that I hardly knew what was going on."

This is the very anatomy of an accident—it happens quickly with little or no warning. Still, all too often, there were warning signs, not big flashing red lights that said danger, but little things. A frayed cable, loose wiring, sloppy maintenance, misuse of equipment, poor storage of chemicals, overloading, pushing to finish a job without proper planning and most of all—failure on the part of the individual to be "his brothers keeper in matters of safety."

When you see unsafe conditions on a job, you should report them either to your foreman, or to your superintendent. If the hazard isn't corrected, then your union will give you the necessary backing to see that corrective action is taken. We must remind ourselves constantly that each of us is responsible for maintaining a safe place to work.

Your Business Manager Al Clem, and all the officials of your local union, are working constantly and diligently to upgrade the safety conditions in

the construction industry. Your International Union is in the thick of every seminar and industrial safety conference that is held.

We have made many gains in the field of job safety for Operating Engineers. Roll bars, environmental health equipment, better braking systems and we are constantly looking for help and suggestions that we can bring to the attention of government and management.

Sometimes it seems that we walk three steps, and leap back five. Such is the case with the current state administration and the industrial safety program. Breaking a long tradition, the Reagan group has named a member of management as chief of the State Division of Industrial Safety, a position traditionally held by an experienced union representative. Since this new alignment, complaints by unions on unsafe and dangerous working conditions have been given short shrift and more and more complaints are gathering dust in the bins of the present bureaucracy.

We are not implying that there are not many members of the management team that fully realize that safety is good business for both the worker and the employer; however, it may be that in the next few years the unions and the federal government will have to create a "hard-sell program" to win the attention that job safety deserves.

We at Local Union No. 3 intend to continue to do more than our share to convince everyone concerned that "SAFETY PAYS IN MANY WAYS!" We need, and expect, the help of every member.

DEAR MR. CLEM:

I wish to express my appreciation to you and the Board of Trustees for my Pension Award. Many, Many Thanks.

I also desire to thank Paul Edgecombe and the other officers of our Union who made the Pension Plan and other benefits possible by their hard work and good judgment during the many hours of negotiation.

Good Luck to You All,
/s/HAROLD WOOLFORD
Box 243
Folsom, California

ENGINEERS NEWS

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DON KINCHLOE.....Treasurer
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3 Posts Record Growth

continued from page 1

"This is a far cry from the \$60 per month of 1960," said Clem, "and comes a thousand percent closer to the real needs of the retiree if he is to retain a just and reasonable buying power in an inflated marketplace."

The Business Manager also pointed out that during this period of accelerated growth in fringe benefits, pensions and wages, union officers had declined to increase the dues to the amount allowed by the bylaws and had on two occasions suspended a portion of automatic increases in dues. In relationship to gains all across the line, dues remain a very small percentage of the net increases across the board. (See graph at right.)

Clem said that the elected officers of Local No. 3 "would continue to strive diligently for equitable pay and fringe benefits for our members, to assure them a just portion of the wealth of an affluent society."

Looking toward the future, the union leader said that "there is 'great movement' in trade unionism and only experienced and alert leadership will be able to cope with the vast technology of automation; pursuit of improved annual wages, with a subsequent improvement in seasonal unemployment; better and less expensive medical and dental care; vastly improved safety and environmental conditions for the construction worker and many other gains that will be vital factors in shaping and guarding the future and well-being of the American workman."

Clem pledged himself, his fellow officers and the members of his staff to "exploring every avenue of improvement, while husbanding every gain, in this New Year of 1968."

Fringe Benefit Center

continued from page 1

service from eight in the morning to five in the evening. Pamphlets and brochures on every phase of Health & Welfare, as well as retirement plans and pensions are available to the members.

At the present, the Fringe Benefit Center is staying very busy processing vacation paychecks.

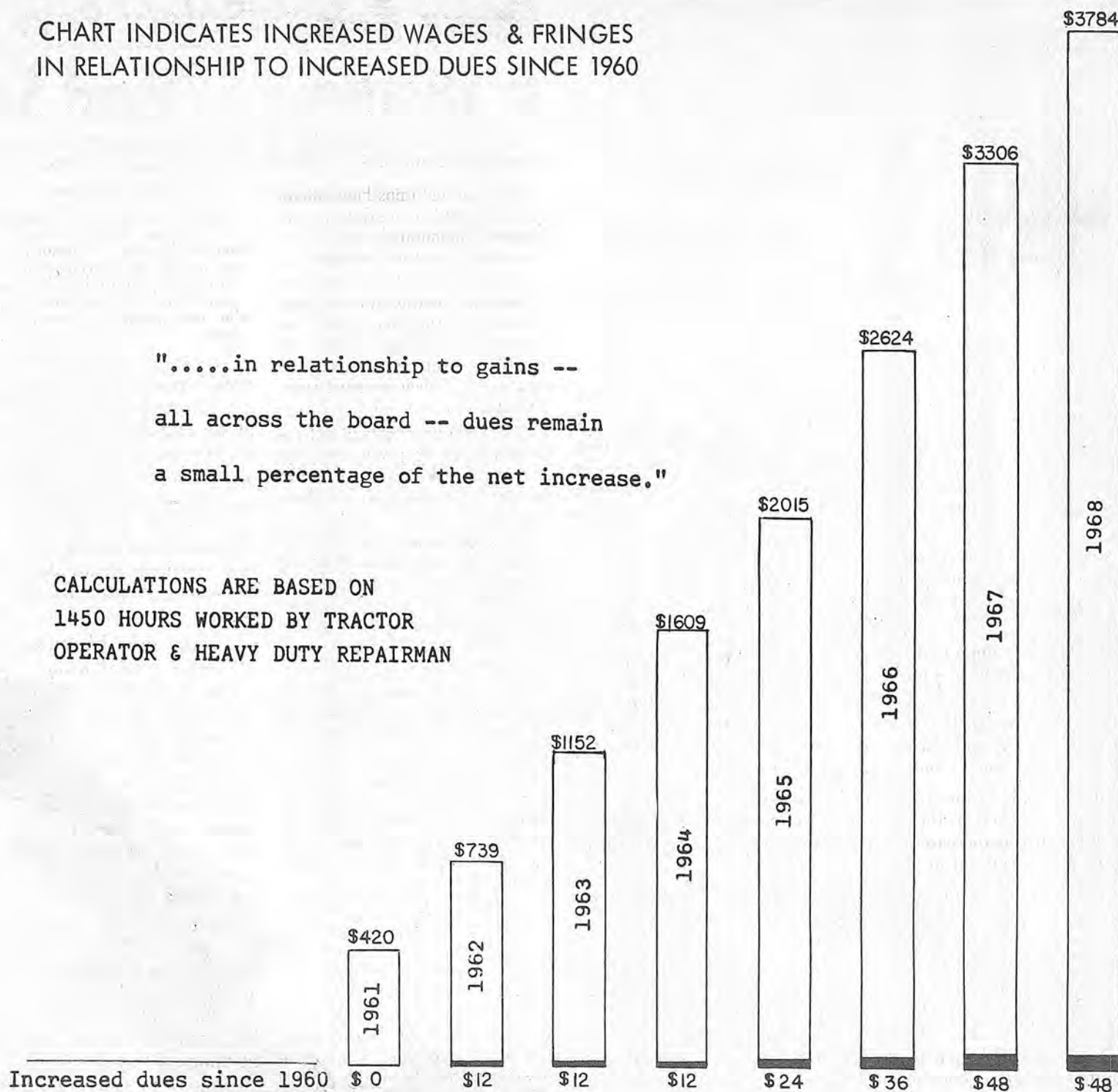
"Of course," stated Clem, "this is another of our continuing efforts to put all our services under one roof and afford the members easy access to all the services offered by their union. Since many of our members have little time in their busy work schedule to make more than a single visit, we wish to make it as easy as possible for them to take care of all their union business in one stop."

As a result of the central location and staffing of the Fringe Benefit Center, time taken to process claims, fill out forms and obtain information on all fringe benefits has been greatly reduced.

CHART INDICATES INCREASED WAGES & FRINGES IN RELATIONSHIP TO INCREASED DUES SINCE 1960

".....in relationship to gains --
all across the board -- dues remain
a small percentage of the net increase."

CALCULATIONS ARE BASED ON
1450 HOURS WORKED BY TRACTOR
OPERATOR & HEAVY DUTY REPAIRMAN



Fresno County 2nd In Road Dollars

By CLAUDE ODOM,
KENNETH GREEN, BILL
RELERFORD and DICK BELL

Winter arrived here with snow on the valley floor. Maybe this winter will be "normal" and we will not have a long, wet spring as we did last year.

The Business Agents would like to thank the Brothers for the good turnout we had at our last Credit Union and District Meetings.

Fresno County is second in the amount of money they will receive next year to improve the systems of Federal Aid Secondary Roads. Allocations announced by State Highway Engineer John Legarra shows Fresno will get \$523,472. The amount of money allocated to a county is based on a formula involving rural population, area and rural mail routes. The Federal matching funds are derived from fuel taxes paid by California highway users into a trust fund established by Congress. Fresno will receive the maximum of \$100,000 as allocated as the state's share of the FAS program. Madera County has been allocated \$110,793, Mariposa County is allocated \$53,312, Merced County is allotted \$180,317 and Tulare has been allotted \$336,034.

The State Division of Highways is calling for bids on Shaw Avenue in Fresno to widen it from two to four lanes of freeway. Bids will be opened in Sacramento January 24. Shaw Avenue will be widened between Chestnut Avenue and a point to the east near Clovis Avenue. Total cost of project is about

\$395,100. When the Shaw Avenue job is completed it will provide an uninterrupted four lane state highway between North Blackstone and Clovis Avenue. Construction on the project is to begin soon after the contract is awarded.

The first major reconstruction of the Fresno Air Terminal's main runway since it was built 26 years ago will begin in March. The job is expected to take an estimated two months and will close the runway to all traffic during the construction period. The total cost of the project has not been determined but it is estimated it will be in the neighborhood of half a million dollars. The preliminary plans and specifications for the job are in the hands of the National Guard Bureau and FAA in Washington. It is expected that construction can begin by March 1 barring unsatisfactory weather conditions. The runway should be completed and back in operation in sixty calendar days. Once construction is started it is estimated crews will have to work seven days a week, 24 hours a day. The main runway which is about 9,236 feet long, 150 feet wide will be rebuilt. The actual construction will involve 100% compaction with a 12-inch layer of concrete.

The R. J. French Company of Rochester, New York, one of the nation's manufacturers of condiments, has had groundbreaking ceremonies recently for its multi-million dollar plant to be built in Fresno. The Harris Construction Company has been awarded the contract for the plant which will

be erected on a 20-acre site. The construction is expected to be completed in about eight months. The overall investment in the plant will be an estimated \$3.6 million. The plant will employ 100 persons initially. The factory will be a steel and wood construction with tilt-up concrete panel walls. The plant will be the distribution center for the western states.

A pre-job was held Dec. 11 with Hood Corp. on their \$4,500,000 pipeline job for the Westland Water District. Weather permitting, this job should get rolling good about the middle of January with approximately 26 of the Brothers on the payroll.

Lentz Co. Pipeline job south of Mendota is moving right along, although they have missed a few days due to the weather. There are nine Operating Engineers on the job.

The San Luis Canal is very near completion in our area. Peter Kiewit & Sons on Reach #3 will be ready for water by December 22. This past month has been quite a struggle for the Brothers due to the weather.

Ball & Granite has sold reach 4, 5 and 6 with the exception of a small amount of extra work for the Bureau of Reclamation. The Bureau says they will start filling the canal the 26th of December and they will have water down to check #1 nine miles south of Kettleman City.

Fred J. Early's pumping plant at Los Perralis and Badger Hill have a big push on trying to meet their deadline. Some of the Brothers

have been working 7 days a week. They will be testing the pumps sometime after January 15.

The Rock, Sand and Gravel industry has slowed down to a crawl. Owl Rock has two brothers working on maintenance at this time.

Folsom Company of Coalinga has their main plant shut down and the Cantua Creek plant is going part time, weather permitting. P.C.A. of Lemon Cove are working one or two days a week.

Sequoia Rock of Porterville is still churning out material. They will furnish the concrete for the new hospital in Porterville. Guy F. Atkinson of South San Francisco was awarded the \$5,000,000 contract. American Paving of Fresno will do the grading and paving on this job.

Kabo Karr of Visalia and Porterville Asphalt of Porterville have signed agreements with Local 3 and we welcome them into the fold.

Due to the heavy snow in the mountains Cooley Brothers and the Wm. Murphy outfit are shut down until spring.

Ted Watkins has completed his bridge job at Springville. They were very lucky to beat the rains.

Fresno Pavings job at Terra Bella got off to a good start. They are running four B-70's with some first class high collars in the seats.

Peter Kiewit & Sons' freeway job on Interstate 5 is off and running. There are five scrapers on the job so far and more is expected in the near future. There is approximately 20 of the Brothers on

see FRESNO page 9

Spanish Fork - Santaquin Road Finished

By ASTER WHITAKER, JAY NEELEY, TOM BILLS, WAYNE LASSITER, JOHN THORNTON, ROY DEROS and DELOS HOYT

Morrison-Knudsen Co., Inc., Boise, Idaho, held the second largest contract in the history of the State of Utah, \$5,271,625, for grading and surfacing of a section of Interstate I-80 from Echo Junction to Emory, Utah. The contractor encountered many problems in the construction of this highway in mountainous terrain which had not been anticipated, such as numerous rock slides which slipped onto the already constructed highway.

One hundred miles of four-lane divided highway from Santaquin to Ogden has been opened with the completion of a 14-mile section from Spanish Fork to Santaquin, which cost some \$9.8 million dollars. The completion of this section eliminates the myriad of stops throughout the small towns dotted along the Wasatch Mountains. Prime contractors involved in the construction of this section were Cox Construction Company, Alder Construction Company, Thorn Construction Company, Crandall Construction Company, Jerico Construction Company, M. Morrin and Sons, W. W. Clyde and LeGrand Johnson Construction Company.

The weather in Utah was exceptionally good all fall, however, snow has now covered most of the state.

Strong Construction Company was low bidder (\$3,073,000) on the Echo Junction job near Coalville and have started pioneering and laying of some rip-rap. This is primarily a rock job.

S. S. Mullen Construction Company has shut down until spring. Jacobson Construction Company at the University of Utah are getting off to a good start and have most of their footings in. This should be a good winter job for a few Engineers, weather permitting. L. A. Young is setting up a crusher for the rock on the S. S. Mullen job.

Peter Kiewit is almost completed with their section of Highway 89 with the exception of one bridge structure.

