

Play Next Negotiated Blue Chip

"Serving the men who move the earth!"

ENGINEERS NEWS

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



Vol. 28—No. 1 SAN FRANCISCO, CALIFORNIA January 1969



700 YEARS OF EXPERIENCE in pushing heavy equipment is represented in the above photo taken at a District Meeting in Ogden, Utah, last month. Fourteen of eighteen retirees from that area attended the meeting and are shown above with Operating Engineers Local Union No. 3 President Paul Edgecombe, far right, and Vice President Dale Marr, far left. Members included: Sitting left to right: Bill Morris, Dan McComb, Homer Anderson, Bill Silvester. Standing left to right: Vice President Dale Marr, Glen Iverson, Dave Braegger, Alfred Jones, Jack Duane, Grant Hovey, Buck Ihrig, Jim Compton, Ken Cherington, Reed Jessop, Lou Schneider, and President Paul Edgecombe.

State Labor Council Sets Tough Legislative Program

A wide-ranging 1969 legislative program aimed at strengthening the working conditions and purchasing power of California workers and improving existing social insurance programs developed by organized labor to protect workers from financial ruin by on or off-the-job disabilities or unemployment has just been adopted by the Executive Council of the California Labor Federation, AFL-CIO.

The Council also:

- Voiced its continuing support of the striking and locked out employees of the Los Angeles Herald-Examiner.
- Adopted a resolution condemning the policy of U.S. oil companies of building ships in foreign yards and called for Congressional probe of inequitable tax favors enjoyed by the oil companies.
- Endorsed the creation of the Conference of Transport Trades, an organization embracing some 50 labor and similar groups to serve as a clearing house for ideas of benefit to employees in transportation industry.

The legislative program, approved by the 37-member council at a three-day meeting at the Hilton Inn in San Diego late last week, calls, among other things for:

- A ban on professional strike-breakers.
- Collective bargaining rights for farm workers and public employees.
- A state wage floor of \$2.25, and,
- A 35-hour workweek.

While recognizing the likelihood of "stubborn opposition by

Wages & Fringes Due To Increase

A delayed Christmas gift that will mean a happier New Year for most of the members of Operating Engineers Local Union No. 3, International Union of Operating Engineers, AFL-CIO, was announced this week by International Vice President and Business Manager Al Clem.

Clem told members of the nearly 33,000-member local that they could expect better paychecks and increased fringes starting January 1, 1969 from contracts negotiated this past year with over 27 different employee groups in the construction and heavy equipment operating industry.

Although the bulk of the members affected are in Northern California, Clem pointed out that increases also would go to some members working for employers in Hawaii and Nevada. Operating Engineers Local Union No. 3 has jurisdiction extending over Northern California, Northern Nevada, Utah, Hawaii, Guam and other Mid-Pacific Islands.

In making the announcement Chief Executive Clem told all members to check the agreements they are working under carefully and to be sure that the employer is making the proper additional contributions.

"If any member has a doubt about his pay or fringe increases," said Clem, "he should check with his Local 3 Business Representative and get the matter straightened out with his employer immediately."

Clem praised the "diligent planning, technical know-how and tenacious dedication and experience that went into the long hours of negotiations." "Your officers and negotiating team gained the best contract ever won in our industry," he told members, "and the some 21% package of pay and fringes gained for the membership over the next three years will be an important factor in keeping the construction industry and the nation's economy moving ahead."

Effective January 1, 1969, the employer members represented by 20 Associations have agreed to give Operating Engineers both wage and fringe increases. The following are the wage and fringe increases which will benefit Operating Engineers.

Engineers working for employers signatory to the AGC, EGCA, California Contractors Council Association, Industrial Contractors Association, Demolition and Wrecking Association, and the Home Builders Association of Contra Costa, the Greater East Bay, Peninsula, Sacramento, San Francisco and Marin, Stockton, and Santa Clara, will receive the following increases:

WAGES		
	OLD	NEW
	6-15-68	1-1-69
Group 1	\$4.83	\$4.99
2	5.02	5.19
3	5.16	5.33
4	5.48	5.66
5	5.61	5.80
6	5.68	5.87
7	5.78	5.97
8	6.01	6.21
9	6.14	6.34
10	6.26	6.47
10A	6.30	6.53
11	6.42	6.63
11A	7.06	7.30
11B	7.22	7.46
11C	7.37	7.62
Subsistence	\$9.00	\$9.50

FRINGES		
	6-15-68	1-1-69
Pensions	.40	.50
Vacation & Holiday	.25	.30

See WAGES page 2

ELECTION COMMITTEE NOTICE OF ELECTION

T. J. "Tom" Stapleton, Recording - Corresponding Secretary of Operating Engineers Local Union No. 3, announces that in conformity with Article XII (C) Elections, Seciton 1, of the By-Laws of Operating Engineers Local Union No. 3, elections will be held at the first regular district meeting in each district, beginning in March, for Members of the Election Committee which will conduct the election of Officers, Executive Board Members and Sub-District Advisor to the Executive Board in the month of August.

Article XII (C), 1(b) states: "The Member [Election Committee] shall be nominated and elected by secret ballot at the Regular Quarterly, or specially called District meetings by vote of those Members present whose last known address, as shown on the records of the Local Union ten (10) days prior to the first such District Meeting in March preceding the election, was within the area covered by the District. Each Nominee shall be a registered voter in the District in which he is nominated. shall have been a member of Operating Engineers Local Union No. 3 for one (1) year next preceding his nomination and election, and shall not be a candidate, or nominator of a candidate for any office or position.

"The Nominee for Committee Member in each District receiving the highest number of votes shall be elected, and, in the event he is unable, or unwilling to serve, shall be replaced by the Nominee with the next highest number of votes, and he, under the same circumstances, by the next highest, and so on, until the list of nominees is exhausted."

Were Shocked

Safety engineers of the Bureau of Labor Standards were called in when longshoremen working a Honolulu pier suffered severe electrical shocks. The problem was traced to the transmitter for a nearby radio station, which was charging the metal pier. Until the station could locate a new site for its transmitter, the FCC ordered it to reduce power when ships were worked.

Father's Days?

What many a father has wished for—paternity leave—is a fact of life in Tunisia. In a study of the labor laws of that country, the Bureau of Labor Statistics found that supplementary leave periods of three days are granted upon the birth of each child to non-agricultural workers qualifying as heads of households.



Collectively
Speaking
with Al Clem

As we enter the year of 1969, the work picture at the present time is indeed bleak; however, we have hopes that as time goes on there will be a number of contracts let in Northern California and Nevada, but as most Engineers know, during the election year, it seems that the awarding of contracts slows down.

The one bright spot we have in our jurisdiction is the work picture in the State of Hawaii.

There are many plans on the drawing boards for work coming up in the year 1969; therefore, we are hopeful that these will get under way and that '69 will be a better year than the one that just passed.

During the month we attended a negotiation session with Kaiser Steel with several other International Unions in attendance to arrive at an agreement for the erection of drilling platforms and other work in connection with exploratory work in the off-shore waters of the Western United States and Hawaii. Many of the well-known Civil Engineers predict that in years to come a great volume of the work in the mining and oil drilling industries will be performed at the bottom of the sea. Therefore, there are many plans to be worked on at this time to build facilities to recover minerals and oils from the ocean waters.

During the month we also attended an Old Timers meeting held in Oakland where we had representatives from the Social Security Office to explain to the retirees the benefits of the Social Security program and how they can secure additional benefits from Medicare. It is our intention to hold these meetings in the various areas where we can keep the retired Brothers abreast as to what is happening in their Union which will be beneficial to them.

We are still busy negotiating various agreements throughout our jurisdiction having recently consummated an agreement with Cascade Logging Company and Emmett Baugh Co., Inc. in the Redding area, which was ratified by the membership.

There are numerous other agreements to negotiate; some being with the mining industry in the State of Nevada and others with the drilling industry in the State of California.

To those Brothers working in the construction industry in the State of California, we would like to draw your attention to the fact that on January 1, 1969 there was an increase in wages. If it is not on your pay check, contact your Business Agent. There is an additional five cents (5¢) per hour going into the Vacation and Holiday Pay Plan, making a total of fifty cents (50¢) effective January 1, 1969, and ten cents (10¢) per hour going into the Pension Plan effective also January 1, 1969.

In the State of Nevada, there is an additional five cents (5¢) per hour going into the Pension Plan and an additional five cents (5¢) per hour going into the Vacation and Holiday Pay Plan effective January 1, 1969, making a total of forty-five cents (45¢).

In the State of Hawaii, the contribution by the Employers into the Pension Plan goes to 27½¢ per hour effective January 6, 1969.

We bring this to your attention in keeping with our policy to inform all the members of the difference in the contributions by the Employer and the change in the wage schedule from time to time.

The attendance at the Semi-Annual meeting held on January 4, 1969 was indeed gratifying and I would like to take this opportunity on behalf of the Officers and members of the Executive Board to thank all of those who attended and the support they gave the officers and Executive Board Members in voting against the proposed resolutions submitted by a Brother, who evidently does not understand the mechanics of operating a Union of this size. However, I feel certain that by keeping the members informed at all times of the progress that the Union is making that they will always support the officers and Executive Board in their recommendations.

I am looking forward to seeing many of the Brothers at the following round of meetings this month:

- January 8—San Francisco
- January 14—Eureka
- January 15—Redding
- January 16—Oroville

There is also a district meeting in Honolulu on January 22. These are important meetings inasmuch as the Grievance Committee will be elected. We urge all of you to make every effort to attend the meetings, for your Grievance Committee is an important part of your organization. We have had very dedicated Brothers who have served on these committees in the past and I am confident when you make your next selection for the Grievance Committee that you will make an equally wise choice.

SOCIAL SECURITY

In the last article of this series on Social Security we discussed what benefits you as a retired worker would receive for yourself. But what about the worker who must retire when he still has a family to support? Are there any additional benefits payable to the families of these retired workers?

See CLEM page 5

Wages
Increase

Continued from page 1

Employers of the Steel Erectors have agreed to the following increases:

WAGES		
	10-1-68	1-1-69
Group 1	\$5.14	\$5.31
2	5.36	5.54
3	5.93	6.13
4	6.04	6.24
4A	6.19	6.40
5	6.47	6.69
6	6.73	6.95
7	7.63	7.88
Subsistence	\$9.00	\$9.50

FRINGES		
	10-1-68	1-1-69
Pensions	.40	.50
Vacation & Holiday	.25	.30

Signatory employers of the Pile-driving Contractors Association are given the following increases:

WAGES		
	7-1-68	1-1-69
Group 1		
Fireman	\$4.88	\$5.04
Compressor Operator 1	5.07	5.24
Truck Crane Oiler	5.16	5.33
Group 2		
Tugger Hoist	5.53	5.71
Compressor Operator (2 to 6)	5.66	5.85
Group 3	\$5.83	\$6.02
3A	6.06	6.26
4	6.35	6.58
5	6.47	6.68

FRINGES		
	7-1-68	1-1-69
Pensions	.40	.50
Vacation & Holiday	.25	.30

Dredging employees will receive the following increases:

WAGES		
	7-1-68	1-1-69
Hydraulic Suction Dredges		
Group 1	\$4.73	\$4.89
2	5.20	5.37
3	5.27	5.45
4	5.69	5.88
5	6.24	6.47
6 Monthly Rate	1300.00	1350.00

Clam Shell		
Group 1	4.73	4.89
2	5.20	5.37
3	5.27	5.45
4	5.69	5.88
5	6.24	6.47

FRINGES		
	7-1-68	1-1-69
Pension	.40	.50
Vacation & Holiday	.25	.30

Hawaii Fringes for Dredges		
Pensions	.35	.45

Rock, Sand, and Gravel employees will benefit by the following amounts:

WAGES		
	7-16-68	1-1-69
Group 1	\$4.565	\$4.715
2	4.59	4.74
3	4.745	4.895
4	5.045	5.195
5	5.40	5.55
6	5.49	5.64
7	5.655	5.805

Hot Plants	1-1-68	1-1-69
Plant Engineer	\$5.40	\$5.55
Box Man	4.965	5.115
Fireman	4.965	5.115
Oiler	4.855	5.005

FRINGES		
	7-16-68	1-1-69
Pension H & W	.01	.02
Pension	.30	.40

ENGINEERS NEWS
Published monthly by Local Union No. 3 of the International Union of Operating Engineers, 474 Valencia St., San Francisco, Calif. 94101. Second class postage paid at San Francisco, Calif.



California State Senate

MILTON MARKS
SAN FRANCISCO

November 26, 1968

Mr. Paul Edgecombe, President
Operating Engineers
474 Valencia Street
San Francisco 94103

Dear Paul:

I wish to extend my sincere appreciation and heartfelt gratitude for your kind assistance and support in my successful campaign for re-election. I believe that your help was a decisive factor in my victory.

I am particularly grateful to you for lending your name and support to the Labor Committee. I would like to keep the committee intact in the future, and if possible, arrange a meeting or two during the legislative session to consider proposals and pending bills of direct interest and concern to you and your membership.

If I can be of assistance to you or to your family in the future, please do not hesitate to contact me.

Once again, my deep thanks for your invaluable efforts on my behalf and my best wishes for a very happy holiday season.

Cordially,

Milton Marks
MILTON MARKS

MM:KD

Employees of the 3 Painting & Decorating Contractors Associations will receive:

WAGES		
	7-1-68	1-1-69
Compressor Operator	\$5.61	\$5.80

FRINGES		
	7-1-68	1-1-69
Pensions	.40	.50
Vacation & Holiday	.25	.30
Pay	.25	.30

Tank Erectors will receive the following increases:

WAGES		
	10-1-68	1-1-69
Group 1	\$5.14	\$5.31
2	5.36	5.54
3	5.93	6.13
4	6.04	6.24
4A	6.19	6.40
5	6.47	6.69
6	6.73	6.95
7	7.63	7.88

FRINGES		
	10-1-68	1-1-69
Pension	.40	.50
Vacation & Holiday	.25	.30

In addition, members of the following 7 Associations will grant fringe increases to Operating Engineers with wage increases to follow later this year.

Nevada AGC 3-1-68 1-1-69

Pension Health & Welfare	.02	.03
Pensions	.40	.45
Pay in Lieu of Vacation	.31	.36

Hawaii AGC 1-1-68 1-1-69

Pensions	.15	.27½
----------	-----	------

Technical Engineers 8-1-68 1-1-69

Pensions	.45	.50
----------	-----	-----

Employees of 3 Material Dealers Associations will receive: 7-16-68 1-1-69

Pension	.35	.45
---------	-----	-----

Employees of the Scrap Iron and Materials Institute Association will receive: 9-16-68 1-1-69

Health & Welfare	.30	.35
------------------	-----	-----

Model Cities Skills
Employment needs will have first priority in the 67 Model City neighborhoods being jointly developed by the Departments of Labor and Housing and Urban Development. Where Model Cities residents lack skills required for available jobs, cities will institute appropriate training with assistance from the Labor Department's Manpower Development and Training programs.