The out-of-work list in the Ogden area continues to grow with the increasingly bad weather. However, many of the brothers are working.

Ribbons & Reed, Ashbury, Chadwick & Buchanan are going ahead with their joint venture project on the Solar Pond Complex being constructed for Lithium Corporation.

Gibbons & Reed are still working on their section of Interstate Highway near Snowville, Utah. Lava rock has been causing this contractor a great deal of trouble on this project.

The Weber College campus continues to expand in the Ogden area. There are presently four buildings being constructed and there are other projects in the making.

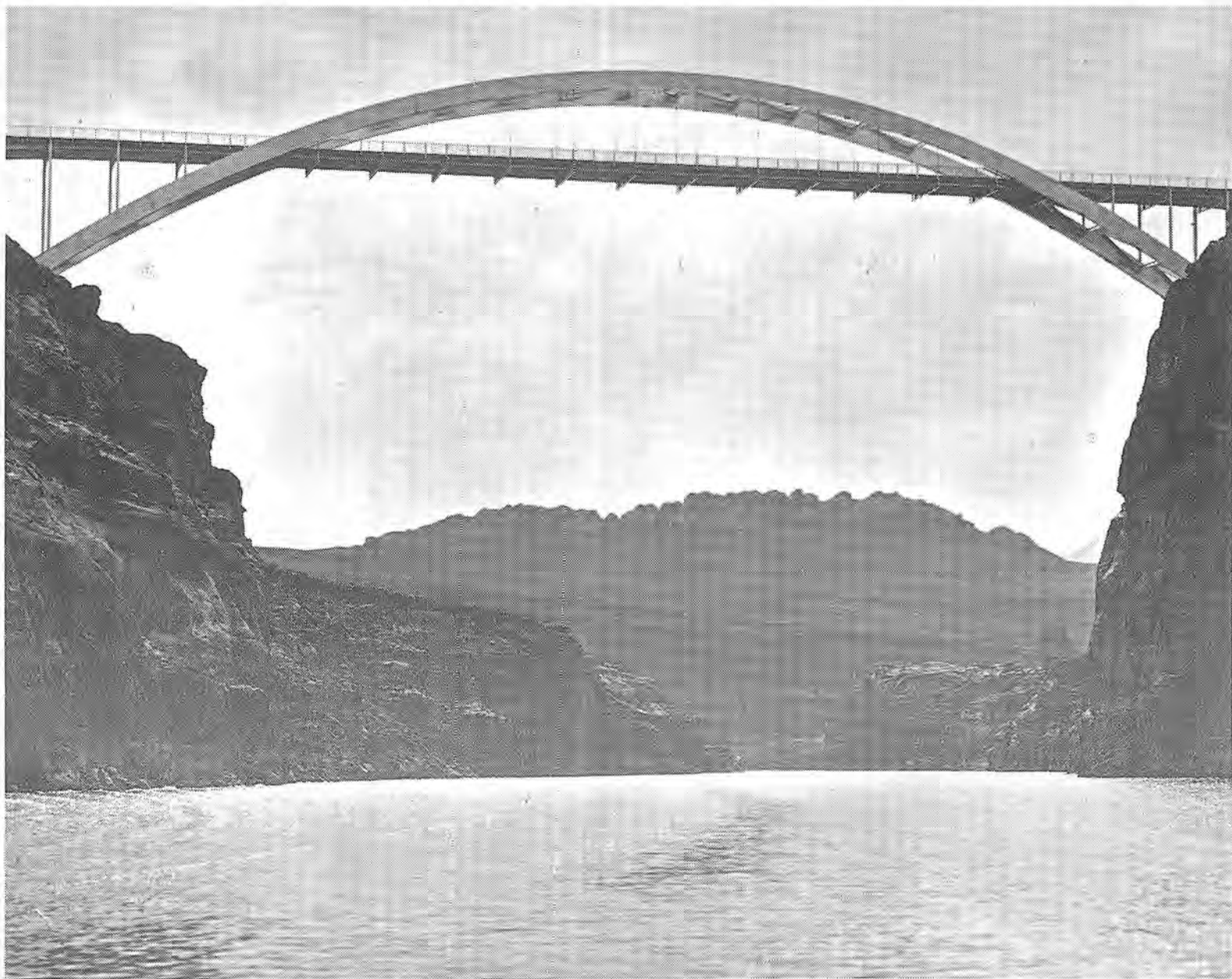
Building projects for the State of Utah involving both new construction and additions and remodeling are to be bid between now and next July, totaling approximately 23.3 million dollars. Some of the projects on the docket are a 4.4 million fine arts building and a 3.6 million behavioral science building at the University of Utah, located in Salt Lake City;

see SPANISH page 6



TWO VIEWS OF THE COLORADO RIVER ARCH BRIDGE on Utah Route 95 in southeastern Utah, which recently won first place in the long span bridge category in the American Institute of Steel Construction annual competition. The general contractor on the project was W. W. Clyde of Springville, Utah. The bridge was designed by

the Structures Division of the Utah State Department of Highways. The judges at the AISC 1967 competition selected the prize bridges in six categories and named eleven bridges for "Awards of Merit" for their beauty from a total of 144 entries received by the Institute in its annual Prize Bridges Competition.



Convention Supports "LBJ All the Way!"

Highlights Indicate Tough Job Ahead

★ ★ ★

BAL HARBOUR, Fla.—The AFL-CIO squared away for two years of hard and determined work as the leader of the nation's progressive forces, dedicated to continuing unity and determined to wage an all-out fight against the conservative threat in the 1968 elections.

In a four-day convention climaxed by an enthusiastic demonstration of support for Pres. Johnson as he spoke to the nation from the platform of the AFL-CIO, 943 delegates strongly reaffirmed the leadership of Pres. George Meany and fashioned a program to meet the challenges and the problems of the late 1960s.

Meany summed up in a post-convention statement that "the American trade union movement is in fine shape and this convention proved that." Noting the need for a major effort to achieve the programs adopted by the delegates, he added, "I am confident that, at every level of the trade union movement, we'll get that kind of work."

Reelected for a seventh term as president of the AFL-CIO along with Secretary-Treasurer William F. Schnitzler and the 27 members of the Executive Council, Meany predicted that "there is a great future for this organization."

The vigor and vitality was demonstrated in the sessions that witnessed a wide open debate on the war in Viet Nam culminating in a dramatic overwhelming vote of support for the Administration's position, and a classic example of trade union solidarity as delegates rallied to the striking copper workers with over \$500,000 and firm pledges of continuing support.

It marked the work of the convention committees as they dealt with 263 separate resolutions and proposals and the adoption by the delegates of 109 programs and policies covering every aspect of American life and relations with other nations. Only 22 were rejected while 48 were referred to the Executive Council for further study or action. The others were either covered by other resolutions or policy statements or withdrawn.

By unanimous action the convention amended the AFL-CIO constitution to increase the flexibility and efficiency of the organization and simplify its government.

It heard a dozen speakers led by Pres. Johnson and including five Cabinet members, top figures in the Administration, leaders of the free world trade union movements—all hailing the progressive programs and leadership of the AFL-CIO, and asking labor's continued help in dealing with the difficult problems at home and abroad.

Blended in with the speakers from the platform and the reports of the committee chairmen and secretaries were the voices of the delegates, pointing up the need for action in certain areas, voicing

dissent on a few resolutions, explaining the wider impact and thrust of a program.

Recurring themes in the resolutions and the discussions were the need to step-up organizing to expand even further the membership gains of the past few years; a reassertion of the strength of collective bargaining and the gains it has brought to workers; a strong defense of the right to strike in a free society.

Dominating much of the convention was the theme of the serious challenge to the future of the trade union movement posed by the conservative coalition in Congress and its bid for control of the next Congress with resulting anti-labor and anti-progress legislation.

The convention's reaction was expressed in the resolution on political action in which it declared that the developing political threat to the trade union movement must be met by a maximum mobilization of labor's resources behind COPE in the 1968 elections.

A meeting of the AFL-CIO general board during the convention heard a detailed analysis of the situation in Congress and the political problems coming up next year with Meany summing up that the federation was neither optimistic nor pessimistic about 1968 but simply determined to mount the most extensive drive ever.

In terms of national programs the convention took these positions:

- Gave Congress a blueprint for action to protect the health, safety and buying power of the American consumer.

- Called for an expansion of the war on poverty by Congress and the Administration and by labor at the local level.

- Reaffirmed its conviction that the American economy can support the extension of social advances at home while meeting the needs of Viet Nam and called for further action by the government to implement the policies spelled out in the Employment Act of 1946.

- Spelled out its determination to achieve full equality for all minority groups in all aspects of American life, noting the accomplishments to date and the long distance still to be traveled.

- Called for a comprehensive national health insurance program as the key to dealing effectively with the mounting problem of health care.

- Urged a beefed-up drive on air and water pollution to correct the present weaknesses in funds and enforcement.

- Detailed specific programs for the development, management and conservation of natural resources for the benefit of all citizens.

- Assailed extremists of both the right and left as a continuing threat to American life.

- Called for a massive national effort to provide quality education for America's youth, regardless of



VICE PRESIDENT HUBERT HUMPHREY and International Vice President and Business Manager Al Clem of Operating Engineers Local Union No. 3 greeted delegates to the AFL-CIO Convention at

Bal Harbour, Florida, last month. Delegates heard from a dozen speakers led by President Lyndon B. Johnson, including five members of the Cabinet.

★ ★ ★

race, background or income.

- Reasserted the need for minimum federal standards for unemployment insurance and workmen's compensation because of inadequate state laws.

- Urged a national effort to humanize technological change to alleviate the damage and disruption caused by rampant automation geared to engineering and financial concepts.

- Stressed the continuing need for major improvements in social security benefits and public assistance programs.

- Cited the need for enactment of legislation setting out a comprehensive national manpower policy keyed to a commitment to full employment, making the government the employer of last resort.

- Called again for a clearly warranted increase in the minimum wage to \$2 an hour, coverage of all workers and a 35 hour work week.

The convention's strong reaffirmation of support for the Johnson Administration's policies in Viet Nam to halt Communist aggression in Southeast Asia was backed by a series of other resolutions dealing with international affairs:

- On international trade the convention made clear that its support for expanded trade involves increased employment and progress at home and among America's allies and does not extend to the undercutting of U.S. wages and working conditions.

- The delegates made clear

★ ★ ★

their concern over the cutbacks in foreign aid and the need to expand economic assistance to the underdeveloped nations.

- The principal threat to world peace and freedom comes from communism's "imperialistic drive," the convention said. It asked a strengthening of the Atlantic Alliance and assurances that the U.S. has not abandoned Europe because of its commitment in Viet Nam.

- Progress and continuing problems were noted in resolutions dealing with Latin America and Africa. In both areas, a strengthened trade union and co-operative role in developing the economies was urged. In the Middle East, the convention asked direct negotiations between Israel and the Arab nations to bring a lasting peace. It condemned Soviet arms aid to aggressive Egyptian and Syrian governments.

- A resolution on the Intl. Confederation of Trade Unions reaffirmed the AFL-CIO's strong support for continuation of the ICFTU's ban on trade union exchanges with the government-controlled unions of totalitarian countries.

In the area of labor relations and internal federal activities the convention took these actions:

- Cited the gains in AFL-CIO membership as fresh evidence that American workers recognize that trade unionism and collective bargaining provide the surest machinery for economic and social progress.

★ ★ ★

- Pledged full support for the continuing drive to organize farm workers, noting the dramatic and substantial progress and the dedication of the farm workers themselves.

- Called for a presidential executive order to establish the policy that wilful and repeated violators of the National Labor Relations Act shall not be given federal contracts.

- Urged basic changes in the NLRA to make a reality out of the right of workers to organize and bargain collectively, including repeal of Section 14(b) which allows "right-to-work" laws, ending of interminable delays in handling unfair labor practice cases and correction of the procedure governing the issuance of mandatory court orders.

- Reaffirmed labor's strong, overriding opposition to compulsory arbitration.

- Backed the eventual creation of a labor college starting as a training institute for union officers and staff. A feasibility study is currently under way.

- Pledged labor's continued support to its broad-ranging community services program and called for stepped-up participation of union and union members in the voluntary health and welfare field.

- Reaffirmed the long-standing policy that all applications for affiliation or reaffiliation with the AFL-CIO should be given consideration by the council in light of federation policies and standards.

Hatchery

continued from page 7

trouble-plagued project — there were unanticipated earth slides — cost approximately \$7 million.

The Bidwell Bar Bridge, previously dedicated, was built by Bethlehem Steel Corp., San Francisco, at a cost of \$4.8 million.

The Enterprise Bridge represented an investment of \$2.7 million, and was constructed by Rothschild, Raffin, Weirick and Pionbo Construction, and O. K. Mittry and Sons of Gardena, Los Angeles County, was the contractor for the Feather Falls Road. It cost \$2.5 million for eight miles of construction.

In addition to the above a 13 mile stretch of four-lane Interstate Hwy. 5 freeway south of Williams was opened recently. The freeway section extends from 5½ miles south of Arbuckle to Husted Road near Williams. It was constructed over a period of 18 months at a cost of \$6.2 million.

FIRMS PURCHASE OROVILLE POWER

Three electric utilities have signed a 50 year contract with the state to purchase power from the Oroville-Thermalito complex for at least \$16.15 million a year. The companies will begin paying for the power when the two state Water Project powerplants go into full operation in April 1969.

The contract should provide the state with \$250 million in capital outlay funds for the water project, \$40 million more than previously expected. Agreement on the price was reached in late August. The energy to be generated at the Oroville complex will be more than the combined total used by the cities of Oakland and Berkeley.

Spanish

continued from page 4

a 3.2 million dollar classroom building at Weber State College in Ogden, and a 3 million dollar physical education complex at Utah State University in Logan.

The beginning construction on two projects of the Bonneville Unit on the Central Utah Project has been prevented by the usual bad winter weather. Work on the Water Hollow Tunnel and the Current Creek access road will not be able to get started until spring because of the heavy snow and the freezing temperatures.

Boyles Brothers Drilling Company and Gibbons and Reed Construction Company have been awarded a \$5,594,828 joint-venture contract for the Water Hollow Tunnel. The four-mile long tunnel will join together eight tributaries of the Duchesne River. Strong Construction Company have the \$359,523 contract to build the Current Creek Access Road.

FHA Appoints New Director For Sacramento

SACRAMENTO—Roland F. Sherman, 20-year career employee of the Federal Housing Administration, yesterday took over new duties as director of FHA's Sacramento insuring office.