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



Published each month by Local Union No. 3 of the International Union of Operating Engineers (No. California, No. Nevada, Utah, Hawaii, Guam.)—Subscription price \$2.50 per year. Office: 474 Valencia St., San Francisco, Calif. 94103 Advertising Rates Available on Request

AL CLEM.....International Vice President
Business Manager and Editor
PAUL EDGECOMBE.....President
DALE MARR.....Vice-President
T. J. STAPLETON....Recording-Corresponding Secretary
A. J. HOPE.....Financial Secretary
DON KINCHLOE.....Treasurer
KEN ERWIN.....Managing Editor

First Half State Bids \$500 Million

SACRAMENTO—Plans to call for a record-breaking number of bids on major California State highway projects during the first six months of 1969 have been announced by Gordon C. Luce, State Secretary of Business and Transportation.

Sixty-four projects, each with an estimated value of between \$20 million and \$1 million, are included in the statewide list.

Bids also will be called for a series of less expensive projects during the same period. In addition to highway construction, this category includes renovation of existing thoroughfares, traffic safety improvements and landscaping and functional planting of roadside areas.

Luce said the estimated value of all bids called for by July 1 is slightly in excess of \$500 million.

"Now," Luce said, "we have had assurances from the U. S. Bureau of Public Roads that California can obligate about \$317 million in federal highway trust fund monies during the first six months of 1969, so we intend to do our best to get our construction program back on schedule."

The remainder of the half-billion dollars will come from State sources. These monies will be used either as matching funds on federal participation projects or to pay all the costs for purely State construction.

James A. Moe, State Director of Public Works, said some funding will come from more than a single annual budget. This type of split-financing can be applied where construction will extend into a second year. In such instances, the work actually completed during each fiscal year is incorporated in that year's budget.

Luce paid tribute to Moe, State Highway Engineer John A. Legarra, and their respective staffs for making the expanded construction program possible without delay once funds were available.

He said that when the federal freeze was first announced, Governor Ronald Reagan was deeply concerned because of the serious effects it would have on traffic safety, driver convenience, and the economy.

The Governor then directed that all possible steps be taken to resume construction at the earliest possible date.

"The start of calling for bids in January will fulfill the Governor's directive," Luce said.

The major construction projects, listed by counties, follows:

Alameda County

Construct the initial six lanes of the ultimate eight-lane Interstate 680 Freeway to extend it 3.8 miles southerly from the Mission Boulevard Interchange in Fremont, Alameda County, to Jacklin Road in Milpitas, Santa Clara County. The project includes constructing a partial interchange for the future Route 237 Freeway near the Alameda-Santa Clara County line and completing the interchange under construction at Jacklin Road. Also included are two bridges across the South Bay Aqueduct and an undercrossing at east Warren Avenue. Estimated cost, \$6,100,000. (Also listed in Santa Clara County.)

Construct the eight-lane Interstate 580 Freeway between the Hopyard Road Interchange, now under construction, and 0.3 mile east of the Tassajara Road Interchange near the north city limits of Pleasanton, a distance of 2.1 miles. The project includes grading for the future conversion of the four-lane Route 580 Expressway to eight-lane freeway between 4.7 and 4.2 miles west of the Interstate 680 Freeway near Dublin. Estimated cost, \$3,800,000.

Contra Costa County

Construct a four-lane freeway on Routes 4 and 84 between G Street in Antioch and the Antioch Bridge across the San Joaquin River, a combined distance of 5.4 miles. The project includes constructing interchanges on Route 4 at A Street and Hillcrest Avenue, and on Route 84 at Victory Highway (existing Route 4) and Wilbur Avenue. It also includes constructing overheads on Route 84 across the Southern Pacific and A. T. & S. F. railroad tracks. Estimated cost, \$8,600,000, of which \$4,460,000 will be budgeted in the 1970-71 fiscal year.

El Dorado County

Extend the recently completed four-lane Route 50 Freeway 4.1 miles easterly from one mile east of Bass Lake Road to freeway construction in progress, 0.8 mile west of Shingle Springs, eliminating the one remaining two-lane section between Sunrise Boulevard in Sacramento County and Riverton in El Dorado County, a distance of 52 miles. The project includes constructing interchanges at Cambridge Road and Cameron Park Drive - Durrock Road. Estimated cost, \$2,600,000.

Fresno County

Pave to complete the four-lane Westside Freeway (Interstate 5) construction in progress, extending construction in Kings County 30.5 miles northerly to Derrick Avenue (Route 33) in Fresno County, connecting to construction in progress to the Merced County line. The project includes completing interchanges at Lassen Avenue, Jayne Avenue, El Dorado Avenue, Route 198, Fresno-Coalinga Road and Derrick Avenue. Estimated cost, \$8,270,000.

Reconstruct and widen Route 33 between 0.2 mile south and 9.3 miles north of Firebaugh, a distance of 10.8 miles. The section through the city will be widened from two lanes to four lanes divided. The remaining section will be widened from 18 or 20 feet to 40 feet. Estimated cost, \$1,620,000, of which the State will pay \$1,600,000, and the City the balance.

Humboldt County

Construct a four-lane freeway on Route 101 from 1.5 miles south of Piercy in Mendocino County to 0.3 mile north of the Humboldt County line, a distance of 3.7 miles. The project includes constructing an interchange at the south end of the project and a bridge across the South Fork of the Eel River. Estimated cost, \$6,900,000, of which \$2,600,000 will be budgeted in the 1970-71 fiscal year. (Also listed in Mendocino County.)

Extend construction in progress and budgeted on the two-lane Route 299 Expressway 4.7 miles easterly from 2.2 miles east of Redwood Creek to 0.8 mile east of Berry Summit, to connect with a high standard conventional highway to Willow Creek. Estimated cost, \$4,200,000.

Imperial County

Extend the four-lane Interstate 8 Freeway 6.6 miles easterly from 0.7 mile west of Ogilby Road, east of the Sand Hills area, to one mile west of Algodones Road, about seven miles west of the Colorado River. The project includes constructing interchanges at Ogilby Road and Pilot Knob and replacing several bridges across washes with box culverts. It also includes constructing an agricultural inspection station at the eastern end of the project to serve the States of California and Arizona, with the latter paying a proportional

share of the cost. Estimated cost, \$5,400,000.

Kern County

Extend a 10.9-mile section of the Westside Freeway (Interstate 5) 13.6 miles northerly from Route 46 west of Wasco to the Kings County line. The project includes constructing an interchange at Twisselman Road. Estimated cost, \$5,700,000.

Extend the grading in progress for the future four-lane Route 178 Freeway north of the Kern River, 4.2 miles westerly from 1.5 miles west of Borel Road, northeast of Miracle Hot Springs. Estimated cost, \$2,730,000.

Widen the Rosedale Highway (Route 58) from two lanes to four lanes divided between 0.2 mile west of Allen Road and Route 99 in Bakersfield, a distance of six miles. Estimated cost, \$1,910,000.

Add one lane to the existing two southbound lanes of the Route 99 Freeway between 1.5 miles north of Herring Road, about ten miles south of Bakersfield, and the junction with Interstate 5; and add two lanes to the existing two southbound lanes of the Interstate 5 Freeway from this junction to the Wheeler Ridge Truck Weighing Station, an overall distance of 14.7 miles. Estimated cost, \$1,800,000.

Construct 7.3 miles of Route 202 on new alignment to replace the existing narrow highway with

right angle turns serving the California Correctional Institution at Tehachapi. Estimated cost, \$1,000,000.

Los Angeles County

Extend the Golden Gate Freeway (Interstate 5) two miles southerly toward the Sylmar area of Los Angeles. The project includes constructing an interchange with the Antelope Valley Freeway (Route 14) and constructing this latter freeway 2.3 miles northeasterly from the interchange to San Fernando Road (Route 126). Excavated material will be used to construct an embankment for the future Route 118 Freeway on portions between Woodley Avenue and Herrick Avenue in the Mission Hills area of Los Angeles, and for the interchange between the Route 118 and San Diego (Interstate 405) freeways. Estimated cost, \$27,200,000.

Construct an interchange between the Interstate 210, San Bernardino (Interstate 10), Orange (Route 57) and Corona (Route 71) freeways. The project includes constructing the Orange Freeway 1.4 miles southerly from the interchange; the Corona Freeway 1.2 miles southeasterly; constructing an interchange on the Corona Freeway in Pomona; providing additional lanes on the San Bernardino Freeway through the interchange area, and constructing a

safety roadside rest on this route west of the interchange. Estimated cost, \$20,800,000.

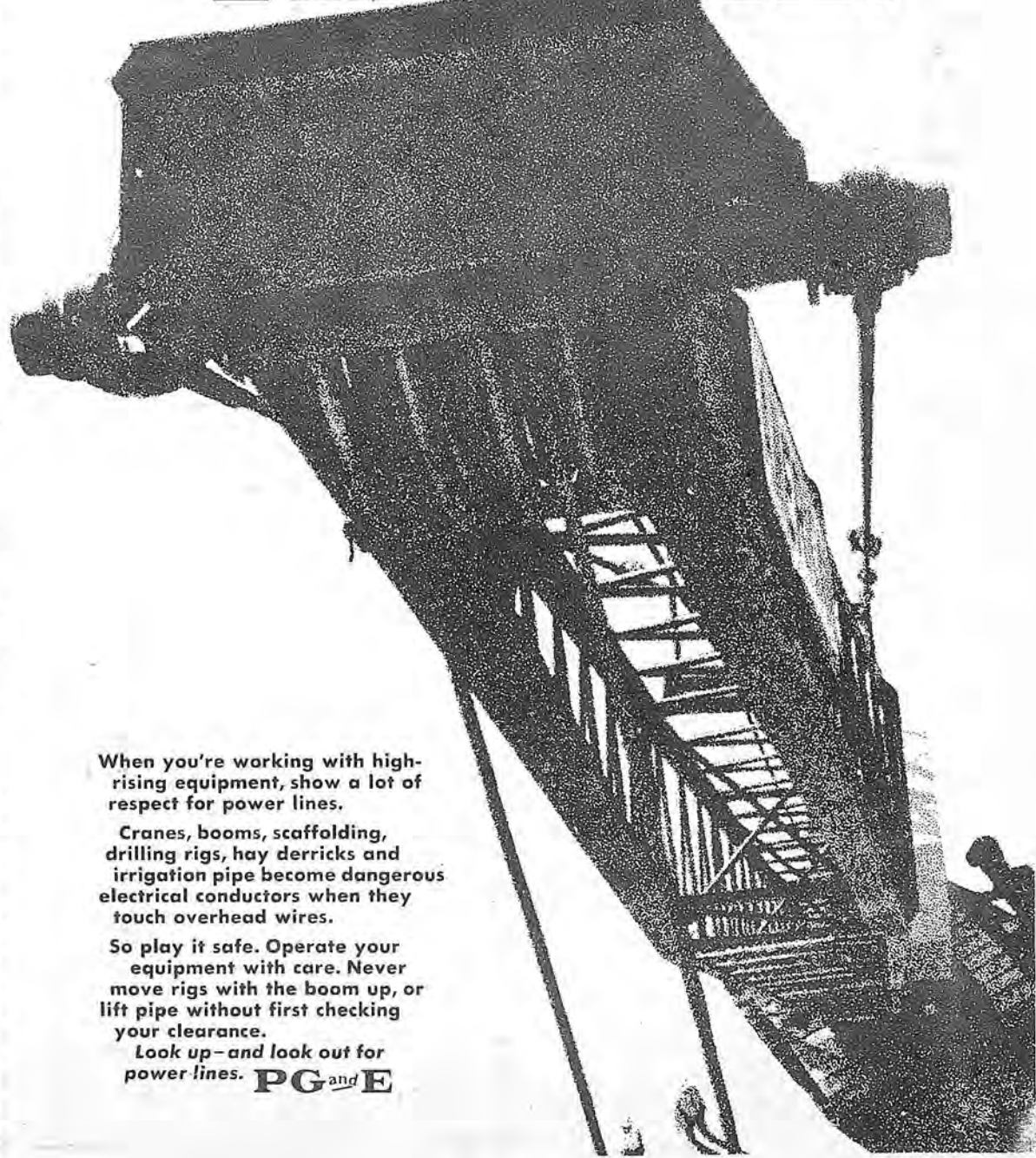
Complete the interchange between the Interstate 210 and Route 30 freeways (which together form the Foothill Freeway) west of San Dimas, and construct the eight-lane Interstate 210 Freeway southerly from this interchange to the interchange with the San Bernardino Freeway (Interstate 10), the Orange Freeway (Route 57) and the Corona Freeway (Route 71) in the San Dimas-Pomona area, a distance of 4.1 miles. Estimated cost, \$12,950,000.

Widen the San Bernardino Freeway (Interstate 10) from six to eight lanes and construct four auxiliary lanes between the Santa Ana Freeway (Route 101) in Los Angeles and Westminster Avenue in Alhambra, a distance of 4.2 miles. The project includes realigning the freeway in the vicinity of Soto Street to ease curves, widening the various overcrossings and modifying interchange ramps. Estimated cost, \$13,020,000, of which \$8,020,000 will be budgeted in the 1970-71 fiscal year.

Extend construction in progress on the Route 118 Freeway (from the Simi Valley in Ventura County to Santa Susana Avenue in Los Angeles County) another 1.3 miles southeasterly to De Soto Avenue

See HIGHWAY BOOM page 5

DON'T LAY YOUR LIFE ON THE LINE.



When you're working with high-rising equipment, show a lot of respect for power lines.

Cranes, booms, scaffolding, drilling rigs, hay derricks and irrigation pipe become dangerous electrical conductors when they touch overhead wires.

So play it safe. Operate your equipment with care. Never move rigs with the boom up, or lift pipe without first checking your clearance.

Look up—and look out for power lines. **PG&E**

Bottle Hollow Reservoir Bids Due



OLD MAN WINTER is currently the "prime contractor" in Utah. Shown above is equipment belonging to the Northwestern Construction Com-

pany's job at 6400 South and freeway. Thermometers stood at just 19 degrees above zero when this picture was taken.

Shopping Centers Blooming In San Jose Surroundings

By BOB SKIDGEL, HARLEY DAVIDSON, MIKE KRAYNICK and DOUG FARLEY

Merry Christmas and a prosperous New Year to All!