Prior to his appointment, announced by FHA Commissioner P. N. Brownstein, Sherman was deputy director of the FHA Los Angeles insuring office.

OPERATING ENGINEERS LOCAL UNION NO. 3

SAMPLE BALLOT

Election of Delegates and Alternates to the 28th International Convention of the International Union of Operating Engineers, April 1, 1968, in Bal Harbour, Florida.

55 delegates are to be elected and 10 alternates are to be elected.

Vote by placing an X in the box opposite the names of the candidates of your choice.

Vote for no more than 65. If you vote for more your ballot is void.

- | | | |
|--|--|---|
| <input type="checkbox"/> Jerry Allgood
Business Representative | <input type="checkbox"/> George Farrell
Ex. Board | <input type="checkbox"/> Ernie Nelson
Conductor |
| <input type="checkbox"/> Joseph C. Ames
Executive Board | <input type="checkbox"/> D. L. (Dusty) Flynt
A. Oper. | <input type="checkbox"/> Samuel Leon Nettles
A-Operator |
| <input type="checkbox"/> Lake Austin
District Rep | <input type="checkbox"/> Kenneth M. Green
Business Representative | <input type="checkbox"/> Claude Odom
District Rep. |
| <input type="checkbox"/> Geo. W. Baker
Bus. Rep. | <input type="checkbox"/> A. G. "Al" Hansen
Bus. Rep. | <input type="checkbox"/> Garth A. Patterson
Ex. Bd. Member Dist. 10 |
| <input type="checkbox"/> Buford J. Barks
Elevator Operator | <input type="checkbox"/> John L. Hinote Sr.
A Operator | <input type="checkbox"/> Al P. Perry
Executive Board Representative |
| <input type="checkbox"/> John E. Battenfeld
"A" Operator | <input type="checkbox"/> Lester D. Hodge
A Operator | <input type="checkbox"/> Bill Raney
Local 3 Auditor |
| <input type="checkbox"/> Stan Bergman
"A" Operator | <input type="checkbox"/> A. J. Buck Hope
Financial Sec. | <input type="checkbox"/> Dave Rea
Dist. 8 Rep. |
| <input type="checkbox"/> Tom Bills
Bus. Agent | <input type="checkbox"/> Harold Huston
Auditor | <input type="checkbox"/> Larry Riordan
Operator |
| <input type="checkbox"/> Gail Bishop
District Representative | <input type="checkbox"/> M. W. (Bill) Isbell
Ex. Board Member | <input type="checkbox"/> M. R. Robbins |
| <input type="checkbox"/> Al Boardman
Industrial Accident Commissioner | <input type="checkbox"/> James "Red" Ivy
Credit Union Treasurer | <input type="checkbox"/> Tee Zhee Sanders
A. Operator |
| <input type="checkbox"/> Ken Bowersmith
Grievance Committee | <input type="checkbox"/> Tim C. Jacquez
A Oper. | <input type="checkbox"/> Emil Selzle
Operator |
| <input type="checkbox"/> Joseph E. Britt
A Operator | <input type="checkbox"/> J. B. Jim Jennings
Spec. Rep. | <input type="checkbox"/> Charles Shafran
A Oper. |
| <input type="checkbox"/> B. R. "Renny" Burroughs
Catskiner | <input type="checkbox"/> Guy Jones
Bus. Rep. | <input type="checkbox"/> Robert S. Skidgel
Dist. Rep. of Dist. #9 |
| <input type="checkbox"/> Elmer L. Bushong
A Operator | <input type="checkbox"/> Ira Jones
"A" Operator | <input type="checkbox"/> Guy B. Slack
Executive Board |
| <input type="checkbox"/> Harry Butler
A Operator | <input type="checkbox"/> Don Kinchloe
Treasurer | <input type="checkbox"/> Jack W. Slade
Executive Board Member |
| <input type="checkbox"/> Norris A. Casey
Guard | <input type="checkbox"/> Harold Lewis
Trustee | <input type="checkbox"/> Aaron Smith
Bus. Rep. |
| <input type="checkbox"/> Larry Chapman
Grievance Committee | <input type="checkbox"/> Chas. W. Lloyd
Blade Operator | <input type="checkbox"/> H. L. "Curley" Spence
Retired |
| <input type="checkbox"/> Ray Cooper
District Representative | <input type="checkbox"/> William Lorenzen
A Operator | <input type="checkbox"/> T. J. (Tom) Stapleton
Recording-Corresponding Secretary |
| <input type="checkbox"/> Robert (Bob) Cowger
Blade Oper. | <input type="checkbox"/> Robert A. Long
Business Agent | <input type="checkbox"/> R. F. (Russ) Swanson
District Rep. |
| <input type="checkbox"/> F. L. "Les" Crane
A Operator | <input type="checkbox"/> Dale Marr
Vice President | <input type="checkbox"/> Walter M. Talbot
Auditor |
| <input type="checkbox"/> A. V. "Bud" Dalton
B. A. Oper. Eng. Local #3 | <input type="checkbox"/> Ted N. Mason
Executive Board Member Dist. #2 | <input type="checkbox"/> Chester O. Teegarden
Gradesetter |
| <input type="checkbox"/> John DeBum
Executive Board Dist. 5 | <input type="checkbox"/> George Mack McFadden
Foreman | <input type="checkbox"/> Bob Wagnon
Bus. Rep. |
| <input type="checkbox"/> John DeVine
Catskiner | <input type="checkbox"/> Jim Meehan
Leg. Rep. Oper. Eng. | <input type="checkbox"/> F. O. "Fran" Walker
Trustee |
| <input type="checkbox"/> Don C. Dillon
Executive Bd. Member | <input type="checkbox"/> Art W. Meyer
Retired | <input type="checkbox"/> W. R. "Bill" Weeks
Business Representative |
| <input type="checkbox"/> Jerry Dowd
Intl. Representative | <input type="checkbox"/> Lonnie Michael
Crane Operator | <input type="checkbox"/> Russell Jack Wheeler
Griev. Comm. |
| <input type="checkbox"/> Chester W. Dryden
Roller Oper. | <input type="checkbox"/> Joseph "Joe" Miller
International Representative | <input type="checkbox"/> Aster Whitaker
District Representative |
| <input type="checkbox"/> Jess E. Dryer
Retired | <input type="checkbox"/> W. V. Minahan
Retired | <input type="checkbox"/> Marvin J. White
Grievance Committeeman |
| <input type="checkbox"/> Tom Eck
"A" Operator | <input type="checkbox"/> I. Jay Neeley
Business Representative | <input type="checkbox"/> William (Bill) Woodyard
E. Board Sacramento |
| <input type="checkbox"/> Daniel R. Ellis
Executive Board Dist. #11 | | |

MARK YOUR BALLOT AND RETURN IT IN THE ENVELOPE MARKED "BALLOT."

NOTE

The sample ballot set out above is subject to correction by the Election Committee by reason of the failure of a nominee to continue to be eligible or to qualify for any reason.



Feather River Hatchery Completed

By HAROLD HUSTON, W. R. WEEKS, DAN CARPENTER and DOUG FARLEY

The much talked about \$3 million Feather River Hatchery has been completed in time for the fall run of salmon and steelhead. C. Norman Peterson Construction Co. has been the prime contractor on this job and has employed several of our highly skilled brothers in reaching this achievement.

Operating a salmon and steelhead hatchery on the Feather River will be a new experience for employees of the state Department of Fish and Game. But the new experience won't be anything new to the hatchery employees. They face the same problem at every new hatchery. They can't take the experience on the American River and apply it to the Feather.

The state has numerous question marks surrounding the operation of the Feather River Fish Hatchery, and they won't be answered until the facility has been in operation for some time. They will be pretty much playing it by ear during the first season. The department, for instance, doesn't know what sort of diseases it will have to combat in the local hatchery.

FOOD A QUESTION

For that matter, it isn't even known whether the standard food given fish in other state hatcheries will be palatable to the salmon and steelhead who will call the Oroville hatchery home. Perhaps the biggest question mark surrounds handling of the spring run of king salmon.

Before the upper river was blocked to the salmon by the fish barrier dam, some fish began their march to spawning grounds in the spring. They made their way far into the mountains—where frigid stream water abounds year-round—and there waited until fall to spawn their eggs.

With construction of Oroville Dam underway, fish and game personnel took the salmon and steelhead from the river at the barrier dam and transported them to a point upstream from the giant earthfill embankment where they were put back in the river to resume their journey to the high country. The program is no longer practicable, however. A year from this fall, when some of the salmon who would go upstream this spring would begin their journey back to the ocean, power plants along the river will be beginning to go into operation and the return route for the fish will be blocked.

State officials are concerned whether they will be able to successfully hold the spring run at the hatchery until the fall spawning period. The program has not met with much success at other hatcheries, largely because the water going through the hatcheries in the summer months is too warm for the fish. State officials explain that the maximum water temperature that will sustain salmon is 58 degrees. They point out that the present temperature of the Feather River is 70 degrees.

SUSCEPTIBLE TO DISEASE

When water temperatures go above 58 degrees, they say, the salmon are highly susceptible to scale fungi and infections and do not fare well at all in the higher temperatures. There are hopes, however, that once the Feather



HATCHERY PANORAMA—Construction of the \$3 million Feather River Hatchery was completed in time for the fall run of salmon and steelhead. Building in foreground is the hatchery's administration and warehouse facility. Beyond the structure are the four circular "holding tanks" where the fish will be held after sorting until they are ready for natural or artificial spawning. Beyond the tanks is the fish handling building, where the salmon will be sorted, some stripped of their eggs for artificial incubation, others marked

for natural spawning in a rock-filled channel at left in the background. At right is the fountain-like aeration chamber where water pumped from the Thermalito Diversion Dam will be treated to increase oxygen content and break down harmful gasses formed while in the pipe line. The fish ladder, leading from the fish barrier dam to the hatchery, is at left, center of the photograph. Viewing windows will be installed in the ladder.

River Project is in operation, the hatchery will be the first to successfully hold the spring run. They have asked for releases at 55 degrees from Oroville Dam. If they get this they should be able to handle these fish. The state officials also are hopeful that the hatchery will actually enhance the salmon and steelhead fishery to the river.

FISHERIES ENHANCED

Since the dam project began, the count of the annual salmon and steelhead runs in the river has been on the decline, but it is pointed out that hatcheries on other rivers have enhanced the fisheries there, and there is no reason not to expect the same thing will happen here.

The major reason for this is that the local hatchery with the capacity to handle 18 million eggs annually, will be able to hatch the eggs under controlled conditions and then rear the fish in an environment free from depredation. Most of the fish will be released into the river as fingerlings—one month after they are hatched—but another 250,000 will remain in the rearing ponds for a year, when they will be released to return to the ocean.

AREA DAM FUNDS SOUGHT

A request for \$1 million for the Marysville Dam Project and \$4 million for New Bullards Bar project for the next fiscal year has been made to the Bureau of the Budget by Congressman Robert L. Leggett. He made the requests in meetings with Bureau of the Budget officials on the federal 1968-69 budget. They were part of requests from Leggett totaling \$41.4 million for his Fourth Congressional District. The district includes both Yuba and Sutter Counties.

FEDERAL FUNDS

The \$4 million request for New Bullards Bar represents part of the federal flood control contribution to the project, paid each year on



HOLDING TANK—Salmon and steelhead will stay in four holding tanks similar to this one until they are ready to spawn. When ready, the fish will swim through gated channel at far side of tank

back into the handling building for further spawning. Curved pipes on the water's surface are electrically controlled revolving gates used to force the fish to swim into the channel.

the basis of work accomplished during the previous year.

Congress this year appropriated \$100,000 for preliminary engineering studies by the U.S. Army Corps of Engineers on the Marysville Dam project which would enable engineering studies to continue.

The New Bullards Bar project on the Yuba River downstream from the existing Bullards Bar Dam, is scheduled for completion in 1970. The tentative site of the Marysville Dam is near the Daguerre Point Dam downstream from Browns Valley on the Yuba.

YUBA HIGHWAY RELOCATION

A public hearing on the proposed relocation of Hwy. 65 between South Beale Road and Hwy. 70, south of Olivehurst, is set for Jan. 11 at 10:00 a.m. The Yuba County Board of Supervisors

authorized use of the supervisors chambers in the courthouse for the hearing when State Division of Highways officials appeared at the last board meeting.

The hearing is scheduled to inform all interested parties of the proposed work and to offer an opportunity for governmental agencies, civic organizations and individuals to express their view on the project. The proposed project consists of relocating Hwy. 65 to full freeway status on a new alignment approximately one-quarter mile west of and parallel to the existing highway between South Beale Road and McGowan Road before converging on the four-lane section now under construction in the vicinity of Hwy. 70, south of Olivehurst.

Initial construction will be on the basis of four lanes. As presently proposed, the 4.4 mile relocation is estimated to cost \$4.5

million, including construction and right of way.

BRIDGES DEDICATED DESPITE DOWNPOUR

Despite a heavy downpour, 27 car loads of country, state and Oroville Area officials toured the new Feather Falls and Oroville-Quincy roads and officially dedicated them. The roads, which feature the spectacular Enterprise and Middle Fork and Canyon Creek Bridges, were constructed by the state as part of construction of Oroville Dam. The new Feather Falls artery cuts about 15 minutes of driving time to or from Oroville, and the Oroville-Quincy Road greatly improves access to Lake Madrone and Berry Creek.

The Piombo Construction Co. of San Carlos was the contractor for the eight miles of mountainous Oroville-Quincy Road. The

see HATCHERY page 6

IMPORTANT NOTICE

IUOE Convention Rules Adopted

Recording - Corresponding Secretary T. J. "Tom" Stapleton asks all members to check the revised meeting list very carefully as there have been a number of changes that will have an effect on the upcoming nomination and election of delegates and alternates to the International Union of Operating Engineers International Convention.

The union official urged all members to read the regulations carefully and all participants to be sure that the necessary forms and time schedules embodied in the rules and regulations are met.

MEETINGS
SCHEDULE

All Meetings at 8 P.M. except
Honolulu, 6 P.M.