The coming of the rainy season finds our biggest jobs well ahead of schedule. Two jobs that are well underway are the Granite-Stolte overpass and the Park Avenue underpass.

Shopping centers continue to spring up in all vacant corners. Northwood Square is now being developed at Landers Avenue and Morrill Avenue adjacent to the new Interstate Freeway 280. This is the 28-acre shopping facility that will cost \$5.5 million dollars. It will have 225,000 square feet of retail space for 30 stores with services and parking for 1500 cars. Ground will be broken for the first major retail store in April of next year.

Work started last week on the new Eastridge shopping center on the site of the former Hillview Golf Course on Tully Road near Capital Expressway. This will be the largest in the county when completed in mid-1970. An air-conditioned central mall will be served by stairs, glass elevators, escalators and ramps. The development will include theaters, office buildings, a hotel, parking for 9,000 cars and 1,500 apartments. Taubman Construction Company of Emeryville is General Contractor, committed to put about \$28 million worth of construction in place. Avner Naggar is architect, Lawrence Halprin is the landscape architect and will preserve most of the trees on this beautiful site. Bayshore Properties Inc., headed by A. Alfred Taubman of Detroit, is the primary developer. Varwig Construction did the clearing and grading of this site. Three major department stores, Macy's, Sears and Penny's will have anchor stores in the center.

Construction on a two-story building with passenger and aircraft holding areas on the ground level and offices on the second floor at San Jose Municipal Airport is expected to start late in December and finish six months later. The south concourse expansion will stretch some 440 feet south of the present terminal building. The

70-foot wide structure will provide a total of 10 gate positions for airlines, compared with the present six positions and will accommodate only the airlines presently operating from San Jose. Erwig of California Construction Company were low bidders on the \$700,000 job.

The San Antonio Plaza project which covers eight blocks in the downtown heart of the city has received \$9.4 million in loans and grants. The San Jose Redevelopment Agency officials announced that \$18 million in "temporary loan" funds have also been allotted by the Federal Housing and Urban Development Agency. This will be used as collateral so that the agency can go to private money markets for short term loans.

Oscar Holmes Inc. were low bidders on an \$853,000 contract let by Santa Clara County Flood Control for construction of a 15-million gallon covered treated water storage unit at Rinconada Reservoir. Leo Piazza Paving Company was issued a \$347,726 contract for construction of a four-lane divided section of State-Co. 618.

Assembly Bill No. 1182 will become effective January 1, 1969. This Alquist-Milias Bill is intended to strengthen existing Civil Service methods of administering public employer-employee relationships. This law requires that public employers (city governments) "meet and confer in good faith" with representatives of organized employees. Your business representatives have been meeting with City Council and Civil Service Commissioners in San Jose hoping to improve wages, hours and other conditions of employment for Operating Engineers employed by the City of San Jose. This bill is intended to open the way for collective bargaining in municipal governments.

The Santa Cruz area is very slow at this report due to heavy rains.

Bendix Bradbury Associates from Los Altos were low bidders of \$590,359 for expansion of water treatment plant on Graham Hill Road in Santa Cruz.

Granite Construction Company of Watsonville were low bidders of \$46,505 for construction of the

Freedom Court House Annex Site Development in Watsonville.

Awarded to California Fresno Asphalt Company from Fresno, California was a contract for \$21,678 to resurface streets in Monterey.

Morani Traffic Stripping & Sand Blasting from San Diego were awarded a contract for \$77,766 for placing markers between South Greenfield overcrossing and Spence undercrossing about 3 miles south of Salinas.

Granite Construction Company of Watsonville were low bidders at \$25,629 for extending Del Monte Avenue from its present end to Van Buren Street.

The King City Highway job was awarded to Granite Construction Company for \$2.6 million.

Santa Clara County has been allocated \$2.1 million for road construction by the California Highway Commission. In San Jose, a widening project will be undertaken for a length of six miles along Highway 101 between Santa Clara Street and a point just north of the Guadalupe Parkway.

The Department of Housing and Urban Development announced Saturday a \$2 million loan for construction of an apartment complex at Stanford University.

We would like to take this opportunity to thank Brother Bob Sandow for his donation to the blood bank, and also Michael Sinnott from Santa Clara.

Brother Charles Yates is unfortunately spending the first part of his retirement in the hospital. Brother Yates decided to climb a ladder to cut off a branch of a tree. The ladder broke and as a result Brother Yates has a broken arm and pelvic bone.

Brother Harold Cox is convalescing at home after his stay in the hospital.

We wish to express our condolences to the families of the following Brothers who recently passed away: Brad Strobel, Basil L. Kizer and Robert O. Hazelrigg.

The Quarterly District Meeting on February 5, 1969 will be held at the New Montgomery Theater, Civic Auditorium, San Jose, California, located at the corner of San Carlos Street and Market Street.

By ASTER WHITAKER, JAY NEELEY, TOM BILLS, WAYNE LASSITER, DEL HOYT and KAY LEISHMAN

It was a welcome sight to see our retired engineers at our December District meeting.

We were able to contact 14 of the 18 retired members and bring them together for a picture.

It was informative and stimulating as we listened to the old timers relate some of their more interesting events as active Operating Engineers and to hear some of the past history on how Utah was organized into the jurisdiction of Local Union No. 3. Perhaps some of our younger members did not realize that the benefits they enjoy today did not come easy. Without exception all of these old timers praised our present administration and expressed the opinion that this union is working one hundred per cent for its members.

We would like to thank these brother-members for attending and for the words of wisdom they passed on to us. We also observed that they were still a tough bunch to try and out-do.

Bids for the construction of the Bottle Hollow Reservoir near Fort Duchesne will be opened in January of 1969. The bids will include the dam and the dike for the reservoir. This reservoir is part of the Central Utah Project and will be located south of U. S. Highway 40 along the east of Indian Bench. The project will include north and south dams and a dike. Dams will be 475 and 490 feet in length and will be 57 and 69 feet in height. The dike will be 780 feet long and 11 feet high.

Bids for the recreation complex to be built in connection with the reservoir are expected to be called for in the early spring.

The total cost of the reservoir and recreation complex will probably exceed the three million dollar mark.

A blanket of snow has now covered the huge earth fill dam across the Strawberry River Valley and construction on the Strawberry Dam has been halted until spring. Only a skeleton crew is being left on the job by Goodfellow Construction Company doing finishing work and overhauling equipment in the machine shop.

The dam has been leveled off at 83 feet. When finished it will be 155 feet high.

This dam is part of the Central Utah Project and it will back up water from the Strawberry River and store surplus flow from the Duchesne River, diverted through Starvation Tunnel from a diversion dam five miles upstream from Duchesne.

The dam is expected to be completed some time next year.

Congress has now authorized construction of a 51.2 million dollar Dixie Project, east of St. George in southern Utah. However, money has not yet been appropriated for the construction.

A 244-foot high dam, to be called the Virgin River Dam, will be the principal feature of the Project. This dam will create a reservoir of 256,000 acre feet of water and will be located 10 miles northeast of St. George.

The Hurricane Diversion Dam, the Washington Fields Canal System, the Washington-Ivens Canal System and five pumping plants to lift water to higher project lands are other features included in the Dixie Project.

Healy & Hess are still moving on their Wendover job. They connected the eastbound lane on December 12th. Since then all equipment is concentrated on the westbound lane, which they expect to connect before Christmas. Their plan is to close operation on December 21st and resume work

on January 7th on a one-shift basis to do the finish work. The mechanics have been working two 12-hour shifts and many of the boys need the rest. This has been a very good job with a minimum of problems. Much of the credit goes to Brothers Duke Sullivan and Ed Stewart who are the Stewards and Brother Dent Parker who has served as Safety Committeeman.

They are working between the storms on the J. B. Parson Company job at Lakepoint. We are in hopes that they can continue through the winter. This job boasts 12 of the brothers. Brother Mavin Mills is the Steward and Brother Lytle the Safety Committeeman.

Strong Company at Coalville is still at work on a two-shift basis. Because of the heavy cuts and fills they are able to continue through the very cold weather. Brother Lyle Taylor is the Steward on this job and has been a real help in serving the brothers.

Some building jobs are trying to work when the weather permits.

Work at the sand and gravel plants is almost at a standstill at the present time because of the cold winter weather. The work in the shop at Utah Sand and Gravel looks good with plenty of work for the machinists all winter.

Work at Concrete Products Company is holding up pretty well and they are keeping the regular crew busy as much as the weather will permit.

The situation at Kennecott is normal with the exception of the new drop cut that is taking place in the bottom of the pit. This is the first time Kennecott has attempted a spiral drop cut with their employees. Usually a job of this nature will be let out on contract. It is expected to take 120 days to complete the job.

All of the employees are still working at Utah Construction and Mining Company at Cedar City and we are hopeful that they will continue to do so throughout the winter.

Old Man Winter is now the prime contractor in northern Utah. He has a lot of the Brothers wondering what they did with their summer wages.

A few of the more hardy contractors are fighting to keep their jobs going and we wish them lots of luck because they are keeping a lot of the good brothers working.

We have had a good work season in the Ogden area and we are looking forward to a better year. We have several jobs to complete that the weather has shut down plus a recent announcement of a \$4.8 million mid-summer program the state has scheduled—12 new highway projects in Weber and Davis Counties. Two of the major projects are the long awaited widening to four lanes of the mountain road from Farmington Junction and the widening and channelization of 12th St. in Ogden from Wall Avenue to I-15. Both of these projects are scheduled for bidding next February with construction starting as soon as weather permits.

Other jobs scheduled are: Rebuilding of the bridge over the Weber River near Sift and Company Plant at a cost of \$90,000, construction of a frontage road from Lagoon to the end of I-15 at Page's Lane, preparatory to rebuilding of that stretch of U.S. 91 to Interstate standards, at an estimated \$1.2 million; construction of storm drains on I-15 from 31st St. in Ogden to the end of I-15 at Layton, estimated at \$300,000 and construction of storm drains along U. S. 91 between Ogden and Layton at a cost of \$70,000.

The other six projects, estimated at \$1,475,000 are scheduled for bidding in June.

Boom in State Highway Construction

Continued from page 3
in Los Angeles. The project includes constructing a bridge across Browns Channel Wash and most of the interchange with De Soto Avenue, extended northwesterly from its present terminus at Browns Canyon Road. Estimated cost, \$4,200,000 of which the State will pay \$3,985,000 and the City the balance for extending and improving De Soto Avenue between the new freeway and Devonshire Avenue (existing Route 118).

Extend the Antelope Valley Freeway (Route 14) 6.8 miles southwesterly from east of Solamint to San Fernando Road (Route 126). The project includes constructing a portion of an interchange for the future Route 126 Freeway. Estimated cost, \$12,700,000, of which \$3,300,000 will be budgeted in the 1970-71 fiscal year.

Construct the eight-lane San Gabriel River Freeway (Route 605) between 0.5 mile north of Lower Auza Road and the Foothill Freeway (Interstate 210) in Irwindale, a distance of three miles. The project includes the construction of interchanges at Live Oak Avenue and Arrow Highway and the completion of the Foothill Freeway Interchange. Estimated cost, \$12,000,000. A subsequent project will extend this work southerly to the existing San Gabriel River Freeway at the San Bernardino Freeway (Interstate 10).

Extend soon-to-be-started construction of the Route 134 Freeway 1.8 miles easterly from Hillmont Avenue in the Eagle Rock area to Orange Grove Boulevard in Pasadena. The project includes constructing interchanges at Figueroa Street and San Rafael Avenue, a partial interchange at Orange Grove Boulevard, and widening Pioneer Bridge across Arroyo Seco from four to eight lanes. Estimated cost, \$9,050,000.

Extend the recently completed eight-lane Foothill Freeway (Interstate 210) between Duarte and Santa Anita Avenue in Arcadia another 2.7 miles westerly to 0.4 mile west of Rosemead Boulevard (Route 19) south of Pasadena. The project includes completing the interchange at Santa Anita Avenue, constructing an interchange at Michillinda Avenue-Rosemead Boulevard, and partially grading between Morengo Avenue and Fair Oaks Avenue in Pasadena for future freeway construction. Estimated cost, \$8,900,000.

Construct the six-lane Pomona Freeway (Route 60) between the Orange Freeway (Route 57), now under construction in the Diamond Bar area, and 0.1 mile east of the Los Angeles County line east of Pomona, a distance of five miles. The project includes constructing interchanges at Dudley Street, the Corona Expressway (Route 71) and at Reservoir Avenue. Estimated cost, \$6,600,000.

Grade for the future four-lane freeway link between the completed Antelope Valley Freeway (Route 14) south of Avenue P-8 in Palmdale and freeway construction on this route north of Avenue I in Lancaster, a distance of 8.3 miles. The project includes constructing overcrossings on existing roads and portions of the interchanges at Tenth Street West, Avenues N, M, L and K. Twentieth Street West and Avenue I. Estimated cost, \$6,100,000.

Construct the eight-lane Orange Freeway (Route 57) between the interchange with the San Bernardino (Interstate 10), Interstate 210 and Route 71 freeways at the northwest city limits of Pomona and the Pomona Freeway (Route

60) at Diamond Bar Boulevard, 1.7 miles southerly. Estimated cost, \$3,600,000.

Marin County

Construct a four-lane viaduct for southbound traffic on the Route 101 Freeway between 0.3 mile south of Irwin Street and 0.3 mile north of Mission Avenue in San Rafael, a distance of 0.8 mile. The project includes constructing temporary connections to the existing freeway. Estimated cost, \$3,200,000.

Mendocino County

Construct a two-lane expressway on Route 128 between 0.3 mile west of Prather Creek and Anderson Creek, 0.6 mile west of Boonville, a distance of 3.7 miles. Estimated cost, \$1,400,000.

Construct a four-lane freeway on Route 101 from 1.5 miles south of Piercy in Mendocino County to 0.3 mile north of the Humboldt County line, a distance of 3.7 miles. The project includes constructing an interchange at the south end of the project and a bridge across the South Fork of the Eel River. Estimated cost, \$6,900,000, of which \$2,600,000 will be budgeted in the 1970-71 fiscal year. (Also listed in Humboldt County.)

Orange County

Construct the eight-lane Riverside Freeway (Route 91) between 0.3 mile east of Eucalyptus Drive and the Riverside County line, a distance of 5.4 miles. The project includes constructing interchanges with County roads at Weir Canyon, Gypsum Canyon and Coal Canyon. Estimated cost, \$10,000,000.

Construct the eight lane Orange Freeway (Route 57) between Imperial Highway (Route 90) in Placentia and 0.3 mile south of the Los Angeles County line, a distance of 2.4 miles. The project includes constructing interchanges at Lambert Road and Tanner Canyon Road, with a connection at the latter to Brea Canyon Road. Estimated cost, \$10,000,000.

Widen the Newport Freeway (Route 55) from four to six lanes between 0.1 mile north of Palisades Road-Bristol Street and 0.1 mile south of the Riverside Freeway (Route 91) in Anaheim, a distance of 13.2 miles. Estimated cost, \$3,600,000.

Construct an interchange on the San Diego Freeway (Interstate 5) at Oso Parkway, north of San Juan Capistrano. Estimated cost, \$1,070,000, of which the State will pay \$985,000 and the County the balance.

Riverside County

Widen the four-lane Interstate 10 Freeway to six lanes between Thousand Palms and Jefferson Street northwest of Indio, a distance of eight miles, and construct a six-lane freeway 5.4 miles easterly from this point to the future Route 86 Freeway east of Indio, and a four-lane freeway for an additional 3.8 miles easterly to the existing Interstate 10 Freeway near the Coachella Branch of the All American Canal. The project includes constructing interchanges at Jefferson Street, Monroe Street, Jackson Street, Van Buren Street, the future Route 86 Freeway and Dillon Road, and bridges at various locations across the Whitewater Storm Channel. Estimated cost, \$11,700,000, of which \$5,837,000 will be budgeted in the 1970-71 fiscal year.

Widen the Interstate 10 Freeway from six lanes between the interchange with the Route 60 Freeway near the west city limit of Beaumont and the eight-lane freeway construction in progress at Sunset Avenue near the west city limit of Banning, a distance of 4.7

miles. The work will consist of adding lanes in the median. The project includes installing a double metal beam median barrier. Estimated cost, \$1,500,000.

Widen the Riverside Freeway (Route 395) from four to six lanes between the interchange with the Route 50 and Route 91 freeways in Riverside and the Washington Avenue Interchange, just south of the San Bernardino Freeway (Interstate 10) in Colton, San Bernardino County, a distance of 4.7 miles. The work will consist of adding lanes in the median and installing a double metal beam barrier. Estimated cost, \$1,400,000. (Also listed in San Bernardino County.)

Sacramento County

Construct the six-lane Interstate 880 Freeway between the bridges across the Sacramento River and 0.3 mile west of the Westside Freeway (Interstate 5), a distance of 2.6 miles, connecting to construction in progress to the Del Paso Heights area of Sacramento. Estimated cost, \$2,057,000.

San Bernardino County

\$5,530,000 to complete the financing for extending budgeted six-lane Pomona Freeway (Route 60) construction 4.5 miles easterly from just east of the Los Angeles County line to Euclid Avenue (Route 83) near the south city limit of Ontario. The project includes constructing interchanges at Ramona Avenue, Central Avenue, Palmetto Avenue and Euclid Avenue, and performing some grading for an additional 0.8 mile easterly. Estimated cost, \$8,450,000, of which the State will pay \$8,430,000. The San Bernardino County Flood Control District will contribute the balance as its share of the increased drainage costs for depressing the freeway through Chino.

Grade and build structures for the four-lane Interstate 40 Freeway between Mountain Springs and Essex Road, 15.5 miles westerly. Estimated cost, \$8,200,000.

Widen the San Bernardino Freeway (Interstate 10) from six to eight lanes between the Los Angeles County line and 0.2 mile east of Euclid Avenue (Route 83) at the Upland-Ontario border, a distance of 3.8 miles. Estimated cost, \$4,700,000.

Grade to extend previously budgeted construction of the four-lane Interstate 40 Freeway to two miles east of Ludlow on new alignment. Paving another 9.4 miles easterly will be performed under subsequent financing. The project includes constructing bridges across the Broadwell, Ash Hill, Bismark and Bristol Mountain Washes. Estimated cost, \$4,200,000.

Widen the Riverside Freeway (Route 395) from four to six lanes between the interchange with the Route 60 and Route 91 freeways in Riverside and the Washington Avenue Interchange, just south of the San Bernardino Freeway (Interstate 10) in Colton, San Bernardino County, a distance of 4.7 miles. The work will consist of adding lanes in the median and installing a double metal beam median barrier. Estimated cost, \$1,400,000. (Also listed in Riverside County.)

San Diego County

Extend construction in progress on the eight-lane Interstate 805 Freeway 2.7 miles northerly from 0.2 mile north of Friars Road in San Diego to 0.4 mile north of Route 395. The project includes constructing interchanges at Murray Ridge Road, Artillery Drive, and Route 395. Estimated cost, \$13,000,000.

Construct the eight-lane Inter-

state 805 Freeway between 3.5 miles north of the Interstate 5 Freeway in San Ysidro and 1.6 miles south of Route 54 in the Sweetwater River Valley, a distance of 3.8 miles. The project includes constructing interchanges at Otay Valley Road and Orange Avenue, and the southerly half of the interchange at Telegraph Canyon Road. Estimated cost, \$5,150,000, of which \$2,150,000 will be budgeted in the 1970-71 fiscal year.

Construct a four-lane freeway on Route 52 through San Clemente Canyon between the Interstate 5 Freeway at the Ardath Road Interchange and the future Interstate 805 Freeway, three miles easterly. The project includes constructing interchanges at Regents Road and Genessee Avenue. Estimated cost, \$3,900,000.

Extend the Route 67 Freeway 3.2 miles northeasterly from 0.7 mile north of Santee to Maplevue Street in Lakeside. The project includes constructing an interchange with connections to Winter Gardens Boulevard. Estimated cost, \$3,000,000.

Extend the four-lane Route 94 Freeway two miles easterly from Conrad Drive to Avocado Boulevard in the Spring Valley area of San Diego. The project includes completing the interchange at Kenwood Drive and constructing an interchange at Avocado and Sweetwater Springs Boulevards. Estimated cost, \$2,700,000.

San Francisco County

Extend the eight-lane Interstate 280 Freeway 0.6 mile northerly from 18th Street to 6th Street with ramp connections northwesterly to Brannan Street. The project includes completing the interchange at 18th and Mariposa Streets. The freeway will be situated above the Southern Pacific Railroad Company's right of way throughout the project limits. Estimated cost, \$13,500,000.

San Joaquin County

Construct an interchange between the eight-lane Westside Freeway (Interstate 5) and the future Crosstown Freeway (Route 4) in Stockton and the superstructure of the paired freeway bridges across the Stockton Channel. The work connects with construction in progress between the bridges and Hammer Lane near the city's northern limits. Estimated cost, \$24,958,000, of which \$14,458,000 will be budgeted in the 1970-71 fiscal year.

Construct the Westside Freeway (Interstate 5) as a six-lane facility from Frewart Road, two miles south of French Camp, 6.6 miles northerly to Anderson Street in Stockton. The project includes constructing interchanges at Roth Road, South French Camp, French Camp Turnpike, Downing Avenue, Eighth Street and Charter Way (existing Route 4), and bridges across French Camp, Walker and Mormon Sloughs. Estimated cost, \$13,351,000, of which \$6,751,000 will be budgeted in the 1970-71 fiscal year.

Construct the four-lane Westside Freeway (Interstate 5) between the Interstate 580 Freeway at the Stanislaus County line and the Interstate 205 Freeway east of Tracy, a distance of approximately 13 miles, as an easterly bypass of that City. The project includes constructing interchanges with Interstate 580, Route 132, Route 33, Kasson Road and Route 50, bridges across Hospital Creek, the Delta-Mendota Canal and Tom Paine Slough, and overheads across the Southern Pacific railroad tracks near Lehman Road and the Western Pacific railroad

tracks near the Deuel Vocational Institute. Estimated cost, \$15,800,000, of which \$7,315,000 will be budgeted in the 1970-71 fiscal year.

San Mateo County

Widen the Bayshore Freeway (Route 101) from six to eight lanes between Harbor Boulevard in Redwood City and the 19th Avenue Interchange in San Mateo, a distance of 5.9 miles. Estimated cost, \$3,500,000.

Widen Woodside Road (Route 114) from two to four lanes between the Junipero Serra Freeway (Interstate 280) in Woodside and Locust Street in Redwood City, a distance of 2.9 miles. Estimated cost, \$1,900,000.

Santa Barbara County

Grade for the future Route 101 Freeway paralleling the existing expressway between the El Capitán Beach State Park Undercrossing and one mile west of Refugio, a distance of 3.6 miles, and place the earth removed by this project as embankment material to extend the Route 217 Freeway 2.2 miles westerly past a future entrance to the University of California at Santa Barbara to Los Cameros Road, a distance of 2.2 miles. Estimated cost, \$5,900,000.

Santa Clara County

Widen the Bayshore Freeway (Route 101) from four to six lanes between the Santa Clara Street (Route 130) Interchange and 0.4 mile north of the Guadalupe Parkway (Route 87) in San Jose, a distance of 4.4 miles. Estimated cost, \$2,100,000.

Construct the initial six lanes of the ultimate eight-lane Interstate 680 Freeway to extend it 3.8 miles southerly from the Mission Boulevard Interchange in Fremont, Alameda County, to Jacklin Road in Milpitas, Santa Clara County. The project includes constructing a partial interchange for the future Route 237 Freeway near the Alameda-Santa Clara County line and completing the interchange under construction at Jacklin Road. Also included are two bridges across the South Bay Aqueduct and an undercrossing at East Warren Avenue. Estimated cost, \$6,100,000. (Also listed in Alameda County.)

Extend the eight-lane Joseph Sinclair Freeway (Interstate 280) in San Jose 5.5 miles northeasterly from the Route 17 Freeway to the Bayshore Freeway (Route 101), and construct the Guadalupe Freeway (Route 87) between the Interstate 280/Route 87 Interchange at Brown Street and 0.3 mile southerly at Jerome Street. The interchange is under construction under previous financing. The project includes constructing interchanges at Meridian Road, Bird Avenue, First Street, Tenth Street and McLaughlin Avenue, and a partial interchange with the Bayshore Freeway. It also includes constructing railroad underpass at Kingman Avenue and Meridian Road and bridges across Coyote Creek and a nearby railroad. Estimated cost, \$21,400,000, of which the State will pay \$20,386,000 (\$14,936,000 to be budgeted in the 1970-71 fiscal year) and the County the balance.

Santa Cruz County

Construct an interchange on the Cabrillo Highway (Route 1) at Rob Roy Junction in Rio Del Mar, converting this facility to a four-lane freeway between San Andreas Road and 0.7 mile west of Rob Roy Junction, a distance of 1.3 miles. Estimated cost, \$1,500,000.

Siskiyou County

Construct 9.3 miles of the four-lane Interstate 5 Freeway to ex-

See HIGHWAYS page 14

Yuba City-Lomo Highway 99 Link Set

By HAROLD HUSTON, W. R. WEEKS, DAN CARPENTER, JOHN E. SMITH and GENE BROWN

YUBA CITY FREEWAY JOB SET—Funds for construction of Onstott Freeway north to Lomo Crossing were allocated in the 1969-70 State Highway's budget approved by the California Highway Commission. Allocated was \$3 million for initial financing of the Highway 99 freeway link between Colusa Highway in Yuba City and the Southern Pacific Railroad crossing at Lomo, a distance of 5.6 miles. Included will be construction of interchanges at Queens Avenue and Eager Road, according to the highway commission. Total cost of the project is estimated at \$3.7 million, with the remaining \$700,000 to be budgeted for the 1970-71 fiscal year.

Earl E. Calligan, assistant district engineer for planning, said bids on the project will be called for by the end of this year or early next year. Work on the project could begin in May or earlier, and the work would take two construction seasons to complete.

The divided freeway begins at Colusa Avenue and Onstott Roads in Yuba City and terminates just above Sanders Road, but the new highway alignment continues to Lomo Crossing where a new grade crossing will be constructed.

New Alignment—Lomo Crossing has been the scene of numerous fatal accidents during the past years. It now is a sharp S-curve. The new alignment would improve the crossing of the Southern Pacific Railroad tracks. The freeway would parallel Onstott Road to Eager Road. Although a raised crossing is scheduled at Colusa Avenue in the future, the freeway would begin at grade there. There would be an undercrossing for Butte House Road, with no access to Butte House, and an overcrossing for Queens Avenue, with on and off ramps where the freeway goes underground. Another overcrossing is located at Pease Road, with no access to Pease from the freeway, the final overcrossing is for Eager Road, where an interchange would be located.

Goes North—The freeway section goes directly north from Colusa Avenue and turns westerly to parallel the present highway south of Sanders Road. The divided highway ends just north of Sanders and the two-lane section follows a new alignment for the crossing at Lomo. Sanders Road would dead-end at the freeway. The project ends at Kent Road just north of Lomo. The State Highway Commission has allocated \$350,000 for land purchase on the freeway route from Lomo Crossing north to the Butte County line. The Division of Highways has planned a route which skirts the west side of Live Oak.

YUBA COUNTY—No construction funds were allocated for Yuba County projects for 1969-70, but \$400,000 was set aside for acquisition of right-of-way for future projects in the county. Sutter county right-of-way acquisition funds were set at \$750,000. Other area county major construction allocations included Butte county, \$2.8 million; Colusa county, \$2.7 million.

YUBA CITY SEWER BONDS WIN APPROVAL—Yuba City voters approved by a vote of 3,196 to 1,207 a \$2.5 million general obligation bond issue to pay for sewer improvements. The city is under a virtual mandate to correct sewer system deficiencies and residents undoubtedly would have had to pay for the improvements one way or another if the bonds had failed to get voter approval.

The bond measure passed in every precinct to provide a 72 per cent approval, more than two-thirds approval required.

Next Step—According to the Yuba City administrator, the next step will be to notify financial, engineering and design consultants of the bond approval and to set a tentative schedule for start of work on the project.

The administrator said he expects the city council to discuss soon the various alternatives involved in updating the 3½-year-old engineering report on the sewer improvement project and to refine and finalize plans. After allowing time for the preliminary work, it still would take at least 21 months to complete the project. The State has set no specific deadline, but the progress will be developing under the pressure of a potential cease-and-desist order.

State Order Threat—The city had been notified that if the bonds weren't approved, the State Water Quality Control Board probably would issue a cease-and-desist order in December that would force improvements to correct the odor problems of the present sewer ponds. The city council already had increased sewer rates from \$1.00 to \$3.50 per month, and the tax rate will increase, effective January 1, by 10 cents per \$100 assessed valuation. These funds will go to pay off the bonds and to put money back into the sewer fund for the first time in years. The sewage system improvements are to include a new treatment plant south of Yuba City, construction of additional ponds in the Feather River bottoms and provision for additional interceptor sewers, lift stations and force mains.