1968—Schedule of Meetings Dates

SEMI-ANNUAL MEETINGS

San Francisco—Saturday, Jan. 13
San Francisco—Saturday, July 13

DISTRICT MEETINGS

JANUARY 1968
Honolulu—Wednesday, Jan. 17

FEBRUARY
Sacramento—Thursday, Feb. 1
Stockton—Tuesday, Feb. 6
Oakland—Thursday, Feb. 8
San Jose—Wednesday, Feb. 7

MARCH
Fresno—Tuesday, March 5
Ukiah—Thursday, March 7
Salt Lake City—Friday, March 8
Reno—Saturday, March 9

APRIL
Eureka—Tuesday, April 16
Redding—Wednesday, April 17
Marysville—Thursday, April 18
San Francisco—Wed., April 24
Honolulu—Wednesday, April 24

MAY
Watsonville—Thursday, May 2
Sacramento—Tuesday, May 7
Oakland—Thursday, May 9
Stockton—Tuesday, May 14

JUNE
Fresno—Tuesday, June 4
Santa Rosa—Thursday, June 6
Provo—Friday, June 7
Reno—Saturday, June 8

JULY
San Francisco—Wed., July 10
Eureka—Tuesday, July 16
Redding—Wednesday, July 17
Oroville—Thursday, July 18
Honolulu—Wednesday, July 24

ANNOUNCEMENT

There will be a Grievance Committee election at the first Regular District Meeting in January pursuant to the following excerpt from the By-Laws; Article X, Section 1—District Grievance Committee:

(a) There shall be a Grievance Committee in each District. It shall consist of five (5) Members—one (1) District Executive Board Member, one (1) District Representative, and three (3) Delegates, who shall be registered voters in the District, elected by the Members.

(b) The District Executive Board Member shall be chairman. The District Representative shall be secretary. He shall keep a detailed account of the activities of the Committee and furnish the Business Manager and Recording-Corresponding Secretary a copy of the minutes of all meetings within three (3) days following the meeting. All Members of the Committee shall be given a copy of the minutes.

T. J. "Tom" Stapleton, Recording-Corresponding Secretary of the Operating Engineers Local Union No. 3, has announced that the Election Committee to serve in the election of Local 3 Delegates and Alternates to the 28th Convention of the International Union of Operating Engineers met on January 8, 1968.

The Committee, elected at the 4th quarter membership meetings, consists of:

Gil Hager, Chairman . . . Dist. 1	Jack M. Curtis Dist. 6
Tom Eaton, Secretary Dist. 8	G. D. McDonald Dist. 7
Victor Lohr Dist. 2	Peter Maneha Dist. 9
Aaron Becker Dist. 3	Howard Seacord Dist. 10
Roy O. Stevens Dist. 4	Frank Formengo Dist. 11
Tom Adams Dist. 5	Kay Leishman Dist. 12

At its January 8th meeting the Committee approved the list of 55 Candidates as set forth on the Sample Ballot shown on page 9.

The Official Ballots shall be mailed on February 18, 1968, and must be returned to the post office box on or before February 28, 1968, at 10:00 a.m., Local San Francisco time, at which time the post office box shall be opened for the first and last time under the supervision of the Election Committee and Price Waterhouse & Co., the nationally known firm of Certified Public Accountants.

As the nominations are now closed and the listed Candidates have been found to be eligible by the Committee, the following excerpts from the I.U.O.E. Convention Rules adopted by the Election Committee are set forth:

ELIGIBILITY TO BE A CANDIDATE—SECTION 5

Any members of the Parent Local Union and/or Sub-divisions B, C, D, and E who on the day he is nominated has been continuously in good standing for one (1) year and continuously a member for not less than five (5) years, all next preceding the first day of the dues period in which the election is held, shall be eligible to be nominated to be a candidate for Delegate or Alternate to the 28th Convention of the International Union of Operating Engineers from Operating Engineers Local Union No. 3.

The first day of the dues period in which the election is held is:

(a) For quarterly dues is January 1, 1968, and

(b) For monthly dues is February 1, 1968.

No member whose dues have been withheld by his employer for payment to this Local Union pursuant to his voluntary authorization, provided for in Collective Bargaining Agreements, shall be declared ineligible to nominate by reason of any alleged delay or default in payment of dues by his employer to the Local Union.

NOTE: However, such eligibility may be lost by failing to file as required by Section 6 hereof, or by not attending his regularly scheduled District Meeting and Semi-Annual Meeting held after nomination and before election unless excused from attending for good cause such as physical incapacity, death in family, but not including work assignment.

NOTE: No member nominated and otherwise eligible shall be a candidate until he has filed his Acceptance of Nomination and Affidavit. The names of all candidates shall be read at all Meetings after the nomination and before election. No member nominated will have his name read at meetings until he has filed his Acceptance of Nomination and Affidavit.

SECTION 6.—All members nominated, otherwise eligible, in order to continue to be eligible shall file with the Recording-Corresponding Secretary of the Local Union an "Acceptance of Nomination" and a Non-Communist and Section 504 Labor Management Reporting and Disclosure Act of 1959 Affidavit approved by the Election Committee within ten (10) days after having been notified of his nomination in writing by the Recording-Corresponding Secretary. Such filing shall be made at the office of the Recording-Corresponding Secretary, 474 Valencia Street, San Francisco, California 94103. Copies of such Acceptance and Affidavits will be available at all meetings at which nominations are made and in the office of the Recording-Corresponding Secretary of this Local Union and will be mailed to all members nominated.

SECTION 7.—All members nominated, otherwise eligible, shall continue to be eligible provided that thereafter each nominee attends all regularly scheduled membership meetings in his District and the Semi-Annual Meeting in San Francisco on January 13, 1968, subject, however, to a reasonable excuse based upon good cause such as physical incapacity, death in family, but not including work assignments.

Those Excused by the Committee by Reason of the Extended Territorial Jurisdiction of This Local Union

NOTE: All members nominated who are more than one hundred (100) miles from San Francisco on January 12, 1968 and January 13, 1968 are excused for good cause from attending the Semi-Annual Meeting on January 13, 1968 in San Francisco, California, as are all who are more than one hundred (100) miles from their Regular District Meetings the day before and the day

of the meeting between January 2, 1968 and February 9, 1968, to-wit:

DISTRICT MEMBERSHIP MEETINGS				
District No.	1	San Francisco	January	3 Wednesday
	4	Eureka		3 Wednesday
	7	Redding		4 Thursday
	6	Oroville		5 Friday
Sub-District No.	1-D	Honolulu		17 Wednesday
District No.	8	Sacramento	February	1 Thursday
	3	Stockton		6 Tuesday
	9	San Jose		7 Wednesday
	2	Oakland		8 Thursday
Semi-Annual Meeting—San Francisco January 13 Saturday				

A member nominated who claims to be excused for this reason shall notify the Recording-Corresponding Secretary in writing, by letter or telegram, not later than 5 P.M. Local San Francisco Time, February 13, 1968.

TIME OF ELECTION—SECTION 8

Ballots shall be mailed on February 18, 1968, and must be returned to the Post Office Box on or before February 28th, 1968, at 10 o'clock A.M. Local San Francisco Time, at which time the Post Office Box shall be opened for the first and last time.

ELIGIBILITY TO VOTE—SECTION 9

All members not suspended for non-payment of dues as of February 18th, 1968, 5 P.M. Local San Francisco Time, of the parent Local Union, Junior and Assistant Engineers Sub-division and Registered Apprentice Engineers Sub-divisions and Branch Sub-divisions of Operating Engineers Local Union No. 3 shall be eligible to vote.

No member whose dues have been withheld by his employer for payment to this Local Union pursuant to his voluntary authorization, provided for in Collective Bargaining Agreements, shall be declared ineligible to nominate by reason of any alleged delay or default in payment of dues by his employer to the Local Union.

WHO SHALL BE DECLARED ELECTED AND ATTEND THE CONVENTION—SECTION 10

The number of candidates 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 Sixty-Five (65).

In the event that two (2) 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.

The candidates, numbers One (1) through Fifty-Five (55) shall be declared elected as Delegates. The balance of the list, Fifty-Six (56) through Sixty-Five (65), shall be declared elected as Alternates.

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

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.

PUBLICATION—SECTION 11

The Recording-Corresponding Secretary, upon request of any bona fide candidate shall distribute such candidate's campaign literature, by mail or otherwise; provided the candidate making such request does so in writing, advising the Recording-Corresponding Secretary of the type of mailing, or other form of distribution desired, pays all costs involved, and delivers the literature, if it is to be mailed, to the Recording-Corresponding Secretary in a sealed and stamped envelope, with two (2) copies of the literature, the contents of the sealed and stamped envelope and two (2) of the envelopes in which the literature was enclosed.

Rules Continued

Two (2) copies of the literature are to be delivered to the Recording-Corresponding Secretary if it is to be distributed other than by mail.

No such requests shall be honored if made on or after 5:00 P.M., Local Time, the 13th day of February next preceding the mailing of the ballots.

OBSERVERS—SECTION 12

Each candidate shall have the right to have an observer at the polls and at the counting of the ballots; that is, each candidate shall have the right to have an observer to check the eligibility list of voters, check the ballots, see that the ballots are mailed, be present at the opening of the post office box and the counting of the ballots. The observer may challenge the eligibility of any voter, and the ballots of all voters who may have been challenged shall be set aside, pending determination as to their validity. If the challenged ballots are sufficient in number to affect the results of the election, all challenges shall be investigated by the Election Committee to determine their validity, as promptly as possible.

CONDUCT OF MEMBERS—SECTION 13

(a) Every member shall have the right to express his views and opinion with respect to the candidates; provided, however, that no member shall libel or slander the Local Union, its Members, its Officers, District Members, or any Candidate, and all members shall avoid all personalities and indecorous language in any expression of views and opinions with respect to candidates.

(b) Any member found guilty of violating paragraph (a) above shall be subject to discipline in accordance with the applicable procedures of the Constitution and By-Laws, and if such member should be a candidate he shall, if found guilty, suffer the loss of the office for which he is a candidate, if elected thereto.

SAMPLE BALLOT—SECTION 14

A Sample Ballot shall be published in the ENGINEERS NEWS January 1968 edition, subject to correction by the Committee by reason of the failure of a Nominee to be eligible or to qualify for any reason.

CONDUCT OF ELECTION—SECTION 15

The election will be conducted by mail, by secret ballot, under the supervision of the Election Committee.

MAILING AND COUNTING OF BALLOTS—SECTION 16

As in the past, Price Waterhouse & Co. a nationally known firm of Certified Public Accountants will mail a ballot to each member and count the returned ballots under the supervision of the Election Committee.



LET YOUR CREDIT UNION SAVE YOU MONEY

80% CREDIT UNION FINANCING IS AVAILABLE ON ALL NEW VEHICLES

Substantial Discounts are available on NEW 1968 Model Automobiles and Pickups purchased through your Credit Union!!!!

Example: Ford—Custom 500 Ranch Wagon
Equipped with: 302 C.I.D. V-8
Automatic Transmission
Power Steering
White Wall Tires
Radio (Heater, standard equip.)
Tinted Glass

Manufacturers Suggested retail price.....\$3,758
Price when purchased through the Credit Union..... 3,099

SAVINGS TO YOU.....\$ 659
Plus Sales Tax saved on Discount (5% of \$659)..... 33

Net Savings\$ 692

Additional optional equipment is available for these vehicles AT DEALER'S COST!!!!

OTHER MAKES AND MODELS ARE AVAILABLE AT COMPARABLE PRICES.

For more information, contact the loan officer in the Local 3 office in your district or the Credit Union office.

Fresno's Future Bright

continued from page 3
the payroll at this time. This should be the best winter job in our District #5 area.

The month of December has hit Fresno like a tiger. This old town has been hit with just about every kind of weather imaginable. One night it snowed in the city, it didn't last long but it sure cooled things off. Then for awhile we had wind right off an iceberg. At least it felt that way. A few days later we had a hailstorm. It has sure raised Cain with the jobs in the area.

Crooks Bros. at Bootjack Rd., Mariposa, were ready to start their paving on one end of the job but had to postpone it on account of the snow. They sure had a nice base ready too.

Dravo at Exchequer Dam have finished and moved their equipment to Merced to repair and recondition. They had quite a time cleaning out the river channel but did a bang-up job of it anyway.

Dravo's job at Pacheco Tunnel is down to a skeleton crew at present. They have some repair work to do and some drilling for the grout crew. Continental is doing the grouting on this job and should be through near the end of January. When they finish their grouting, Dravo will start their cleanup of the area.

They are planning on calling some of the boys back for this operation. They are through with the concrete batch plant and are starting to dismantle it at the present time, so it looks as if the middle of February will see this project finished.

Granite has finished their Hiway 152 stretch of freeway from the north edge of Los Banos to connect with the existing freeway. It is open to traffic with just the "tie in's" to make on each end but it has been too cold to pave so it looks like they will have to wait for a few warm days.

Gordon Ball Company are pouring concrete on Wunschel Brewer and Small Freeway job on 152 Hiway from the junction of 99 Hiway to the "tie in" with existing freeway. The cold weather has stopped them temporarily but they have been making good progress so they should be able to finish the concrete, if they get any kind of a break from the weather. The cold snap has of course prevented any paving so the paving jobs that weren't completed are going to have to wait on warmer weather. Most of these are done with just a few patching jobs left to finish in Fresno, also the pipeline jobs in the city are mostly completed and the unfinished ones are stalled due to wet weather.

The Rock, Sand and Gravel plants are still fairly busy, that is, some of them are. P.C.A. at Friant manages to keep busy and Standard Materials in Merced are still going strong. Standard Materials Aggregate Plant at Los Banos is not doing much at present but they have been real busy all summer.

We hope Santa Claus brings Local 3 members and all Operating Engineers everywhere the biggest and best work year in 1968 that the construction industry has ever known.

A Happy New Year to One and All!

Dredging



By AL HANSEN

Associated Dredging: Dredge "Orton" still at Corte Madera Creek tearing down all the shanties, loading them on a barge and hauling them away. They will be there for a while yet. Dredge "Solano" not doing very much—neither are the "Delta #1" nor the "Pacific #5." Their suction dredge, "Truckee," is tied up at the present time.

United Sand & Gravel: Still hauling sand for Trans-Bay Constructors in S.F. Bay—should be on this job for some time to come.

Olympian Dredging Company: Dredge "Monarch" is up the river—she has been in operation off and on and they are still trying to work out some of the problems they are having with her. She is a new dredge, so they probably will run into minor things to correct before she is fully operated.

The Dredge "Neptune" working one shift at San Leandro Harbor—and will be there for a while. The "Golden Gate" is tied up at the yard at Rio Vista. The Dredge "Holland" is also at the yard at Rio Vista and they are changing booms on her to get her ready to go to work at this side of the Antioch Bridge. They have a trench to dig all the way across for Humble Oil—at new refinery located at Benicia.

S.F. Port Authority Dredge still going strong around S.F. Harbor.

Charles Hover Dredging not doing too much at the present time, but is looking forward to more work this coming year.

Hydraulic Dredging Company is not doing anything at the present time, but should be starting up in the near future. They have 70,000 yards to pump at Foster City, as far as we know at this writing. Hope to have a little more news in our next issue.