YUBA CITY WATER TREATMENT PROJECT ON SCHEDULE—Yuba City's water treatment plant project is proceeding nearly on schedule, which calls for completion by about the end of the year. There are hopes that the \$3.25 million project will be completed by the end of the year, although there has been a holdup at the low lift pump station on the Feather River. The city council authorized a \$3,690 change order on the project to allow for installation of sprinkler and fire hydrant water lines underneath areas to be paved.

Landscaping Plans—The councilmen instructed Parks-Recreation Director to work on plans for sprinkler system and landscaping at the treatment plant, located on the west side of Live Oak Boulevard at the north end of the city. It has been estimated there will be a net balance of \$142,000 under the amount of funds allocated to the project. Of this, \$45,000 could be used for landscaping. Bids will be opened later on for the gravel for the project. The grading, graveling and oiling is planned to be done before fall rains arrive. The low-lift pump station has been held up because of difficulty in driving wooden pilings into the river bottoms. Another problem developed when steel pilings had to be driven below the water level and water seeped into the piling area.

Two wells have been drilled in an attempt to pump the underground water out of the piling area so that the pilings can be capped with concrete and the work can proceed, according to the city engineer. It will be determined in the next few weeks whether or not the low-lift pump station work will hold up completion of the project. The station pumps water from the river to a height above the levee. The water then flows by gravity to the treatment plant, through the treating facilities and into the million-gal-

lon storage tank. The new treatment plant will clean up dirty river water, with relatively low mineral content, and provide more water capacity than the present system. The existing wells are considered of inadequate capacity and high mineral content.

SACRAMENTO FIRM OFFERS LOW BID ON BRIDGE MEDIAN—Griggs and Peterson Co. of Sacramento is low bidder at \$92,816.10 on a State Division of Highways project to construct a concrete barrier which will separate the opposing lanes of traffic on the 10th Street Bridge between Marysville and Yuba City. The new divider will be over half a mile long and more than 30 inches high. The successful bidder was among six firms submitting proposals, including Baldwin Contracting Co., Inc. of Marysville and A. Teichert & Son, Inc. of Yuba City.

Engineer's estimate for the job was \$118,000. The bridge carries a high volume of Highway 20 traffic and the project is designed to prevent the cross-over type collision. The Marysville district office said construction could get underway immediately, depending on the weather.

There will be some traffic restrictions during the week, when the contractor will be permitted to close a lane in each direction. All four lanes will be restored to use, however, for peak traffic periods. The project is expected to take two or three months.

CONTRACT IS AWARDED FOR HUB STREET WORK—Marysville councilmen have awarded a contract for \$58,418 to Baldwin Contracting Co., Inc. of Marysville for the repaving of streets in the western and eastern portions of the city. Only other bidder on the project was A. Teichert & Son of Yuba City with an offer of \$59,433. Engineer's estimate was \$66,719. A total of \$67,915 had been budgeted for the work. Streets selected to receive a "heater remix" include: Fourth Street, from E to J Streets and around to Fifth Street. F Street, from Third to Tenth. Ninth Street, from E to H. Other streets for a single block. Streets to receive an "asphalt overlay" include Covillaud, between 13th and 19th. The area bounded by Tripplett Way and Gross and Johnson Avenues. Del Pero Street, between 17th and 19th. Jacobs Street, between Del Pero and Huston. 18th Street, between Covillaud and Sampson. Councilmen voted to earmark the surplus between the low bid and the engineer's estimate, \$8,301 less \$1,200 for contingencies, to be used for other needed street improvements to be decided by Public Works Director.

In another matter concerning city streets, councilmen heard a committee of councilmen report they felt priority for future major street improvement should be given to the Fifth Street widening project and the extension of 22nd Street. According to Assistant Public Works Director, there is sufficient money allocated for both projects this year. The Fifth Street improvement would include placing existing utilities underground, widening the street from E Street to J Street and building new curbs and sidewalks. Initial phase of this estimated total \$150,000 project has been completed with the removal of the old trolley tracks down the middle and repaving the center portion. The widening job would include resurfacing the entire width of the street from I to Olive Streets at the approach to the Twin Cities bridge. The 22nd Street job would extend the street length through to a connection with Highway 20. The work would include new street con-

struction and a street-to-highway connection. Cost has been estimated at \$126,500. In connection with the Fifth Street project, councilmen received a plan for the proposed formation of an underground utility district between E and Olive Streets. Councilmen are to review the proposal and possibly discuss it at their next regular meeting.

BUTTE OKAYS GLENN PACT TO BUILD SPAN—The Butte County Board of Supervisors has approved an agreement with the Glenn County Board which will result in the construction of a bridge across the Sacramento River west of Chico. The new bridge will replace the Ord Ferry which operates for only five months each year because of high water during the rainy and runoff seasons. The director of public works for Butte County said the ferry costs \$30,000 a year to operate. He said the construction of the bridge will make it possible for farmers to take their crops to processing plants at Ord Bend without a detour most of the year. It is expected the bridge will cost about \$800,000.

STATE APPROVES HIGHWAY JOB NORTH OF CHICO—Assemblyman Ray Johnson, Chico, announced that the State Highway Commission has approved a \$2.8 million construction project on Highway 32. He said bids may be called as early as December for the 8.9-mile project extending from a half mile north of Hog Springs to a half mile north of Forest Ranch. Providing there is favorable weather, work will commence in February or March. It may take two construction seasons to complete.

RECREATION AREA PLANNING STUDY ORDERED FOR BULLARDS BAR DAM—A planning study of the future recreation area around the new Bullards Bar project east of Dobbins was authorized by directors of the Yuba County Water Agency. The study, expected to cost about \$17,000, will be conducted by the firm of Wilsey & Ham—the firm now compiling a general plan for the Board of Supervisors. In a related action, the board approved an agreement with the U. S. Forest Service turning over the Forest Service recreation sites at the New Bullards Bar constructed as part of the project.

Agency-Owned Land—Excepted from the agreement with the Forest Service are a marina site near the dam and other agency-owned lands suitable for recreation facilities. The agency hopes to interest private developers in the sites excluded from the Forest Service agreement, and in response to questions from Director Charles Harvey, agency Manager Colin Handforth said the agency can regain its \$17,000 investment in the planning study by revenue from the lease of recreation sites. Money to pay for the study will come from the agency's general fund. Urging approval of the study, Director Roy Landerman said that "with proper planning" the New Bullards Bar Reservoir area "could be a leader in the entire State of California."

SHOPS AND PLANTS IN MARYSVILLE AREA—Work has been steady in the shops and plants in the Marysville area. Marysville Steel Co. has been moving along pretty good. Yuba City Steel Co. Products has been going very good, and they have put on about ten new men.

Williams & Lane Inc. in Yuba City has been going very well. Superintendent John Prohaska at the shop said that they had picked up a lot of G.M.C. motor work and have added a couple of new men to help take up the work load.

Peterson Tractor Co. in Chico has been a little slow, but are keeping their men busy. Tenco Tractor has been going steady, but the work picture here does not look real good. Down at the Tenco Tech center, things have been going very good. The new shop is being built and will eventually handle all of Tenco Tractor's business. In regards to Rock, Sand and Gravel plants—H. J. Kaiser is very slow over at Hamilton City but most of the work in that area has been real slow this year. Taylor Ready Mix is doing a little work but is also pretty slow. Mathews Ready Mix is doing a little work also but are keeping most of their men busy. Yuba Ready Mix is moving along steadily and keeping most of their men going.

FUTURE FREEWAY JOBS—The Federal Government's freeze on highways has been lifted as of December 1st. This will permit the call for construction on the Willows to Maxwell freeway in December or January. This project has been canceled twice within the past two years.

Known as "Blood Alley" the Interstate 5 segment between Willows and Williams has claimed twenty-two lives since September, 1966. Within recent weeks many pleas and representatives have gone out from this area asking that the highway construction funds freeze be ended so construction could proceed on the two-lane death trap between Colusa and Glenn Counties.

The State of California has called for bids to extend the two-lane expressway on Highway 32 in Butte County.

8.9 miles northerly on improved alignment from 0.6 mile north of Hog Springs, about five miles north of Chico, to a recently awarded job between Forest Ranch and 3.5 miles south of the Tehama County line. Estimated cost will be \$2,810,000. Completion is expected in the fall of 1970 on this project.

The George Pacific Corp. will be moving from the mill site at Feather Falls to a new plant south of Oroville with construction to start in January. According to Georgia Pacific representatives, completion will be in September of 1969. Estimated cost of the project will be in excess of three million dollars.

The site initially will cover approximately 35 acres with expansion anticipated within about two years that will take in over 110 acres. This project should keep several brothers busy for about nine months.

The Old & Bold

A manpower study conducted by the U.S. Department of Labor disproves that old adage that there are only two kinds of airplane pilots—the old and the bold. Today, more than half of the 24,500 pilots in the cockpits of America's scheduled airlines are 45 years of age or older.

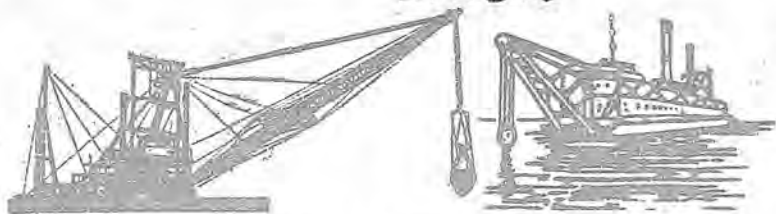
Dropout Protection

Since its inception in late 1964, the Neighborhood Youth Corps—administered by the U.S. Department of Labor—has helped more than 1.4 million young people from low income families to stay in school, return to school, or prepare for permanent employment.

Air Jobs Grow

According to a manpower survey conducted by the U.S. Department of Labor, the growth of the nation's aviation industry will almost double the number of pilots, co-pilots, and engineers needed in the next ten years. In June, 1967, a total of 57,000 were working in these jobs. By June, 1977, 96,000 will be needed.

Dredging



By GUY JONES

Dutra & Shellmaker, a joint venture, have a large job started at Santa Clara County Palo Alto Flood Basin. This is a \$1,500,000 project and will keep our men busy for a year or more. At this writing Dutra has four (4) rigs working. The clamshells are running three (3) shifts and the draglines one (1) shift. Shellmaker will be moving their dredge in by late January.

Smith Rice has just about finished up their job at Todd Shipyard. This has been a three (3) shift job. Utah Dredging continues operating with their dredge "San Mateo" on the Sacramento River in the Sacramento Area. This job should hold a crew for the winter. This job is a three (3) shift job.

Utah Dredging job at Bay Farm Island has come to a finish. The dredge "San Franciscan" will be tied up in the Stockton Yard for repair. They will be storing their equipment in their Stockton Yard. We are all sorry to see this job finish as it has been a seven (7) day week job for the past two (2) years.

Western Pacific Dredging have their dredge tied up at Lauritzen Yard at Antioch under repairs.

West Coast Dredging has a small job at Standard Oil in Richmond. They are in and out of Standard throughout the year.

United Sand & Gravel is working their "Sandpiper" every day, five (5) days a week, on the Bart Job, at this writing.

Manson General is keeping a small crew busy hauling sand for Sand Supply Company, of Oakland.

Olympian Dredging Company was awarded a \$200,740.00 job on Suisun Bay, San Joaquin River, Sacramento River, and Tributary Channels. This work will be distributed over several months.

Transbay Construction Dredge "Thelma" will have the big trench dug for BART about the time this paper is printed.

Ideal Cement Dredge spent quite a bit of time tied up at the dock due to the rough weather.

Hydraulic Dredging has moved their dredges to the Pittsburg Yard for maintenance and repair.

Leslie Salt is working around the Bay, maintaining levees. This is a year around job working two (2) shifts.

California State Dredging have ample waterfront work for the San Francisco Port Authority and are using one of the last steam dredges to be found in the Bay. This is on a two (2) shift operation.

TERMINAL DIKE APPROVED—Oakland Port commissioners have agreed to approve a controversial dike, clearing the way for completion of all but a tiny portion of their 140 acre Seventh Street Marine Terminal.

The huge terminal for containerized ship cargoes opened on Sept. 12 with 30 of its 140 acres still unfilled. The 30 acres are the southern portion of the terminal where development is to be financed by some \$10 million in federal Economic Development Administration funds.

The port board of commissioners, acting on the advice of port engineers, on Aug. 19 refused to give approval to the terminal's perimeter dike, built by Bay Area Rapid Transit District contractors in exchange for a right-of-way for the BART transbay tube across the terminal's northernmost corner. Port engineers said the BART-built dike was atop a layer of mud and might not be stable.

The delay in filling the 30 acres has set back terminal completion at least two months.

Now the port has been told by its "soil consultants," the firm of Dames & Moore, "the dike is stable and there is an adequate factor of safety."

Yesterday, port assistant executive director Walter A. Abernathy recommended that the port board accept the dike, and relieve BART of responsibility for dike failure. Abernathy said this will let the port get on with the \$2 million dredge-and-fill job on the 30 acres of the EDA portion.

Some port board members were reluctant to approve the dike because BART hasn't completed a 1,150-foot-long portion of the dike on the north shore where the trans-bay tube enters the water. BART was to have diked this portion by March of this year.

"If we go ahead now and approve the whole dike," said commissioner Robert E. Mortense, "don't we lose a lever to use in getting that one (1,150-foot) portion finished?"

The board agreed to accept the dike, but to urge BART to speed completion of the north shore portion.

One more stumbling block still exists at Seventh Street—the objection filed by the Naval Air Station at Alameda to a port application to the U.S. Corps of Engineers for a dredging permit for a deepwater ship berth on the south side of the terminal. The Navy feels the berth will be used for tall-masted vessels that might threaten aircraft taking off from Alameda NAS's main runway, although the port denies that it will allow tall ships into that area.

Abernathy told the port board yesterday that accepting the BART-built dike would be one step toward ultimate completion of the terminal because, he said, the Navy "doesn't want to be the one and only agency holding this project up."

The steam dredge "Governor Warfield" has just recently arrived from Central America.

In 1912 Warfield, the governor of New Jersey, was the original owner of the dredge, and it was named after him in his honor. Since that time the name has never changed. The present owner of the "Governor Warfield" is the Great Lakes Bridge and Dock Company out of Chicago.

The job in Central America was mostly rock. The rock buckets for this rig have bucket teeth two feet long. A steam dredge on the Pacific Coast is very rare, although there are several operating on the East Coast according to my information.

This dredge is presently anchored at Hydraulic Dredging Yard in Pittsburg, Calif.

GI Hire Set

The U.S. Department of Labor plans to hire ex-servicemen to help fight another war—the one against poverty and joblessness. The agency plans to train 5,000 returning GI's to work in manpower programs in deprived areas.