The Dredges "Papoose" and "Rogue" are tied up at the yard with a lot of their other equipment.

Western Pacific Dredging—Dredge "Pohlemus" will be in Corte Madera Creek for a while to come. They have a little over 800,000 yards to pump on this job. They are running three shifts—around the clock. So far, the job is running real smooth, per schedule.

The Dredge "Riedel" is now tied up at Laurentzen's Yard up the river. They finished their job at Noyo and she's in the yard for repairs.

Utah Dredging Company have finally got all their equipment, etc., moved out of So. S.F. and are now settled down in their new yard at Stockton. They have the Dredge "San Mateo" in their new yard, doing a little repair work on it. The Dredge "Franciscan" is still going strong at Bay Farm Island with no change in their set-up at the present time. This should last another year or so.

Shellmaker Company Dredge "Vanguard" still going up at Elk Horn Ferry job—should be finished by the end of January or middle of February. Dredge "Explorer" in Los Angeles at Redondo Beach job—have over 1 million yards to pump—should be there for a little while on this one. Dredge "Gypsy" finished up job at San Mateo and has moved into Strawberry. Will be there about two or three weeks.

Trans-Bay Constructors Dredge "Thelma" still working in S.F. Bay one shift.

They are also still using the "Tuney" for the Sandpiper to pull alongside and tie up and pump off sand for the tubes, backfilling.

Dutra Dredging "Liberty" is still at Sunnyvale with two shifts going—also the "Alameda" is at Sunnyvale with two shifts going. The "Sacramento" is at Belmont with two shifts going, and the "California" will be moving into Frank's Tract late this week or the first of next week also—two shifts also.

Leslie Salt Company—Dredge "Mallard" still taking care of the company's levees all around the bay area—at the present time they are down at Alviso.

Ideal Cement still going strong pumping shell for their plant at Redwood City. They have been running behind and from this writing it doesn't look like they will be caught up—they are also running two shifts.

In closing my column for this month I wish to take the time out to thank those Brothers who sent me all those good wishes for Christmas and the year of 1968—it certainly is appreciated!

DREDGING

Brother Sid Lee, Levee Foreman for Shellmaker, is now out of the hospital and at home recuperating very nicely. Wishes to thank all his fellow workers who sent him cards while he was ill—and also passed the word that any of the Brothers who are in the Sacramento area and have the time to pay him a visit will be very welcome. His address is: 900 Todhunter Avenue, Bryte, Calif.

Best wishes for a fast recovery to Brother Al "Duke" Harms who is entering Novato General Hospital on January 3rd.

Brother Jonas Lindstrom and his wife have a small cafe they operate located at 2604 Petaluma Blvd. No. in Petaluma—called "One Mile Inn." Brother Jonas was a dredgerman before becoming a "restaurateur"—any of you Brothers who would like to get some good home-cooked food should look him up! The cafe is located just north of town.

Hear that Brother Pat Furnish and his missus are expecting—we wish them both the best of everything in their coming event!

Brother Leo Blow, Job Steward for Shellmaker Dredging, is still off sick. Hurry and get well!

New Reservoir Bid Out At 4.4 Million



TWO RESERVOIRS in the Oakland Area are nearing completion. Top photo shows the Piedmont Reservoir nearly 75% complete. Bottom photo shows

the Dunsmuir Reservoir nearing the halfway mark. Elmer J. Freethy has both jobs and a number of brothers are at work on the projects.



By NORRIS CASEY, GUY JONES, TOM CARTER, ALEX CELLINI, JERRY ALLGOOD, and ROBERT MAYFIELD

The Gordon H. Ball Enterprises has submitted a low bid of 4.4 million to construct the Clifton Court Forebay project at Byron. Nine other firms submitted bids, according to the State Department of Water Resources.

The forebay, a reservoir in Eastern Contra Costa County about eleven miles northwest of Tracy, will connect the Delta sloughs to the intake channel for the Delta pumping plant and is scheduled for completion in December 1969.

Capacity of the reservoir will be 29,000 acre feet of water, for which 5.5 million cubic yards of earth will be excavated. Work should be underway in the near future.

The Arntz Construction Company of San Francisco has submitted a low bid of 2.5 million to construct the maintenance facilities for B.A.R.T. at Hayward.

This is a critical contract for B.A.R.T. because it includes construction of a large building to house the major repair and maintenance facilities for the entire 75 mile system. B.A.R.T.'s sophisticated transit cars and train control equipment will be repaved and maintained at the huge complex to be located along the Western Pacific tracks between Whipple Rd. and Industrial Parkway.

Gregory Industries of Loraine, Ohio, was the apparent low bidder at 2.3 million to supply 350,000 rail fasteners for the entire 75 mile system.

Ben C. Gerwick Co. of San Francisco was the apparent low bidder for concrete cross-ties, to be used where tracks are on the ground.

Scheduled to carry passengers in the spring of 1970, it is to be the Bay Area Rapid Transit District's first line, and the nucleus of the 75 mile system due to be completed in 1972.

A job conference and Agreement were signed with Conrad Engrng. in Richmond. This company has developed a new process which will enable them to produce precast concrete partment units in their shop. These units will then be hauled to the job site and erected around a center elevator structure.

The first building will be set up at 12th and Barrett Ave. in Richmond. The site is being prepared at this time. This building will be six stories and will contain twenty-four (24) three bedroom apartments. When full production is reached they plan to build such a building in thirty (30) days or less.

After the first rains the Bank work in Berkeley and San Pablo is moving right along.

Fruin & Colnow has a full crew working on cleaning and preparing for Paving on their section along Shattuck Ave.

Haas & Haynie Constr. has completed pouring the floor and most of the wall sections on the Shattuck Ave. station.

American Bridge Co. is setting the overhead roof beams on the job.

Arthur McKee Co. has started their five million dollar Chemical Plant addition at Standard Oil Refinery in Richmond. All the piling is in and the biggest part of the foundation work has been

poured. This job is expected to take a year to fifteen (15) months to finish.

Wright and Oretsky Co. was low bidder and was awarded the contract to build a new building for Hastings Law School at the University of California, the bid was \$2,253,000.00 and the work will start soon after the first of the year.

Heavy rains these past few weeks have slowed down most of the big jobs in this area to a near standstill. Peter Kiewit has gotten well underway with their big B.A.R.T. & Freeway job at Lafayette and many of the brothers were hoping to make it till Christmas before rain forced shut down, but as of this writing they are down. However, after talking to Supervision there, they will work as weather permits all winter. One other job of interest coming up Jan. 23rd links this job to existing Bart Tracks.

Gordan H. Ball's job is very similar to this one just mentioned and will work as weather permits and most of next year.

One happy note to the brothers who are lucky enough to be working on shut down work in both the Shell & Phillips refinery's is the fact that these are over-time jobs and are not affected by the rain. These jobs will last until they are finished about mid January. The Winton Jones Company seems to keep a steady crew working all of the time on Crane rentals plus about six (6) operators on a two shift basis at the coke dump at the Phillips Oil Refinery. Also, Gallagher & Burke F. Martin Bros., weather permitting, keep many brothers on their various jobs in this area.

We regret to say that one of our good brothers Sarge Maltby was quite seriously burned and is recuperating at present in the Concord Hospital and we certainly wish a speedy recovery to him.

County supervisors are talking seriously about building two earth filled dams near Clayton in the near future and if so, would provide quite a sum of work.

Due to the bad weather conditions the Rock, Sand and Gravel industry has almost come to a halt. Most of the stockpiles are low so there will be some work. But there will have to be some sunshine and wind, then the brothers will be returning to work.

The Scrap Iron Industry in the area has been somewhat slower, most of the yards are now on a one shift operation.

Equipment dealers are moving along but at a very slow pace. In fact, some of the shops have had lay-offs and others are only working four days a week, trying to keep as many of the brothers working as possible. With some clear weather and projects starting up again things might get a little better.

Work in the Oakland Area, like all areas, is tapering off for the winter. Although there is much work to be done, most of the Contractors do not plan to fight the weather. Most all the other seats are full, there is very little turn over in men when this situation hits. We are getting calls from the brothers from all over the jurisdiction. There just isn't that much work here. Gordan Ball Co., just recently awarded the Dirt job near Byron, informs us that this job will not get started until after the winter is over.

Rains Slow Road Building Fairgrounds Picture Bright

By DAVE REA, ART GAROFALO, AL DALTON and HERMAN EPPLER

The dirt jobs around Sacramento have felt the effect of the rain, most of which are down now. The buildings under construction have not slowed up though. Continental-Heller has the Exposition Buildings at the new Fairgrounds. These are tilt-up types and they have started to put on the roofs now.

Halverson & McLaughlin have completed the horse stables and have completed the steel erection on the grandstand for the race-track.

Granite's paving crew is working full swing trying to finish the roads on this project between the rains.

The Florin Shopping Center is near completion. Weinstock's is open for business and Penney's

and Sears will be opened after the first of the year.

Drewes Mfg. is supplying the drill steel for some of the Bullards Bar project, and the Brothers there are still busy.

POLLOCK PINES

Walsh Const. Co. began their Loon Lake project Sept. 19, 1966. The major portion of the job consists of underground excavation, there being 21,500 feet of tunnel. As of December 11, 1967, all of this has been driven except 1900 feet. There are two vertical shafts and one incline shaft; also, an underground powerhouse consisting of approximately 40,000 yards of excavating. G. W. Herd is project manager; Jack Johnson is tunnel superintendent; Joe Stein, shaft superintendent; tunnel walkers, C. A. "Baldy" Dye, D. C. "Bud" Coy, J. D. Herd; walkers at the shaft are N. J. Wilson, P. M. Ski-

bol, C. R. Pool. This project has 43 Operating Engineers in the winter months. This number will vary, as snow removal is part of the contract.

It was announced that a four-way cooperative agreement has been completed for the paving of the road to Loon Lake with work scheduled for next Spring. The agreement calls for El Dorado County, Michigan California Lumber Co., Sacramento Municipal Utilities District and the U. S. Forest Service to pay proportionate shares of the estimated \$350,000 road project.

The paving will be for the six miles into Loon Lake from the Soda Springs Riverton road. Eventually U.S. 50 will connect with U.S. 80. Also two state highway sections in El Dorado County, total length on both is 12.9 miles and cost is estimated at \$140,700. This will also be let early in Spring.

Eureka Poses Unique Planning Problem

By RAY COOPER and
LEONARD YORK

The growth of Eureka has depended for years on the Lumber Industry as the prime motive and, as such, geared its economy and size accordingly but today with the two large paper mills, one just recently completed, and a number of smaller businesses, Eureka is experiencing growing pains.

In the photo at right it becomes readily apparent that space is at a premium. The hills and mountains come practically to the water's edge, leaving only a small border and an occasional valley that would leave adequate space for homes, let alone industry to settle. Therefore the prominent role the Planning Commission must play increases directly in proportion to the needs.

Another very important factor that becomes apparent to the viewer is the access to Eureka from other cities.

The rugged terrain one must traverse to reach the Eureka area becomes a very determining decision in industries desire to locate. The matter of receiving materials and shipping the finished product reduces the profit for the entrepreneur. So accessibility is a key factor that has in the past played a major role in maintaining a "status quo."

To a person familiar with harbors and its ramifications, it would also be apparent that Eureka has a splendid natural harbor but due to the surrounding terrain, water shed becomes a dredging problem with silt being washed down from the hills and mountains and due to the rough tidal action, currents and rip-tides and closure by sand from the ocean side. Therefore upkeep of the harbor is reflected quite naturally in cost for the use of it.

Upon viewing the photo a person might assume with all the snow in the higher elevations and the heavy forestation that water is very plentiful to industry, but contrary to what seems apparent just the opposite is true. Due to the absences of dams, water is at a premium in and around Eureka. This particular problem appears to be in the process of being solved with the proposed construction of the Butler Valley Dam.

If and when construction actually does start Eureka will experience not only a growth in population but also federal aid to schools will be increased which will stimulate the new construction of more schools to further enlarge the Eureka area. The growth of new industry due to a cheap and abundant water supply will be immeasurably felt throughout Eureka and the flood control will reduce the expense of harbor and stream maintenance. So the shortage of water and its uncontrolled rampage to sea has historically been a deterrent to the growth of Eureka.

Recreation, as you could imagine; after looking at the photo, is quite diversified in and around Eureka. Fishing, salt water and fresh water, for the annual run of Salmon and Steelheads along with clams and oysters draws tourists back year after year. Small businesses such as motels, restaurants, markets and curio shops certainly feel the influence of developing this industry. Skiing has begun to be promoted in the near areas and eventually it will draw its repeat visitors again creating a need to



RUGGED COASTLINE of Eureka shows both the potential and the inaccessibility of the surrounding area that has slowed any great progress towards industrialization. Future of area lies in many

directions and area planners are currently trying to find a solution based on natural facilities and needs.

further the growth in Eureka. The water is normally too cold and the surf too rough for much activity on the beach but there is a noticeable increase in surfing with the use of the now popular wet suit which has been reduced in price so the average teen-ager can afford to buy them.

At the present time Eureka can boast of a very fine airport large enough to handle a 727 Jet and it is located at McKinleyville, only 15 minutes from downtown. Murray Field located closer provides a small airport to accommodate the small and corporate air craft and if that facility is closed-in by occasional fog the air traffic is routed to Kneeland air-strip only 25 minutes from downtown.

The Planning Commission is at the present time considering four freeway routes into the Eureka area. For simplicity and easy identification they are using colors to identify the various routes. The blue line (water front route) would be on an elevated fill paralleling Broadway and on elevated viaduct along the downtown harbor front. The red-line (water front downtown combination) would be on the same elevated fill alignment as the blue line paralleling Broadway, then would swing to a depressed, below ground freeway curving behind the Eureka Inn. The orange line (residential route) would be depressed, elevated fill and then depressed again as it curved from

southwest to northeast Eureka and the green line (city bypass) would include a combination of hillside, gulch and elevated viaduct features as it circled past the city.

So with whichever route is adopted with quicker accessibility to and from Eureka, industry will certainly move in bringing more progress and stimulating greater employment which in turn will promote escalation of homes, business and services.

Eureka has begun to look at its potential growth and the various factors that will induce industry to settle here. It is looking very closely at any permits for new downtown construction with an eye for future direction of growth.

The Mayor, Gil Trood, has implemented "Task Forces" to study, suggest and promote Eureka to other facets of industry other than the lumber industry. The Federal Governmental agencies such as the Corp of Engineers have made complex and comprehensive studies of the harbor, docks, waterfront, flood control, hydro-electric plants . . . etc. and the State agencies have studied parks, highways . . . etc. to assist in the economical growth of Eureka and the surrounding areas.