Ned's Gulch Reservoirs Go To Trico Construction Co.

By CLAUDE ODOM,
KENNETH GREEN and
BILL RELERFORD

With the beginning of the New Year, we are anticipating a much better work picture in the Fresno area than the past two years. Of course, this will depend on whether Federal money will be released for proposed projects.

The Trico Construction Company of Merced has submitted a low bid of \$11,123 for the construction of two reservoirs in Ned's Gulch. The work will include excavation, earth fill placement and pipe assembly and work must be completed in 45 days.

Also in Merced County, Hunsacker Construction Company of Clovis has been awarded a contract for improving the drainage along a portion of Highway 140 about eight miles east of Merced.

The California Division of Highways has rescheduled bid advertising for three more projects on Interstate 5. To be included in the program will be the estimated \$8 million paving job on the multi-lane freeway in Fresno County from the county line to Derek Avenue some 30 miles in length. Bids will be advertised in January.

Allied Paving Company has recently completed additional parking spaces to the city's parking lot at Tulare and H Streets. The site occupied by the Travelodge Motel before it was relocated has been incorporated into a lot and the entrance changed. The lot will park 212 cars as compared with 115 formerly.

The Clovis City Council has postponed awarding a bid for the installation of sewer and water lines from the city limits to the new Clovis High School. The Council postponed until its regular meeting Monday a move to either accept or reject W. M. Lyles Company's bid of \$61,343.

Fresno Paving Company of Fresno has been awarded the contract for widening an additional 2.3 miles of Kings Canyon Road on the eastern edge of Fresno. The project calls for widening the road from two lanes to four lanes divided between Chestnut and Clovis Avenues. Five Kings County and Certified Pipe will be subcontractors under Fresno Paving on this project.

One hundred pounds of architectural plans for the expansion of the Fresno Community Hospital are in the City Planning and Inspection Department for review. The \$10 million project yielded for

the City slightly more than \$3,000.00, one of the largest single plan check fees in its history. The complete set of plans weighs about 100 pounds and a complete set of specifications will weigh 30 pounds. It is estimated that it will take about two years to build the new additions and another year to remodel the existing hospital, all in all about a three-year project. The plan check is a major step in obtaining a building permit. The plans will be gone over page by page for conformity with city codes and other requirements and a permit issued when conformity is established. The F. E. Stenit Company of Fresno is at present demolishing the old Knights of Pythias Hall which stood for years at Merced and R Streets to make way for the multi-story addition. A service and pedestrian tunnel will be constructed underneath Divisadero Street, not only will the capacity be tripled but the new institution will have complete radiation facilities, physical rehabilitation potential and mental health services.

The National Parks Service has agreed to the routing of the new Mineral King Highway (State Route 276) favored by the California Highway Commission and the U. S. Forest Service.

The proposed routing has been under discussion by the various concerned agencies since last December when the Parks Service agreed to allow the new road through Sequoia National Park.

The route, now approved, would put the road much higher to avoid "costly cutbacks and U-turns" and permit better access for the amount of traffic expected to be carried on the road.

R. E. Deffebach, Division of Highways District Engineer in Fresno, said it is now possible for plans for the entire route to be put into final shape. If final approval of all plans for construction and routing is granted by the various agencies, bidding on the first phase of construction could start next summer.

The date for completion of the 25-mile highway is the fall of 1973. The State Highway Commission has budgeted \$1.8 million for the first year's work. That would include grading about 2½ miles of the route between Three Rivers and Faculty Flat.

Industrial Pipelines, Inc. of Fresno was low bidder at \$279,140 for a Westland Water District contract to construct nine miles of test irrigation line on Dinuba

Avenue west of the San Luis Canal.

The Bureau of Reclamation said the line will determine the extent of ground settlement which could affect pipe and joint breakage.

The State Division of Highways today announced bids will be opened here December 11th for reconstructing and widening portions of Fremont Trail and Highways 63 and 65 in Tulare County. The Division expects the job to cost about \$785,000.

Fremont Trail and Highway 65 will be improved from a point .2 of a mile south of Hermosa Street in Lindsay to Cairns Corner, west of the city.

Highway 63 will be improved from Dairs Corner to a point .2 of a mile east of the intersection with Mooney Boulevard in Tulare.

The Division will open bids here December 11th for a job in Tulare County which is expected to cost \$181,000. It involves removing a slide on Highway 198 north of Lemon Cove.

The Fresno Paving Company, Inc. was low bidder at \$508,816 for a project to resurface 18 miles of Highway 33 in Fresno County. The job will run from a point two miles north of Coalinga to a point .3 of a mile south of the interchange with the West Side Freeway.

The Westland Water District announced that bids will be received by the U. S. Reclamation Bureau on December 17th for an additional 43 miles of pipeline laterals to supply water for 22,120 acres.

Brother Lloyd Williams has signed a new agreement with Local 3. He was also low bidder on the City of Visalia contract that was awarded for street work November 15th. The job went for approximately \$220,000. Brother John Taylor, with his capable crew, will get started around December 1st.

A Pre-Job conference was held November 21st with the Pete Salata Construction Company who was low bidder on the Olive Street sewer project in Porterville. The contract was for approximately \$323,000. They plan to kick off December 2nd. There will be nine engineers on the job.

A Pre-Job conference was held November 26th with Gean McLaughlin Company who was low bidder on the Interstate 5 lateral crossing for Westland Water District. The job went for \$252,000. They plan to start on December 10th.

Pamphlet Lists Rights

On Federal Construction

WASHINGTON—Wage rights and various other legal protections for construction workers on Federal or Federally-financed construction projects are outlined in a pamphlet just released by the U. S. Department of Labor.

Entitled "Your Rights as an Employee on a Federal or Federally Financed Construction Job," the eight-page pamphlet outlines the legal protections afforded such workers under the Davis Bacon Act, the Contract Work Hours Standards Act, and related legislation.

According to the pamphlet, workers covered under these provisions are those working in a project under a contract of more than \$2,000 that has been made directly with a Government agency or for those working on certain types of projects for which the Government is giving or lending money, or guaranteeing a mort-

gage to help build the project.

Included in the subjects covered in the pamphlet, which was prepared by the Labor Department's Wage and Hour and Public Contracts Divisions, are: "What Are Your Wage Rights," "What Are Your Overtime Rights," "Violations of Your Rights," and "How to Report Violations and Get More Information."

In a detailed section entitled "Contract Provisions Which Protect Your Rights," the pamphlet explains many of the provisions which protect employee rights, including wage rates, overtime, posting, pay days, deductions or kickbacks, record-keeping, payrolls,

apprentices, cancellations of contracts, and subcontractor obligations.

In addition to explaining employee rights to prevailing minimum wage, overtime pay, and other benefits provided by law, the pamphlet lists the locations of the more than 100 Wage and Hour and Public Contract (WHPC) offices, where violations can be reported.

Copies of the pamphlet, known also as WHPC Publication 1241, may be obtained from any of the listed WHPC offices across the country, or from the Wage and Hour and Public Contracts Divisions in Washington, D.C.

Harvest Season Aid

Migratory farm workers get a helping hand in planning their harvest season schedules from the U. S. Department of Labor's Annual Worker Plan. Job offers from northern farmers are listed in Florida enabling migrant workers to sign up for a series of jobs during one visit to the public employment office.

Oakland Work Is Less But New Year Holds Hope

By NORRIS CASEY, JERRY ALLGOOD, TOM CARTER, ALEX CELLINI—Shops; BILL LARIMER—Job Checker; DON LUBA; GUY JONES, Waterfront; BOB MAYFIELD and MIKE WOMACK—Technical Engineers

HAYWARD AREA—The new Civic Center building on Foothill Boulevard is gradually becoming the South County's most visible landmark, as a new floor is added approximately every week and a half. If construction on the \$4 million City tower continues at the present rate, the contractor hopes to complete the 11 floors, plus a 14-foot parapet around the top, by the first of December.

The time table calls for partial occupancy by the City on April 9, 1969, but it is unlikely that all municipal departments will be moved in until late summer. In the initial year, City offices will occupy the lower floor and five top stories, with the balance of the building leased to quasi-public agencies and private firms.

Preliminary architectural design work is in process for the 1,350 car three-story above-ground parking structure which will be adjacent to and connected with the City Hall building. The developer hopes to begin construction of a 100-unit garden apartment complex before January 1, 1969. These two-level accommodations will border the creek bank. A nearby highrise apartment is planned for later construction.

The "Commercial Parcel," which will front on Foothill, cur-

rently is in the design stage, with construction anticipated within the next six months. Not yet on the drawing boards, but soon, are plans for a seven-story office building, a two-level department store and a landscaped mall surrounded by specialty shops.

Thanks to the rapid transit, many of the survey crews working in the Hayward and Oakland area have missed very little work due to the inclement weather.

Murry & McCormick and Duff Survey both have crews working on the station structure and rail alignment with Fremont Engineers Inc. doing the survey work on the switch yard off Whipple Road in Fremont.

The track alignment and ballast grade work should keep three and four crews working for another month.

This work is being done by Duff Survey with the use of the T2 instrument and two aluminum bars, center punched, and measured at the exact rail gauge. This enables the crews to set line for the concrete forms and pad plates that hold the tracks in place. Instead of spikes, bolts are used to tie the rails in place. These bolts are rubber coated along with the pads for insulation and noise absorption.

The maximum allowable tolerance for the tracks is approximately 1/8 inch in 33 feet horizontal and 1/2 inch in 62 feet vertical. The low tolerance is due to the 80 miles per hour speeds the train will obtain when the Rapid Transit

is completed.

Because of the proposed increase on interest rates, the emphasis is on apartment and duplex renting causing a slow-up in the single family tract developments.

This along with the weather has most of the land survey firms working with minimum crews in Contra Costa and Alameda Counties.

Only three projects now in progress remain to be finished to complete the Rapid Transit system from Ashby Avenue in Berkeley to 23rd Street in Richmond.

Fruin & Colnon has been keeping their crews busy on two of these jobs. The largest is the Sacramento Street Station in Berkeley. Most of the excavation has been completed and they are now pouring concrete. The other job runs from El Cerrito to 23rd and Carlson Blvd. in Richmond. They are now pouring concrete and driving piling on this job.

Shea Macco Co. is finishing the cut and cover structures on Hearst Avenue and are also excavating for the cut and cover job on Shattuck and Ashby Avenue.

The Murphy Pacific Bridge Yard in Richmond is busy fabricating the box girders for their bridge job in San Diego. Their 550-ton crane the "Marine Boss" is in San Diego at this time erecting some of these girders. It is due back in January for another load.

Williams & Lane has had the engine shop on two shifts to catch up with the normal work load plus a large government contract.

Stockton Activity Normal For This Time Of Year

By WALTER TALBOT, AL McNAMARA and JIM GENTRY

This, our first report of 1969, affords us the opportunity to wish each and every engineer a most prosperous new year.

The work opportunities for operating engineers were about normal for this district during the past year. However, due to the exceptionally good years that this district enjoyed in '65, '66 and '67 with Western Construction, Wunderlich Co. and Fredrickson & Watson being the prime factors for this condition, 1968 appeared to be a poor year.

The largest project under construction with the most engineers employed during the past year was Guy F. Atkinson Co.'s contract to construct the New Don Pedro Dam. This work force was cut, however, upon completion of the excavation of the spillway and core trench. Additional help will be required this spring when the imported borrow operation gets underway.

The most significant event that transpired during 1968, that affected this district, was the N.L.R.B. ruling in favor of the Operating Engineers over the Longshoremens on the dispute of unloading the sand barges at the Port of Stockton. This decision was not achieved without the untiring efforts of all concerned, particularly Manager Clem and his legal staff. In addition to the 15 jobs that were directly affected by the Board's ruling is the precedent that has been set for this type of operation.

It is our opinion that at least

two more contracts, that are scheduled to be let at a later date, could use this same method to import fill material.

The work picture, of course, is not bright at this time, but we expect it to improve as spring approaches.

Tom M. Hess Co. continue to unload barges and haul fill material on their subcontract from Polich & Benedict on Interstate 5 here in Stockton.

Asbury Contractors, who also have placement of fill material contract for Gordon H. Ball on the Tracy By-Pass, have shut down at this time due to bad weather. Because of the many crossings of Highway 50 that are required to get the fill material to the new By-Pass job, the company expects to lose considerable time due to traffic problems during the fog and rain season.

Stockton Construction and Frontier Construction are both working on trunk sewer line contracts in Modesto.

The contract to construct the sewer disposal ponds for the City of Modesto will probably be bid this month.

R. Sutton Construction has approximately 48 miles of sub-division road to construct for Cascade Pacific Co. on their new development near La Grange and Don Pedro Dam.

Lewis-Nicholson of Eureka has subcontracted the three miles of road work that were a part of the Hansel-Phelps Co. contract to erect a new bridge over the Tuolumne River at Moccasin Point for \$2.6 million. The bridge will be 28 feet wide, 1441 feet long and

will be 260 feet above the river bed.

Several small contracts have been awarded, and the same employers in the grading and paving business have picked up winter work.

Nearly all the mountain jobs have shut down for the winter with the exception of some subdivision work at the lower elevations.

Holt Bros. continues to have the largest number of engineers employed in a service repair shop, with over 70 on the payroll at this time. Their main source of work is government contracts.

A local hearing aid distributor has agreed to give any engineer or his dependents a 20 per cent discount on the purchase of a hearing aid. This would equal the amount the member would be required to pay on the major medical benefit after the \$100 deductible. Any additional information will be provided by the Stockton office.

Training Coordination

President Johnson has signed an Executive Order aimed at improving coordination of manpower programs and giving local areas a more active role in formulating manpower training projects to meet their community needs.

Plants Improving

Businessmen expect their plant and equipment expenditures to advance about 2.2 percent during the third quarter and about 2.4 percent in the final three months of this year. This reverses a decline registered in the second quarter.

Fishing Gear in Order

As Winter Blankets Work In Santa Rosa

By RUSS SWANSON and BOB WAGNON

At this time we desire to thank all the members in the Santa Rosa-Ukiah areas for your continued support, and for your past support and attendance at our District and Safety meetings. This is the only way we can maintain a strong district and union. Also, we would like to thank our Grievance Committee who have contributed many off time hours in the past years. They are, Garth Patterson (your District 10 Executive Board member), Les Crane, Howard Seacord and L. S. Kitzmiller.