1967 did not leave Eureka in too good of economical shape as far as gainful employment for most of our members but the projections for 1968 are very positive and it appears to be a very good year. The home construction will show an increase along with freeway construction new and those already started. County road construction will employ a large number of Brothers and help to take up the slack and perhaps Butler Valley Dam clearing will start—if so, certainly 1968 will be a plentiful year which we all hope.

Eureka has the necessary ingredients of weather i.e., abundant natural resources and a plentiful supply of good skilled craftsmen so it will grow and along with this growth will come the finer things of life.

December 31 was the last meeting of the 1967 Grand Jury of Humboldt County of which this Business Agent was honored to serve on. It has been a rewarding experience and an extremely good education. Even though there was no "headline" indictments made by this Grand Jury we hope we handled the normal routine duties we were impaneled to handle over the year. We did experience the County Employees strike and the subsequent picket line of the Court House; which was honored by this B.A. and, the needed in-

see PLANNING page 12



SURF FISHING WITH NETS is one of the more popular sports in the Humboldt County area. Here several Operating Engineers make a family outing of seeking such little known beach hoppers as the

candlefish, surf fish and the nightfish. These are the three most popularly sought by local surf netters in and around Eureka.

"Mole" Makes History At Starvation

★ ★ ★

Special to *Engineers' News*
By ASTER WHITAKER

DUCHESNE—A huge mechanical "mole" made construction history early Wednesday when it completed a mile-long 9½-foot round shaft through the heart of the rugged Uintas.

The huge drill, guided by a space-age laser beam, joined the Duchesne River and the Starvation Dam Reservoir.

It took the machine 4½ months of almost ceaseless drilling to complete the shaft.

The mole went underground Aug. 7 with crews working in three shifts around the clock, repairing and maintaining the machine and hauling tons of muck and rock from the tunnel.

DIVERT WATER

The tunnel is part of a feeder conduit that will divert water from the Duchesne River to the reservoir. The tunnel and Starvation Dam are two of the first features of the Bonneville Unit, Central Utah Project.

When the tunnel is ready for use, it will be lined with concrete nearly a foot thick to carry the diversion water.

The boring machine, owned by James S. Robbins Co., Seattle, and leased to the project contractor, W. W. Clyde Construction Co., Springville, is the first of its kind used in the state, according to Palmer B. DeLong, project manager.

CLIMB FROM TUNNEL

Tuesday at 9:45 p.m. the machine cut the rocks apart sufficiently for men to climb from the tunnel into the chill night air.

The mole was operated during two shifts. The third crew did maintenance and repair work. About 124 feet was the maximum drilled during a one-day operation and 74 feet was the most drilled in an eight-hour shift.

Two trains of six muck cars each were used continuously during the drilling operations. While the cars of one train were being filled with cuttings from the mole, the other train was unloading at the spoil pile. This cycle of loading and unloading was completed about every 50 minutes.

USE LASER BEAM

Throughout the operation, the mole was maintained on line by a laser beam. The beam was directed from the side of the tunnel to a target mounted on the boring machine.

Air lines for ventilation and electrical lines to supply power to the mole were fastened to the roof and walls of the tunnel with flat metal pans and rock bolts. Steel ribs were required infrequently when loose shale and siltstone formations were encountered.

Approximately 42 miles of tunnel are planned for the Bonneville Unit.

GRADE CHECKING CLASS

Grade Checking classes will again be given at San Jose City College and Cabilan College in Gilroy. Any of the members interested in attending one of these classes, please contact the San Jose Office for further information.



DRILL CREW MEMBERS CLIMB over the "mechanical mole" as it emerges from the mountain following 120 days of drilling to finish the Starvation Tunnel near Duchesne, Utah. Guided by a laser beam, the mole came out on the exact target after drilling 5,345 feet through sandstone rock. Initial breakthrough occurred into freezing night air at 9:45 p.m., Dec. 5. The following morning, the "mole" pushed its way out of the rock, completing the drilling.

Planning-Fishing Big News

continued from page 11

crease in wages and working conditions they so desperately needed was realized. All in all, it was a lot of extra work but I would not have missed the opportunity to serve in that very important position and I hope the 1968 Grand Jury very much success in their duties for the coming year.

As you know work is at a complete stand-still in the mountains and it is only around the cities where there is any kind of activity. The weather has been better this year than it was last year or so it seems to me but the contractors do not wish to start operations only to suffer the expense of winterizing again. So be patient, winter will soon pass and we will again be wishing for the occasional day off.

Whenever anybody mentions Humboldt County immediately the thought of salmon fishing or steelhead fishing comes to mind or perhaps if the person happens to be a hunter then bear or deer hunting is thought of. Well, all of these things are most certainly found in Humboldt County and in great quantities too. These very good sports provide recreation for tourist and supplemental employment for local Brother engineers.

John Davis is widely known for his ability to track the bear and predatory animals that needs con-

trolling. His familiarity with the county and his knowledge of the habits of the animals have indeed made him a valuable man to have around not only to control the population of the animals somewhat but also as a guide for the Sportsman. Likewise salmon fishing and steelhead fishing can be attested to by Brother Bill Lund in Crescent City and Bernard Conti in the Eureka area.

But there are smaller fish not widely known in the Humboldt area that is as much fun to catch as is the salmon or steelhead.

Actually there are three fish closely related in relative size and appearance, netted in the same manner, but at various times throughout the day and night. First there is the Candlefish. It is a salt water fish found in the Pacific Ocean, 12" to 18" long and it belongs to the Smelt family. The Indians dry them in the sun and force a strip of bark through them and burn them as a candle, hence the name, Candlefish. The flesh is very oily and the oil is used as a substitute for Cod Liver Oil, also when fried it is equal to Trout. Next is the Surffish. It too is of the Smelt family but only 10" long and not quite as oily as the Candlefish. The third and last fish is the nightfish, smaller than the surffish and as the name implies caught only at night.

L. A. Sousa, better known as "Abe" is an expert at this type of fishing and knows the best spots along the North coast where these fish are to be found and at what time will make their run onto the beach to spawn. His dad has taught him well and it is a pleasure to go surf-fishing with them.

Abe, besides being a first class Operator, is also a skilled carpenter for a hobby. To date he can take credit for a beautiful cabinet, sink combination he just recently made and installed for his mother.

He says the best way to fish for surffish is to first build a roaring fire, because the ocean water is very cold and then watch the sea gulls, when they begin wheeling and diving he picks up his special made nets and begins seining water. While the men fish, the women and children are enjoying weiners and marshmallows. The later it grows in the evening the less fish that are caught and the more time is spent around the fire, drinking coffee and spinning yarns.

It is as much fun for the entire family to go surffishing as it is to catch a salmon or steelhead. The cost is nominal for the net and the fish are there. The first time you pick a net full of fish out of the surf believe me you will be as hooked on this sport as I am.



LOCAL NO. 3 BROTHER Carl Prescott made history recently when he emerged from Starvation Tunnel behind a giant mechanical mole in Duchesne, Utah. The "mole" was guided by a laser beam and arrived right in target after drilling through 5,345 feet of rock.

STEWARDS'S SPOTLIGHT

J.B. Jennings

Several of our Brothers have asked questions in recent months regarding pensions credits for our Brothers serving in the Armed Forces. The following excerpts from the Pension Trust Fund guidebook, 1967, should serve to provide most of the answers. Should you need additional details, please call me at any time.

"For engineers retiring on and after April 1, 1967 a maximum of two years of Past Service Credit is also granted for periods of military service in the Armed Forces of the United States in time of war, national emergency or as the result of the draft, if the engineer was employed on the type of work for which Past Service Credit is granted, immediately prior to his military service. However, the number of Past Service Credit for the members of any Bargaining Group for which Contributions began after January 1, 1958 will be determined by the Trustees at the time the Bargaining Group is accepted for participation in the Pension Fund." (pgs. 11, 12)

"A Covered Employee whose pension is effective on or after April 1, 1967 shall be granted one year of Past Service Credit for each year of service prior to his Contribution Date in the Armed Forces of the United States in time of war or national emergency or pursuant to a national conscription law, or enlistment in lieu of conscription, provided the Covered Employee was employed immediately prior to such military service in the work of the type for which Past Service Credit is granted. Such a Covered Employee will also be granted Past Service Credit for partial years of such military service, of one quarter of Past Service Credit for each three months of such military service. However, a Covered Employee may not receive more than two years of Past Service Credit for all periods of military service prior to the Contribution Date." (pg. 21)

Section 4. Credit for Periods of Military Service After the Contribution Date. A Covered Employee is to be credited at the rate of 30 hours per week for service in any of the Armed Forces of the United States in time of war or national emergency or pursuant to a national conscription law, or enlistment in lieu of conscription, provided he makes himself available for employment as a Covered Employee within 90 days after release from active duty or 90 days after recovery from a disability continuing after his release from active duty, but excluding periods of voluntary reenlistment, not effected during a national emergency or time of war.

In order to secure credits for periods of service in any of the Armed Forces of the United States, the Covered Employee must give written notice to the Board of (a) his entry into the Armed Forces of the United States, and (b) his release from active duty or recovery from a disability continuing after his release from active duty; further, he must furnish to the Board, in writing, such information and proof concerning such service as the Board may, in its sole discretion, determine. After January 1, 1961, a Covered Employee must file the written notice and proof required by this Section within 90 days after his (a) entry into the Armed Forces of the United States, (b) release from active duty, or (c) recovery from a disability continuing after his release from active duty, unless the Board finds that there were extenuating circumstances which prevented a timely filing. (pg. 22)

Recording-Corresponding Secretary T. J. "Tom" Stapleton and myself recently attended the Annual Educational Conference of the National Foundation of Health, Welfare and Pension Plans in Miami, Florida. Although the three-day seminar was jammed with interesting and informative sessions, the one that most Brothers will be interested in will be the discussions at the industry sessions dealing with reciprocal agreements in regards to pension plans and health and welfare plans. I can report a very favorable response in these meetings.

Discussion dealt with the solution to the actual day-to-day administration of reciprocity; format and type of information needed and frequency of exchange of contributions and other pertinent material. Brother Stapleton and I agree that the future of such a program looks brighter and brighter.

SAFETY COMMITTEEMEN APPOINTED

Week Ending December 29, 1967			
Dist.	Name	Agent	
2	Alfred E. Olsen	G. Jones	6 Anthony Gomez
2	Wm. Wright	A. Cellini	9 Chas. Nelson
3	Joe Galloway	W. Talbot	11 Ray Faizer
5	D. E. Wiginton	B. Relferford	11 Ward Curtis
5	Jerry Bennett	E. Relferford	11 Willie Fronterhouse
6	Richard Jeff	D. Farley	12 Denton Parker

JOB STEWARDS APPOINTED

Week Ending December 29, 1967			
Dist.	Name	Agent	
1A	Don Elk	A. Hansen	6 Ray Crabtree
2	Marvin Collins	G. Jones	8 Robt. DesJardins
2	Vernon Hughes	R. Mayfield	8 A. J. Eckles
2	Howard Webb	R. Mayfield	8 J. L. Williams
2	Henry DeWeese	J. Allgood	8 Edwin Stoltenberg
2	Frank Morales	M. Womack	9 Richard Weigel
2	Floyd Long	J. Allgood	11 Carl L. Smith
2	George Ward	R. Mayfield	11 Steven Sneider
2	Pete Morris	R. Mayfield	11 Pete E. Garijo
2	Danny Maniz	J. Allgood	11 Larry Schroder
2	Pat Azevedo	A. McNamara	11 Norris Chambers
5	Robert Cowger	E. Relferford	11 Kenneth Wilson
5	Olen Ragsdale	B. Relferford	12 Ed Stewart
5	Jim Gardner	E. Bell	12 Duke Sullivan
6	Victor Keil	D. Farley	

December 29, 1967

MR. AL CLEM
Operating Engineers
Local Union No. 3
San Francisco, California

DEAR MR. CLEM:

I am writing to thank you for honoring me at the Union Meeting with the Apprentice of the year award.

I am proud to be an Apprentice and will also be proud to be an Operating Engineer.

Thank you again.

Sincerely yours,

/s/EDWARD N. AWEKA, JR.
Edward N. Aweka, Jr.



CHANCE TO PLAY BALL was the gift that Operating Engineers gave to youngsters of a Sacramento suburb. Little Leaguer Casey Stevens thanks blade operator Claude Carmac on behalf of all the youngsters who will be able to play ball in the

new park built by operating engineers and R. U. Grant Civil Engineering Co., Inc., along with Teichert & Sons. Other engineers who worked on the project are shown l. to r. John Flynn, Bob Farmer and Dale Steele.



SACRAMENTO LITTLE LEAGUE supporters included the Operating Engineers shown above. Left to right: Dick Mello, Carl Clark, Bob Kelly, John Flynn, Cliff O'Brian, Gail Taylor, Dave Rea, District

Representative, Bob Farmer, Little Leaguer, Casey Stevens, Dale Steele and Claude Carmac. Many other Operating Engineers who participated in this project were not available for this picture.

Brothers Sponsor Little League Field In Sacramento Suburb

By DAVE REA

In June of 1966, the Del Campo Little League officials were notified that the League had become so large that it made further expansion impossible. The result was to form a new Little League to be known as the Northridge Little League Association, designed to siphon off the pressure of the continuing growth from not only the Del Campo unit but that of the Orangevale and Citrus Heights Little Leagues as well.

The officials of the newly formed Little League asked the support of Teichert & Sons, Inc., a Sacramento construction firm. Teichert & Sons volunteered the use of the heavy construction equipment required to grade the hilly nine acre site.

Members of the Operating Engineers and Teichert supervisory personnel attended an early hour breakfast. The purpose of this meeting was to ask the Operating Engineers to donate their time for this humanitarian cause. The polling resulted in a unanimous "YES."

A detailed grading plan to level the site was prepared and donated

by a Local 3 firm, Robert U. Grant Civil Engineering Co., Inc., and the project was ready to roll. Al Stevens was designated as Project Officer by Teichert & Sons, and Bob Massa, as Equipment Expediter, was made responsible for the coordinating of this project into Teichert & Sons busy work schedule.

Now thanks to the extended bit of dry weather, the excavating has begun; and barring another miserable Spring, the Northridge

Little Leaguers should be enjoying their new facilities for the 1968 season and subsequent seasons.

Thanks to a generous and public spirited contractor and a wonderfully hard working humanitarian group of Operating Engineers who combined to see that another large group of our future leaders play ball.

TECH MEETINGS

PRE-NEGOTIATION AND APPRENTICE TRAINING

Monday, Jan. 29th
1444 Webster St., Oakland

Tuesday, Jan. 30th
760 Emory St., San Jose

Wednesday, Jan. 31st
1010 Eye St., Marysville

Thursday, Feb. 1st
474 Valencia St., San Francisco

Friday, Feb. 2nd
2525 Stockton Blvd.,
Sacramento

Monday, Feb. 5th
3121 Olive St., Fresno

Rea Is Named To CLC Board

SACRAMENTO—Dave Rea, Operating Engineers District Representative in Sacramento, has won an election to fill a vacancy on the Executive Board of the Central Labor Council.

Rea defeated Gilbert Rego, president of Bus Drivers Local 256, by a margin of 32 to 30 in an election held prior to the central body's regular December meeting.

Obituaries

Name — City	Local Social Security No.	Register	Deceased
Barraco, Anthony	3C	892754	12/7/67
Lena—Wife	SS# 556-03-9453		
350 Davey St. Pittsburgh, Calif.			
Bartlett, Harry	3	552980	12/13/67
Juanita—Wife	SS# 447-18-5980		
1438 Merced St. Richmond, Calif.			
Buck, Ben	3	316733	12/13/67
Elizabeth Brown—Dgtr.	SS# 496-01-6342		
6824 Stoncroft Ct. Citrus Heights, Calif.			
Coward, J. A. C.	3D	445798	12/3/67
Robert Coward—Son	SS# 528-05-1140		
109 Cypress St. Copperton, Utah			
Harnish, Don C.	3	288142	12/1/67
Louise—Wife	SS# 569-01-5115		
Box 1315 Grants Pass, Ore.			
Hirschberg, Carlye O.	3A	540698	12/3/67
Evelyn Lewellen—Friend	SS# 556-12-4966		
Groveland, Calif.			
Kuboyama, Ken	3	1144782	12/8/67
Tsulayo—Mother	SS# 576-16-2536		
154 Walker Ave. Oahu, Hawaii			
McGree, Clinton	3E	801018	12/18/67
Helen—Wife	SS# 474-16-0142		
6379 Farm Hill Rd. San Jose, Calif.			
Paris, Leon	3	240405	12/15/67
Sue Conrad—Friend	SS# 559-24-4984		
409 Slaten Ave. Oakland, Calif.			
Stevenson, Harry	3	947183	12/21/67
Lena Stevenson—Wife	SS# 541-05-5617		
201 Spruce St. Eureka, Calif.			
Stroup, W. F.	3B	399786	12/21/67
Sarah—Wife	SS# 558-01-3306		
6241 Happy Valley way Marysville, Calif.			
Thomey, Charles	3	884884	12/9/67
Beatrice—Wife	SS# 476-07-6210		
1903 Montecito Circle Livermore, Calif.			

October, November, December — 1967
51 Deceased Members
1 death due to industrial accident.



TOUGH TRIO of cranes manned the frontline in the nearly completed job on the new Philco plant in San Jose. Job consisted of erecting two 40-ton concrete columns and twelve 63-ton L-shaped concrete bents. Three cranes, 140-ton, 100-ton and a 60-ton were needed for the job.

San Jose Work Slows Down As Wet Weather Comes On

By BOB SKIDGEL, LYNN MOORE, HARLEY DAVIDSON and ROBERT LONG

Due to the heavy rains of the past week most construction work is at a standstill. The Out of Work List is growing rapidly.

Most of the Crane Rental Companies are fortunate to have a few jobs still underway; Bigge Crane Company is setting up the Leber Tower Crane on San Jose's new Library for the Carl Swenson Co. Peninsula Crane Company have several jobs still in operation.

Dinwiddie Construction, weather permitting, are busy on the new Emporium Shopping Center located on Almaden Road. This job is keeping a number of the Brothers busy.

B. J. Sabin & Associates are keeping about six of the Brothers busy on their Subdivision on Snell Road.

Most of the Grading and Paving companies and Underground Contractors are idle due to the rains.

Freeman-Sondgroth have finished paving on the Water Treatment Plant and have a contract to do the work on a large Subdivision on Pollard Road. Izzi Underground will be doing the underground work on this project.

Williams & Burrows have made good progress on the addition to O'Connors Hospital and also on

the San Jose State College Building.

The Rock, Sand and Gravel Plants are still busy in spite of the weather.

Work has started on the new Silver Creek High School; Wayne Pendergrast is the Prime Contractor on this job, with Wm. D. Smith doing the dirt work and Wm. Caprista the underground work.

Central Coast Construction were the low bidders on the new building for the Container Corporation, with Granite doing the dirt work and San Jose Crane the crane work.

Carl N. Swenson Company is nearly complete on its job at Philco with Bigge Crane & Rigging doing the crane work. The company stated that this was one of their most difficult jobs they have encountered. This job consisted of the erection of two 40-ton concrete columns and twelve 63-ton L-shape concrete bents. These bents were 87' high, 5' thick with a 37' haunch on the top. The job was hampered by bad ground conditions, which required the use of mats throughout the entire job.

Erection was supervised by V. L. "Dutch" Franks, with Brothers Al Perry on a 60-ton crane, Bob Calhoun on a 140-ton crane and Jack Scogins on the 100-ton crane; with Brothers Don Colburn, Randy Burke and Stan Holtshouser as

oilers. After lifting, the piece was rotated in two dimensions until it hung from the 140-ton crane alone. It was then walked into the setting position as the other cranes set the mats and steel runways for the travel of the big cranes.

Concrete erection was immediately followed by the steel erection with a 30-ton crane, with 110' boom and 30' jib, with Joe Harger as the operator and Ken Armer as oiler. Emmett Smith, the Project Superintendent for the Carl Swenson Company, commended Bigge Crane & Rigging for doing an outstanding job and praised the crews for their observance of the Safety Regulations. At the completion of the job a party was given by the Carl N. Swenson Company.

Granite Construction, in spite of the weather, have several jobs going in the southern end of the District. They have a large spread doing the paving on the Airport in Monterey. They recently were awarded a contract for \$60,292 for the extension of Front Street and Cameros Street. This firm was also the low bidders on a \$261,296 contract for grading and resurfacing 1.4 miles of road in Monterey County, and they expect to start work on this shortly. They were also the low bidders on a \$130,847 contract for improvement of Soquel Drive near Soquel.

see SAN JOSE page 16

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In Oakland - 532-6323
(DAYS)

San Francisco - 731-0499
(NIGHTS)

2344 East 12th Street
Above 23rd Ave. Overpass
Oakland

Marincello May Make New Start During This Year

By WAYNE "LUCKY" SPRINKLE

HIGHLIGHTS OF 1967:

Marin County started 1967 in a downpour rain, and after a few weeks of rain, the weather started clearing, and the contractors started to get jobs to bid on. It was slow the first part of the year, but as time went by, more and more jobs were out to bid and awarded. By the end of the first quarter, men and their machines were back at work and stayed busy the rest of the year.

Marincello project which was started in 1966 got underway with Freeman and Sondgroth doing the first phase. The job came to a close January of 1967 with complications between Frouge Corporation and the Planning Commission of Marin County. The land is owned by Gulf Oil and is being developed by the Frouge Corporation out of the East. We were anticipating this project getting underway again during 1967, but due to the circumstances involving the County personnel and the Marin Municipal Water Company of where to put their sewage disposal plant, it was not feasible to resume operations again in 1967. However, at this writing, we understand, Frouge Corporation will apply for a loan to the Government of \$22.5 million, and we un-

derstand they have an excellent chance of getting this loan, hoping this will be approved and getting underway early in 1968.

The trains are rolling again in Puerto Suella Tunnel. Fire destroyed the tunnel in 1961. After a contract by M & K to restore the tunnel, this was one of the better jobs in this area for our members. M & K had a three-shift operation until its completion in September 1967.

Another high point in the North Bay area was the airport job which was let (Novato Airport) by the Marin County Aviation Commission. This was the first phase of this project. The second and third phases will continue in 1968.

The addition to the existing Civic Center is being done by Robert E. McKee, and is still underway at this time. Bids were received for the Veterans Memorial Auditorium which is also part of the Civic Center complex. At this time, no award has been given. It will get underway in 1968.

Proposed jobs for 1968: We understand that there will be two State Freeway jobs advertised in the first part of 1968 on Highway 101. One is the widening of three lanes from Terra Linda Overpass to Marinwood, with a proposed cloverleaf at Lucas Valley Road. The other one is the Hwy. 101 Viaduct in San Rafael where they

are now demolishing buildings to make room for the other structure.

The next phase—South San Pedro Road will be advertised in February.

Schultz Bldrs.—Unit #3 in Greenbrae should get underway by mid-1968.

There are three mobile home sites that are being proposed in the area—the largest one that has been approved by the Planning Commission is the one between Novato and Petaluma on Highway 101 at San Antonio Creek.

Westwood Highlands—Unit #5—located behind Marin Golf and Country Club at Loma Verde, should be getting underway by the middle of the year.

San Geronimo Unit #2 should be getting underway also in 1968.

Permabuilt Homes will be doing another unit in San Rafael Park and Kenney Homes will be doing their 101-lot subdivision in Terra Linda—this should be their last unit.

We in the San Rafael office—wish each and everyone of you and your loved ones the best of everything good in the coming year of 1968—and we do hope that you spent a Merry Christmas—best wishes to you from: our District Representative, Buck Hope; Al Hansen and Lucky Sprinkle, Business Representatives, and Terry Haag, office gall

Personal Notes

OAKLAND

Wishing Brothers Merrit Byrd, Al Peach and Warren Jennings a speedy recovery from their recent illnesses.

STOCKTON-MODESTO

Our deepest sympathies are extended to Brother Ray Whittle on the untimely passing of his wife Cecilie and Brother Ed Walker, whose wife also passed away this past month.

Retired Brother Harold McHugh, who winters in Arizona, dropped by the office to wish all his friends a happy holiday season.

Brothers confined to hospitals or under a doctors care this past month were Louis Silveria, Joe Sherman, Jack Skinner, Harold Serrano, Jennings Romine, M. L. McDaniel, Frank Avilla, Sherman Allen, Kenneth Howard, Robert Seratte and Loren Wolfenberger.

Our thanks to Brothers Lloyd A. Herring for his donation to the Operating Engineers Blood Club.

RENO

Best wishes for a speedy recovery to Bros. John Krizmanich, Ralph "Slim" Cubberness, and Ray Beach, all of whom are in St. Mary's Hospital in Reno. Brother John had a lung removed but it hasn't slowed his ability to argue much.

Our sympathy and condolences to the families of Bros. Harold Schmid and Tom Wallace, both of Yerington, Nevada. These recently deceased Brothers were employees of Anaconda Copper Co.

MARYSVILLE

Hospitalized during the past month were Ted Dodson, Keith Dunn and Beale Elston. Get well wishes to all of you.

SAN JOSE

We are happy to report that Brother Lynn Moore, who was hospitalized with a heart attack, is recovered sufficiently to resume his duties as Business Representative. Our best wishes for a speedy recovery to Brother D. W. Mills, who is confined to the Veteran's Hospital in Palo Alto.

Congratulations to Brothers Pat Amman and Pat Bevenue, who are the proud fathers of baby girls.

Brother Bill Dalton has been awarded a pin from the Red Cross signifying that he has donated a total of THREE GALLONS OF BLOOD. The Operating Engineers Blood Bank is deeply indebted to Bill for his faithful donations of blood and his efforts to maintain a Blood Bank. Our thanks to the following faithful few who contribute to our Santa Cruz Chapter: Wm. C. Grossi, Allen C. Haney, Arthur and Mary Hasselbring. We are still many pints short of our pledge to the Red Cross for 1967, but our gratitude to the following members who donated: Raymond Phillips, Jack Scroggins, David Bardine, Herschel Pence, Joan Boarts, Manuel Silva and Louis Moody. We have had a total of 92 pints of blood donated in 1967, and nearly one-half of this was donated by the Brothers in the Apprenticeship Program. Our thanks to these Brothers, who for the second time this year have gone down to the Center as a group and donated their blood: Ed Middleton, Coordinator, Larry Gapez, Jim Minardi, August Suess, Craig Janes, Frank Toney, George Fryor, Jerry Menker, Eddie Infantino, Brian Young, Richard Foote, Tom Jackson, George Elliott, Robert Row, Russ Davis, Tony Medinas, Charles Howard, Donald Milner, Al Thomas, Glenn Baylard and Don Arnold.

SANTA ROSA

Our congratulations to the Operating Engineers in San Mateo County, who turned out in force when there was a call to donate blood. We in Santa Rosa also have a blood bank, but at present there are only 7 pints remaining to our credit. (Enough said.) If you can, please donate. Contact and we will make the arrangements. Our only recent blood donor is Brother Wm. Pierce—to whom we extend our thanks and gratitude. Think, when you do donate you may be responsible for the saving of a life of a Brother or a member of his family. Those of our people who have received blood know fully well what it means to have such a gift available to them.

SAN RAFAEL

Best wishes for a fast and speedy recovery to Brother Max Hemminger—who got his finger caught in a power mower sometime in September and has not been able to work.

Received a letter from Brother Charles Young from Ohio—he wishes to be remembered to all.

We wish to thank those Brothers who sent us the greetings of the season—it is really appreciated!

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE

18-FT. CONVERTIBLE CRUISER. All alum. Texas Maid Tahiti Boat w/70 h.p. motor & trailer. Also Marlin 35 rifle, 1 back female poodle, 1 guitar with amplifier, 1 Cushman Husky Motor Bike, Albert Ford, 3336 Sunny Rd., Stockton, Cal. 95206. Reg. No. 1042325. 1-1.

WANTED: To purchase antique European arms and armor. Also Japanese Samurai swords and armor. Collections or single pieces. Robert W. Reidlen, Sp. No. 14 No. 1, Box 88-A, Byron, Calif. Ph. 415-634-2488. Reg. No. 899363. 1-1.

300 AMP. SHOP WELDER. 220, 3-phase Lincoln with leads. \$250. John D. Kelley, phone 323-4388. Reg. No. 1076494. 1-1.

BEER BAR & CAFE. Large building, all equipment included. Juke Box; two shuffleboards; pool table. Heart of fishing & recreation area. Small down. Owner carry balance. Phone, 563-6412 or 563-6532. C. Crauthers, Snelling, Calif. Reg. No. 1142698. 11-1.