The work picture for this area along with the rest of northern California has been hit with heavy inclement weather (the Steel Head are running so bring your fishing gear not your work clothes). The out-of-work list has grown considerably and may we at this time remind you to re-register at the proper date so that your name will not be removed from the out-of-work list. Despite the weather we are hoping for clear skies and an early spring. We do anticipate a good work year. Jobs which will resume this spring are Guy F. Atkinson, who have completed half of their \$11 million highway project. Ebert & Spartan has a \$700,000 sewer project to do in Santa Rosa, plus an underground project at Brooktrails. Thomas Construction Co. will start a new phase of work at Willits, just receiving another million dollars worth of work. Bragato Paving Co. has shut down their Highway 101 by-pass in Willits due to rain and will resume work as soon as possible. Argonaut Construction Co. has been keeping a few members busy this winter, and will have quite a bit of work to carry on through this coming spring.

In Lake County, Teichert & Sons will start a new unit on the Boise-Cascade project, mostly underground. However, old man winter has them at a standstill at present.

New projects will start in our area. Huntington Bros. were the successful bidders on a \$1,400,000 freeway job. It is located between Napa and Yountville. Another job which is to be let on January 8th is located on Highway 101 north of Willits. It consists of three miles of freeway and a bridge. Estimated cost is \$3,900,000. This one should open up this spring. All in all with the jobs reported in the previous issues, we are anticipating much more activity in 1969 than was the case in the early part of 1968.

Partial: Partial, What is it? Well to those of you who are not familiar with it, let us try to explain. The partial has to do with the Department of Employment, and is especially applicable to the Construction Industry. You will find that most of the employers in this area are up to date with the procedure.

The partial is for the benefit of the more or less steady employees of a contractor, and is applicable when an employee makes less than his normal benefit amount in any week. This being the case, then the contractor can sign the proper form and the employee has 29 days after receiving it to either send or bring it to the Department of Employment, providing he has already opened his claim. If an employee is laid off for more than two continuous weeks, then he must use the normal procedure of the Department of Employment.

The one-week waiting period applies to both partial and normal users of the Department of Employment. When we checked with Mrs. Cornelius of the Santa Rosa employment office, we found that the biggest problem is that those on the partial must also have a waiting period. Those on partial are not required to seek work, but must keep in touch with their employer. (As stated before, the normal will apply if laid off for more than two weeks.) Any questions you might have concerning the above we will be happy to do our best to answer.



JOB STEWARDS APPOINTED

Week Ending December 27, 1968			Week Ending December 27, 1968		
Dist.	Name	Agent	Dist.	Name	Agent
2	William Jones	D. Luba	1	Paul R. Ramey	W. Sprinkle
2	Richard M. Morrow	G. Jones	1	Tony Rivas	
2	C. F. Cordes	G. Jones	1	Theo Anderson	A. Hansen
2	Bill Ward	D. Luba	1A	Zane Ross	A. Hansen
3	J. R. Nichols	J. Gentry	1A	Bill Dean	A. Hansen
3	Ruth Myers	H. Sumner	1A	George Ley	A. Hansen
5	Rachel A. Buchanan	H. Sumner	1B	Floyd Lane	E. Bell
5	Stanley Ziegler	B. Relford	1B	Bob Glover	E. Bell
5	Ann Hawthorne	H. Sumner	1B	James R. Atkinson	B. Ramey
5	June Lane	H. Sumner	6	Hersche Goodman	W. Weeks
5	Floyd Lewis	K. Green			
5	Hugh Peet	K. Green			
5	Robert Hernandez	B. Relford			
5	Freida Heitkotter	W. Norris			
9	Melvin Ferguson	W. Davidson			
9	Robert Newey	W. Davidson			
9	Donald E. Ellis	W. Sprinkle			
1	Percy Wrought	W. Sprinkle			
1	Joe Paden	W. Sprinkle			
1	Frank Scholow	W. Sprinkle			
1	Russell Stevens	W. Sprinkle			
1	Charles E. Swarens				
1	W. C. Hanley				

SAFETY COMMITTEEMEN APPOINTED

Week Ending December 27, 1968			Week Ending December 27, 1968		
Dist.	Name	Agent	Dist.	Name	Agent
3	Woodrow Vest	A. McNamara	11	Tony Schwab	J. Evans
3	J. L. Jarrell	B. Relford	11	Henry Pellini	J. Evans
3	Melvin Armstrong	H. Sumner	11	Gerald Garrard	M. Parker
5	John R. Gwynn	H. Sumner	11	Dan V. Balison	J. Hamernick
5	E. Barrington	B. Relford	11	C. J. Trefethen	J. Hamernick
5	Onieda Thomas	H. Sumner	11	Ralph Piersol	M. Parker
5	Joseph Thompson		11	Richard Vandergrift	J. Hamernick
1	R. C. Whitfield				
1	Kyle Walker	W. Sprinkle			
1	A. Anderson	W. Sprinkle			
1	Charles Swarens				
1	J. F. Wathen				
1	O. J. Bellotti				
1	John R. Brooks	W. Sprinkle			
1A	Roy Ginochio	A. Hansen			
1A	A. G. Geister	A. Hansen			
1A	Robert Kittell	A. Hansen			
11	D. E. Mayfield	J. Evans			

NSM, PG&E Construction Key Banner Year Of Work

By AARON SMITH

Welcome, "Brothers," to a BRAND NEW 1969 from the staff of the Vallejo Office . . . A most prosperous New Year and a happy one, is wished and predicted for 1969 for those on our out of work list. We still have a lot of room on our list and it is predicted that we will run out of men before the peak of work is reached. Solano County should be a real booming area this year if all of the proposals, predictions, expectations, and hopes come true. The National Steel Mill at Collinsville, P. G. & E. Power Plant also in that area lead the top of the agenda as the Solano County rolls into the new year with lots of steam.

Contrary to belief, ground has not been broken on those two sites and the contract has not been awarded; the only thing we can tell you at this time, Brothers, is that the National Steel Corporation of Pittsburgh, Pa. (the nation's fourth largest steel producer), has contracted to buy some 3,400 acres of undeveloped river-front property in the Collinsville area to build a huge steel producing and fabricating plant. It is believed that bids will be let on these two major projects early this year.

Also, it is rumored that Benicia may take in another two "Oil Refineries," namely "Gulf" and "Texaco," and if this is true it would add another 350 million dollars to the construction industry in Solano County alone.

"SAFARI LAND," in the meantime, has not yet been bid, and Vacaville boasts a half a million dollars in dirt work, so we hope to have a lot of our good "Drag line" and "Back Hoe" Brothers on this job.

At the present time an award of a contract to ease curves and construct left-turn lanes on Route

12 in Solano County was announced recently by James A. Moe, State Director of Public Works.

Awarded the \$139,491 contract was A. Teichert & Son, Inc., of Woodland. Work must be completed in 60 working days or less, according to its terms. The curves will be eased at Collinsville and Liberty Island Roads, west of Rio Vista, Moe said.

GUY F. ATKINSON job is almost at a standstill due to the adverse weather and anticipated weather conditions. It will start up again in the spring along with many of Syar & Harms projects, Parish Bros., Clyde Plymell, and several other contractors in the area.

Groundbreaking for the new \$2,332,000 main library building in the downtown Marina Vista area, which occurred September 4, ended years of controversy and uncertainty and gave promise of attracting more activity in the urban renewal project area.

At the same time contractors and craftsmen were in the final phase of construction of the ultra-modern, 99 bed, new Vallejo General Hospital, which is to be dedicated following a civic luncheon in the Foley Cultural Center Jan. 12, 1969.

In the field of private building, Jack Baskin of Los Angeles completed his large Marina Vista apartment project and has indicated he would like to make the development even larger by taking over waterfront land for more multiple dwelling units.

STREET EXTENDED: Plans were being carried out for an extension of Tuolumne Street, including a connection with North Camino Alto, that will provide a new access route to Dan Foley Park and the Vallejo General Hospital site.

Development of a modern med-

ical center adjacent to the new hospital is in the works, as is a large new subdivision of homes and apartments to be constructed by a group of East Bay investors and builders.

Vallejo Lodge No. 559 B.P.O. Elks opened its handsome new lodge, meeting, dining, recreational facilities and cocktail lounge in the vicinity of Redwood Street and Admiral Callaghan Lane.

Levee's store in downtown Vallejo commenced a massive modernization and expansion program that already has seen one wing of the building completely replaced, while construction has started on a new restaurant on the Marina, south of the new post office, by the Higgins family of Vallejo.

NEW MARKET: In mid-July ground was broken for a \$2 million department store-supermarket complex to be built by the K Mart chain on a 12.44 acre site at the northwest corner of Redwood Street and Sonoma Boulevard. Site preparation for the department store, which will have 94,805 square feet of floor space and an adjoining 22,000 square foot K Foods supermarket, is well advanced and completion of the project is scheduled for the spring of 1969.

Skaggs Pay Less Drug Stores announced plans in November to build a 60,000 square foot retail outlet in Vallejo as part of a large commercial shopping center planned for Solano Avenue between Interstate Highway 80 and 14th Street.

Construction is nearing completion of a new \$500,000 luxury motor hotel being built by Royal Inns of America, Inc., on a site fronting on Admiral Callaghan Lane and Tennessee Street. The development includes a Jolly King restaurant occupying 3,700 square feet with seating for 124 patrons.

Over \$3 Million Membership Interest Doubles Credit Union

By JAMES "RED" IVY

The accelerated interest shown by the Local Union Membership in their Credit Union during the past year has been very impressive.

Acceptance by the members employed under Construction Agreements, of the convenient method of saving provided in the Vacation Pay Clause of their contracts boosted total assets over the 3 million dollar mark during the year. This is almost double the \$1,600,000 in assets at the close of 1967.

Even more impressive was the increase in Credit Union loans. Stimulated by the new capital made available by the members who allowed their vacation pay to transfer to their share accounts, the Credit Committee working under a much broader Loan Policy was able to grant loans totalling over \$2,200,000 during the year. This was more than the total amount loaned during the four previous years since the Credit Union was organized to almost \$4,400,000.

Vacation pay for members employed under Northern California Construction Agreements during the period May 1, 1968 through October 31, 1968, and who did not apply for direct payment, will be credited to their respective share accounts on January 31, 1969. All new accounts resulting from this transfer will be mailed membership cards which should be completed and returned to the Credit Union immediately. The reverse side of the membership card provides for the designation of a "joint owner" who is also beneficiary of the Life Savings Insurance provided by the Credit Union. This insurance would, in most instances, equal the amount of the member's shares up to \$2,000.00.

We strongly recommend that your spouse or other close member of your family be named as joint owner of your account. If this is not practical, we have an alternate form designating a beneficiary only.

Credit Union shares are available for withdrawal on any week day (with the exception of holidays) between the hours of 8:00 A.M. and 5:00 P.M. Request for withdrawal can be made by mail provided we have your membership card bearing your valid signature on file. They can also be submitted through your Local Union No. 3 District Office.

Many members, finding it easier to repay a loan than to replace savings that have been withdrawn, take advantage of the low interest rates available on loans secured by their savings in the Credit Union. The value of the Credit Life Insurance provided on loans combined with the value of Life Savings Insurance on share accounts usually more than offsets the difference between the interest charged by the Credit Union and the dividends paid by the Credit Union on the pledged savings.

The Credit Union staff at 478 Valencia Street, San Francisco—Phone 431-5885—or the Loan Officer in any District Office of Operating Engineers Local Union No. 3 will be pleased to answer your questions and assist you with your Credit Union transactions.

Many Do Work

Not all mothers receiving Aid to Families with Dependent Children are dropouts from the job market, reports the U.S. Department of Labor. In a study of AFDC cases, 26% of the white and 41% of the Negro children studied were from families in which the mother was either employed regularly at low wages or took occasional part-time work.

NYC Rural Aid Slower

WASHINGTON—The main obstacle facing the Neighborhood Youth Corps in rural areas is a lack of suitable work sites.

In a report to the U.S. Department of Labor, the North Star Research and Development Institute of Minneapolis said:

"School consolidation is taking place rapidly in the rural areas and, where it has occurred, many of the smaller towns are left without any effective institution (to act as program sponsor). This has presented a problem for rural NYC projects in finding meaningful job slots in small communities."

The report is the first of a two-part study entitled "Optimizing the Benefits of Neighborhood Youth Corps Projects for Rural Youth."

The second part, which will be published later, will analyze the obstacles, which could suggest solutions, in the rural NYC program.

The Neighborhood Youth Corps gives work experience to poverty youngsters 14 and over.

The Labor Department funds up to 90 percent of an NYC project and the local sponsor—usually a school system, a city, or a community action agency—funds the rest.

Copies of the North Star report are available from the Clearinghouse for Federal Scientific and Technical Information, Springfield, Va., 22151. The cost is \$3 for a paper copy or 65 cents for a reproduction on microfiche.

Warn Nut Knockers

The use of aluminum poles to knock walnuts off the trees caused several electrocutions in past years. Although there has been no death from this cause since the 1962 harvest season, several workmen have been severely burned.

Jack F. Hatton, Chief of the Division of Industrial Safety, California Department of Industrial Relations, warns against using long metal poles in the vicinity of high voltage power lines.

The use of mechanical tree shakers may have reduced the use of the nut knockers, but many of these long aluminum poles are still being used in California.

With the walnut harvest ready to commence in October, Hatton is concerned that this season some workmen may be electrocuted. He would like to see the perfect record of no fatalities continue through this year's harvest.

The Division of Industrial Safety has a safety brochure entitled, "Keep Away from Power Lines," explaining the dangers of high voltage power lines which is free upon request. The mailing address is 455 Golden Gate Avenue, San Francisco 94102.

Kiplings in Skirts

Hard Hats' Ladies Write

Dear Sirs:

We are construction wives and we have written some poems we thought you might like to publish to help make your paper a little more interesting. Also have read poems you have published before like "They Call Me A Gypsy" and really enjoyed them so I thought I would submit these in hopes that they might be good enough to print. If you do print them would you send me a few extra copies? Thanking you in advance; Mrs. Dawna Bryant Isom — originally from Cedar City, Utah.

Also why don't you print more news about the Utah and the Northern Nevada jobs? We are all interested in what is happening in our local and in the areas where we have work or future jobs.

"THE CONSTRUCTION MAN"

Now I am a Construction Man
I build the roads wherever I can
Whether near at home or far away
I always go where they will pay.

My wages are big in the summer times
In winter unemployment is thin dimes
We manage to live wherever we go
Whether rich or short on dough.

Our Trailer House is our home
Here or wherever we may roam
We're here awhile then gone again
Moving's the life of a Construction Man.

The Superintendent gets the plans
Makes the bids then it all begins
Hires the Foremen at the start
Then finds the others to do their part.

The Pipe-layers and Laborers do their share
They really help to start the whole affair
They lay pipe, build fence and dig by hand

And do anything else the Boss has planned.