THREE BEDROOM. Two bath home in Pittsburg, Calif. Corner lot. Wall to wall carpet & drapes. Pay owner equity and assume FHA loan. Also for sale 18ft. cabin boat, 35 h.p. motor & trailer. Loan J. L. French, 373 Bruno Ave., Pittsburg, Calif. Reg. No. 904653. 11-1.

WILL TRADE equity in 3 bedroom home, family room; natural gas and fireplace. Assume 4 1/2% loan on \$7,191 at \$67 per month. Rents for \$125 per month for 3 to 5 acres, with water. In Shasta County. R. M. Scott, 5313 Rexford Way, Santa Rosa, Calif. Ph. 546-8831. Reg. No. 1087600. 11-1.

'66 CHEVY 2 Ton Cab over trailer puller. '60 Chevy 6 cyl. engine, 5 speed trans, 2 speed differential. \$450. Leonard McIntyre, 4687 E. McKinley, Fresno, Calif. Ph. 225-7323. Reg. No. 1168859. 11-1.

FULL ACRE in Valleyview Acres. Good soil, water. Four miles north of Sacramento. Price: \$3,000. \$500 down. Easy terms. Write C. E. Hoffmeyer, Rt. No. 1, Box 314, Ferndale, Calif. Reg. No. 745045. 11-1.

1960 3/4 TON CHEV APACHE flatbed pickup truck, mounted utility boxes; 27,000 miles, perfect condition, \$600. 1 1/2 Jaeger Pump Hoses, \$75. 122-220 home life generator, 1300 watts, \$150. Ma Collaugh auger-2 man \$175, also 1 man, \$75. 36-in. Toro lawnmower, \$200. 3 pipe threaders to 2-in., \$200 or best offer. Survey level, \$50 and plumbing equipment galore, your price. Herb Nofstead, Phone: 731-2048 after 6 p.m. or 684-9783, days. 11-1.

180 AMP FORNEY ARC WELDER, AC. \$75. Richard Owings, Star Route, Box #1115, Sonoma, Calif. 95370. Phone: 209-586-3860. Reg. No. 987250. 11-1.

BRITTANY SPANIEL PUPPIES. Dual-champion bloodlines, AKC. Reg. Sired by proven hunters. \$50 each. Hal Notestine, 1449 Sartori Ave., Marysville, Calif. Ph. 742-0962. Reg. No. 1277018. 11-1.

HONDA 1966 S-90. Perfect Condition. Extra sprocket for hills, \$245. EICO stereo components 40 wts. amp and F.M. with multiplex. \$89. John Madson, 1645 Stardust Ct., Santa Clara, Calif. 95050. Reg. No. 1136480. 11-1.

36 ACRES PINE TIMBER. Level to rolling. Good rd. power. h.p. Sprts. paradise. 1 mi. off US #395, Janesville, \$12,000. or trade for property Grass Valley area. Richard Wing, 1321 2nd St., Livermore, Ph. 443-1522. Reg. No. 711183. 11-1.

EQUIPMENT INCLUDES: Austin Western Grader, Model 99, \$2500. 1957 International 10 Wheel Dump Truck, 450 engine, \$2295. 52-ft. Steel Building Trusses, \$100 each. J. Avella, 18 Thornton Ct., Novato, Calif. 94947. Ph. 897-2527. Reg. No. 96490. 11-1.

5 YARD DUMP 1948 G.M.C. Model 2 1/2 ton, \$400. New winch mount brackets and fifth wheel for cable dump, \$450. John W. Mountjoy, 680 Andrew Way, El Sobrante, Calif. Reg. No. 921431. 11-1.

WILL SWAP level 50x100 ft. lot. Water & electricity. Clear Lake Highlands. As down payment on house in Richmond area. Richard Cox, P.O. Box 155, San Pablo, Calif. 94806. Ph. 237-0836. Reg. No. 1011135. 11-1.

SALE OR TRADE 8x40 Beacon Trailer House. Trade for car, self-contained trailer or ??? Sell for \$1600. David A. Berry, Rt. 3, Forest Hill, Calif. 95631. Ph. 367-2624. Reg. No. 1112840. 11-1.

GALION 118 GRADER. \$3500; or will trade for equity in loader. P.O. Box 1418, Colfax, Calif. Phone 346-2300. Bill Yates. Reg. No. 598651. 11-1.

1 ACRE, gas, lights, water. Near city limits. \$3500 with low down payment. Will carry balance. Jim Cunningham, Rt. No. 2, Box 2096, Auburn, Calif. Ph. 885-4074. Reg. No. 564027. 11-1.

MOTORCYCLE 1962 NORTON 650 c.c. plus 30 engine completely rebuilt. Dual carbs, windshield, mirrors, chrome fenders & forks, blue tank. Excellent handling road machine. Asking \$450. Phil Houston, 920 North "D" St., Madera, Calif. Ph. 674-2262. Reg. No. 1171933. 11-1.

MOBILE HOME, 23 ft. 65 Kencroft, twin beds, tandem wheels, electricity & butane. Excellent condition, \$3900. LEVEL LOT 89x129 in Twain Harte on paved main road to Tuolumne. Water, electricity, phone and trees, \$4250. Ray Strickland, 5290 Ridgevale Way, Pleasanton, Calif. Reg. No. 659-385. 11-1.

SALE OR TRADE EQUITY in lot at Cedar Ridge, Twain Harte. Paved streets, electricity, water, creek, national forest on two sides. Bart Tucker, 3633 Christensen Lane, Castro Valley, Calif. Reg. No. 736418. 11-1.

\$25,000.00 GROSS business and equipment for sale for \$8,000.00. Dump & water truck, backhoe, loader & scraper, mudhen pump, discharge & suction hose, welder, & compressor. Loren E. French, Box 6437, Clearlake Highlands, Calif. Reg. 0623442. 11-1.

ALL HYDRAULIC Handy Crane, new rubber. Top mechanical condition. New paint, 18-26 and 33 feet of light weight boom. Will rent or sell. Phone: (415) 757-2751 before 8:30 a.m. or after 5 p.m. Gene A. Favretto. Reg. No. 402702. 11-1.

WANTED: FAILING 1500 rotary rigs. Send or phone information to Larry Laufenberg, 1348-7th St., Berkeley, Calif. 94710. Phone: (415) 524-7292. 11-1.

FOR SALE. 12.85 acres, 450 ft. highway frontage, excellent location. Good zoning 3/4 mile from town on Highway 95A. fenced, 115 ft. 8 in. well, 8x12 block wall house, one out building, power. For immediate sale. Everett Lee Harris, P.O. Box 1114, Weed Heights, Nevada 89443. Phone 702-463-2003. Reg. 1087804. 11-1.

HAVE SET OF CLUTCH PLATES FOR 7M or 3T Series Cat. \$150.00. John Setlak, 921 "G" St., Petaluma. Phone Porter 3-2674. Register 876120. 11-1.

TERRY TRAVELER TRAILER—16 feet. can sleep three (3), heater on floor (butane), butane light, electric light, battery light, five (5) gallon storage tank, water, no bath, no breakfast nook. For sale or trade for car. Ed DuBos—Phone 747-3219. Reg. 373305.

FOR SALE. Welding and Machine Shop. Complete line of welding and machine shop equipment. Stock of steel, bolts and nuts. Phone after 7 P.M. No calls on Sunday. Edward Stanton, Rt. 1—Box #9, Dixon, Calif. Phone 916-678-2702. Reg. 1152779.

'64 DODGE crew cab, 4 door, 2 seated pickup, 4 speed-V/8, pos. track. R&H. Excellent cond. D. Lane, Rt. 1, Box 4117, Redding, Calif. Phone 916-243-5764. Reg. 635722.

FOR SALE. 1963 Budger Expando trailer house, open 16 x 40 feet. Turquoise kitchen, glassed tub, wall to wall carpeting living area and 2 bedrooms, glassed sliding door. Make Cash Offer. Excellent condition. Johnnie Woods, P.O. Box #24, Lemoncove. Phone 597-2360. Reg. 643107.

FOR SALE. One mile south of Terminus Dam, by Hwy 198. Older home, needs repair, on one acre of land, two bedroom, large living room, well, pump and tool shed. Make cash offer. Johnnie Woods, P. O. Box #24, Lemoncove, Ph. 597-2360. Reg. 643107.

FOR SALE, PILE DRIVER. Skid rig mounted on barge 20' x 35', powered by V-8 gas. Kohler 4 cyl. generator included. 28' diesel tug also available. George Landis, Box 403, Clearlake Highlands, Calif. Phone 994-2827. Reg. No. 461226. 12-1.

FOR SALE OR TRADE. 1964 Paramount Mobile Home. Two bedrooms. 10 ft. by 60 ft. with an 8 ft. by 24 ft. expando. New carpets, clean, like new. Tommy Bennett, Kennedy's Mobile Home Park, Hy. 4, Oakley, Calif. Phone 625-3561. Reg. No. 898233. 12-1.

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8000 At Work On BART In '68

By A. J. "BUCK" HOPE
and WARREN LEMOINE

The San Francisco Bay Area Rapid Transit project will reach its peak construction phase in mid-1968.

Employment on the project will reach a total of almost 8,000 persons and 100 contracting firms, according to officials of BART.

Nearly 60 miles of the system's 75 miles of subway, aerial and surface rail transit routes already are under construction in Alameda, Contra Costa and San Francisco Counties.

Design work on the system is more than 80 per cent completed, and some 90 per cent of the network's right-of-way has been purchased.

"We are already beginning to phase out certain aspects of the transit design program, and to phase in the detailed planning of actual transit passenger operations which are scheduled to commence early in 1970," BART General Manager B. R. Stokes said.

More than 40 large construction contracts currently are in progress throughout the Bay region, and procurement contracts for much of the BART rail system's operational equipment have been awarded.

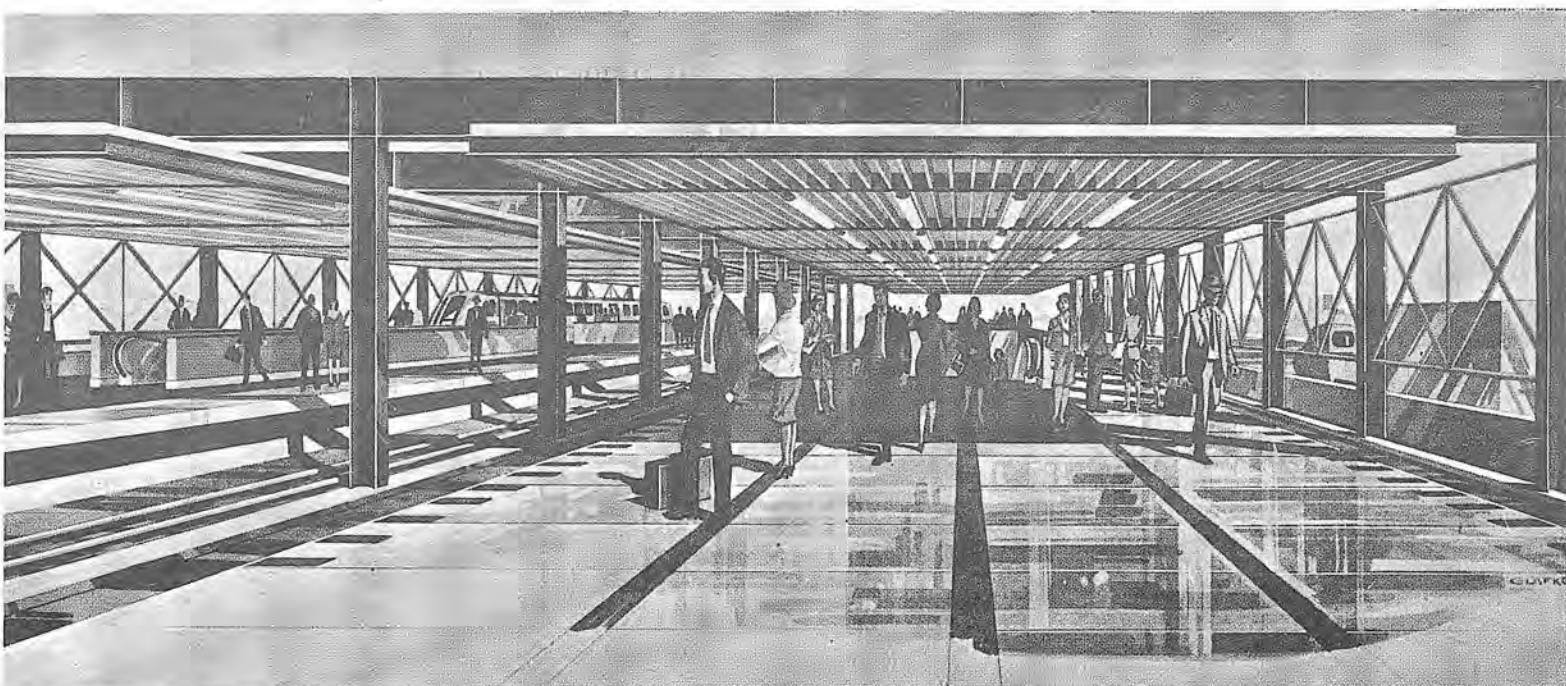
Equipment development is proceeding on the network's sophisticated \$26-million automatic train control and communications system, and bids have been opened for a major portion of the system's electrical power and rail equipment needed for the start of test operations between Oakland and Hayward late in 1969.

"We are particularly pleased with the architectural designs for our passenger stations, which are being developed by 14 outstanding Bay Area architectural firms," Stokes asserted.

Contract drawings for the architectural finish work on six East Bay stations have been completed, and final architectural designs are being developed for 21 of the remaining 27 stations.

The four-mile-long Trans-Bay underwater tube—key link in the entire transit system—now extends more than a mile outward from the Oakland shoreline. Nineteen of the tube's sections have been laid.

Placement of production orders



Twin train platforms with canopy of weathering steel highlight MacArthur Station.

for BART's first 250 transit vehicles is awaiting action by the California Legislature on a request for additional funds to assure completion of the entire project.

BART presently has some \$1 billion in funds for the project—supplied through voter approval of a \$792-million transit bond issue in 1962 and through allocation of state bridge toll revenues and Federal grants totaling slightly over \$200 million.

Approximately \$150 million more will be needed to complete the project. Several Bay Area legislators have said they will support measures to produce additional funding prior to next spring, when BART otherwise would exhaust its ability to award additional contracts.

San Jose

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A. L. Newman from Southern California, were low bidders on the Fort Ord underground job; this went for \$618,000 and should keep some of the Brothers busy during the winter, as this is sandy soil.

Tencor Construction were awarded a contract in the amount of \$131,185 for the erection of signs along the highway from San Luis Obispo to Santa Clara.

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