There's the Carpenters who build the Bridges
They put in the forms and span the ridges
They set the bases and form the line
So the cement will set up in time.

The Steel Men set up the posts below
This they do really quite slow
For the post must be put in tight
So the bridge will turn out right.

The Operators jobs too are there
Running Cats and Scrapers doing their share
Paddlefoots, Rollers, Shovels and then
All of them working on one big plan.

They Operate the Hot Plants, Crushers, and Cranes
Digging, Working, Sanding and Grading the plains
Running Huffs, Blades, Payloaders and Dozers
They're Mechanics, Welders, Service Men and Oilers.

The Teamsters run Dump Trucks, Transports and Belly Dumps
They man the Water Trucks and run the Pumps
They keep busy and always on the run
Doing their part to get the job done.

There's the Steward, Engineers, Office Man, too
The Grade Checkers, Weighman, and Paving Crew
Flagman, Batchman, Stateman, and Grade Setter
Driller, Grader, Greaser and Excavator.

Their jobs are Supervising, Operating, and Building
Then Grading, Digging, Erecting and Paving
Working hard at Controlling, Assisting and Maintaining
Also Setting-up, Repairing, Storing and Dismantling.

These hard working Guys are called many a name
Names like Guinny-Hopper, and Grease Monkey have brought them Fame
Also Pole Skinner, Dirt-Stiff, High Blade and Gear Jammer too

The Sup, Cat Skinner and Double-Clutcher what a crew.

Now with these Strong Hard workers you can see
Without them building your roads where would you be?
They come to your towns and do what they can
Because that is the job of a Construction Man.

By Dawna Bryant Isom

"ODE TO A NEW TRAILER"

"DEAR MASTER"
Please block me up!
I'm in really bad shape
I can't hardly take
These people's weight.

I love them all dearly
But I'll tell you this
This being unblocked
Sure isn't bliss.

My poor old back
Feels as if it will break
When at times the back
Bedroom starts to shake.

When the kids go tearing
Down the Hall—or you
Have a Party—or should I say brawl
I creak and groan the whole night through
Hoping tomorrow will bring something new.

Now don't get me wrong
I don't mean to nag
I'm just worried for fear
I'll begin to sag.

So take time tomorrow
Whatever you do
And start treating me decent
While I am still new.

Take for example the trailer
Next door
You can see for yourself it's
Been treated poor.

This blocking up solid
Is important as hell
So I'll sign off—and—
Please do it well.

Sincerely Suburban;

By May Del Williams and Darlene Isom

New Wheel Eats 1750-Yards Per Hour

★ ★ ★

Model XL-50 Tests On Utah Pit Site

By ASTER WHITAKER, JAY NEELEY, TOM BILLS, WAYNE LASSITER, DEL HOYT and KAY LEISHMAN

J. B. Parsons Construction Company is at work on the Lakepoint to Burmeister section of Interstate 80, west of Salt Lake City. This section connects with the Fife Construction job at Burmeister, Utah. Brother Marvin Mills is Steward.

They have a Model XL-50 Barber Green wheel on trial in the pit area. The material was a granular type with many oversize boulders which would not go into the buckets. The rocks would just bounce against the buckets until they were hooked and tossed over the wheels. The excavator is a self-propelled unit that travels on three crawlers, each with independent hydrostatic drive. It excavates at 1750 nominal bank yards an hour by means of buckets mounted on two 13-foot diameter wheels. Material is excavated in a 10-foot wide cut and conveyed into waiting haulers. It cuts up to 13 feet deep, working its way across the pit.

We believe that this machine, in suitable material, will prove more efficient than the belt loader and predict that we will be seeing more and more of these machines.

Healy & Hess Company, on their job east of Wendover, is gradually filling in the gap. This company started on the east side of their job around Knolls, Utah. They made both lanes of the freeway up to the halfway mark and then moved their equipment to the west side of the job where they began their fill from that end. At the present time they have approximately three miles to complete the fill. They are trying to get the fill in by Christmas time, when it is their intention to shut down from Christmas until after New Year's and then start the cleanup and finish with a one-shift operation.

Brother Duke Sullivan, the Steward in the fill and shop area, has had some problems but has maintained good order. Brother Dent Parker is the Safety Committeeman and has contributed materially to this job. Brother Ed Stewart is Job Steward in the pit area and has maintained order there.

Jacobson Construction Company work at the University of Utah is going well. The Sports Center is scheduled for completion in the fall of 1969.

S. S. Mullin Company has shut down their job at Kimballs Junction for the winter. This job is about 90 percent complete. All that is left is the cleanup.

Strong Company is still going strong at Coalville, Utah. They hope to continue through the winter. It gets mighty cold up there however.

The Salt Lake Palace job is going well. They have Acme's 65-ton P & H Crane along with Larson Crane's 60-ton Manitowac and their own 2900 Manitowac. Brother Dick Stam is operating Acme's rig and Pat Gamigasco his oiler. Brother Ossie Iverson is operating Larson Crane's machine with his son, Brother Warren Iverson oiling for him. Brother Bill Blaine is operating the 2900 and his oiler is Brother Gary Johnson. Brother Bert Match is Steward and is operating the material hoist.

Brother Gary Johnson is Safety Committeeman and oiler. The contractor is Mc-Kee-Brown, Joint Venture.

We would like to welcome the employees at Wheeler Machinery Company to the ranks of Local 3. We just recently completed negotiations with the Company and believe we obtained a very fair and honorable agreement for the employees who are in the bargaining unit. It is our belief that the employees at Wheeler Machinery made a wise decision in asking to be represented by Local 3.

Wheeler Machinery Company employs approximately 180 people, of which 115 are in the bargaining unit.

Our good Brother and President of Local 3, Paul Edgecombe, was able to come to Utah and lend his talented hand in obtaining this contract. The Negotiating Committee report was presented to the employees on October 28, 1968 for their approval and was accepted unanimously. This contract became effective November 1, 1968 and is a three-year agreement. We were able to get a substantial wage increase, a third week vacation after 10 years of service, a total contribution by the employer of all insurance and a pension program which will start the last two years of the contract. The Company also agreed to keep in effect the profit sharing program.

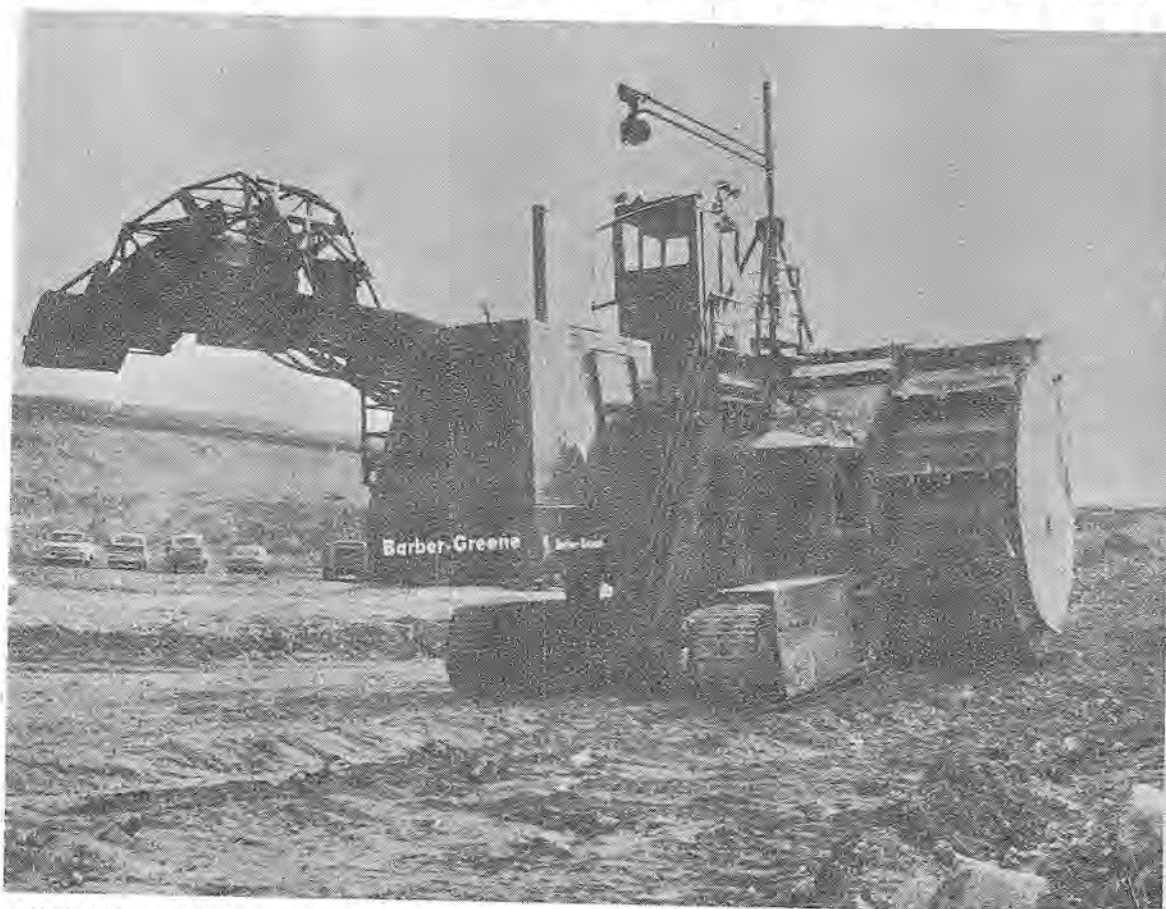
Wheeler Machinery Company sells and services products built by Caterpillar Tractor Company in the State of Utah and parts of Wyoming, Nevada and Arizona.

Instead of the three items Caterpillar Tractor Company had to sell in 1925, today they have approximately 200 major serially-numbered products. These products are no longer used primarily in farming as they used to be, but in heavy earth-moving, construction, and industrial fields. It is our understanding they are the last Caterpillar dealer in the jurisdiction of Local 3 to be organized.

It is interesting to note that the Caterpillar Tractor Company will spend \$30 million this year on research and development to improve their product. They are doing everything possible to produce a quality product that will be outstanding in the market. In the same spirit, the management at Wheeler Machinery is going to do everything possible to have the best dealership, the best organization, and the best people to make it a good organization.

Water Hollow Constructors, using a Robbins Mole, have begun their tunnel at Strawberry Reservoir. The tunnel, ten feet in diameter, is a water diversion that empties into the Strawberry Reservoir. On completion the water level will raise approximately 45 feet. This job is expected to be completed in December of 1969 at a cost of approximately \$5,000,000. The Robbins Mole being used on this tunnel holds the world record on footage.

Goodfellow Brothers Construction are working from day to day on the Starvation Dam, but could be closed down at any time because of bad weather conditions. The main purposes for building this dam are flood control and irrigation, but it will also be used for recreation. The completion date on this construction is expected to



ON TRIAL at Interstate Highway 80 in Salt Lake City, Utah is the new Model XL-50 Barber Green Wheel. The excavator is working in the pit area and is a self-propelled unit that travels on three

crawlers, each with independent hydrostatic drive. It excavates at 1750 nominal bank yards an hour by means of buckets mounted on two 13 foot diameter wheels.

★ ★ ★

be in July of 1969.

Jack Parsons Construction has secured a contract for the second phase stripping for Brush Beryllium. Brush inspectors have estimated this ore in layman's language: A 641 loaded with ore at one percent, is estimated to value \$20,000. This ore is used as an alloy in practically all metals to strengthen and harden. The Beryllium Mills is located 30 miles east of Delta. The Mill is to be completed by mid-summer of 1969.

Most jobs are nearing completion at this time. Snow has halted work in many areas.

★ ★ ★

In the eastern part of the state, Morrison - Knudsen has finished with their dirt spread at Green River and they are going to sub out the gravel.

Corn Construction at Cisco is trying to get their gravel done before they are snowed out.

I-70 which comes westward into Utah from Colorado and terminates at I-15 at Cove Fort, will cost \$116 million, at an average cost of \$507,000 per mile, with \$12 million spent and \$104 million yet to go.

Interstate 15 will cost \$320 million, or \$805,000 per mile—with \$195 million spent or obligated

★ ★ ★

and \$124 million more to be spent.

In the southern part of the state, Cox Brothers at Hanksville are hurrying to get their job finished before it storms.

Nevada Sand and Rock at Beaver has cut back to a one-shift operation. They are going to try and keep one shift going throughout the winter if weather permits.

L. A. Young Sons Construction Company was honored for its outstanding safety record by the Utah Chapter of the Associated General Contractors. This Company received a certificate for having a full year's construction operation with no lost-time accidents.

All-Around Shovel Man

Utah Brother's Busy Career

By ASTER WHITAKER, JAY NEELEY, JOHN THORNTON, TOM BILLS, WAYNE LASSITER and DEL HOYT

Retiree Robert Hansen started to work for Utah Copper Company in January 1923. He worked first as a fireman, then as a crane operator and finally as a shovel engineer. All shovels and engines at this time were run by steam. There were two Atlantic shovels, two Bucyrus standards, two small Marions, Model 60 and fourteen standard Marions Model 92. At this time all standard shovels were on sections (rails) instead of cats.

On the Atlantic shovel, a crane operator had to sit upon the boom by the bull gear and throttle it with the right hand and trip it with the left. The company converted over to the electric shovels

in the late 1920's which was a big improvement over the old steam shovels. In 1937 they started to change over to Whirlies Model 4161. A short time later Model 151 was introduced, then the 2100 and also P. & H.

Mr. Hansen was a rotator for many years and this gave him the opportunity to work on all these types of shovels. It also gave him the opportunity to work for every superintendent the mine has had.

In the days when Mr. Hansen first started working, he worked three hundred and sixty-five days each year, with no vacation and straight time for overtime and no sick leave. At the time he retired he was working a 40-hour week, 5 weeks vacation, sick leave, travel time and preparatory time.

Safety Idea Pays Dollars

Brother Lynn Barlow was selected as winner of a \$25.00 Savings Bond in the S. S. Mullen, Inc. Safety Suggestion Award Program. His suggestion to the contractor concerned the excavation for the storm sewer boxes located on the south side of the haul road. Any combination of a patrol, another scraper, rocks, a slippery road, lights from cars on the highway, misjudgment, etc., could create an accident condition and he suggested that flashers, fire pots, or even reflectors could be used to identify these hazards. On any high speed, nighttime operation, all holes, construction material, idle equipment, etc., should be identified so they can be easily seen by the operators.

The letter from Brother Barlow's employer stated, Mr. Lynn Barlow S. S. Mullen, Inc.

Kimball Junction—Job 247

Subject: Safety Suggestion Bond Award

Dear Mr. Barlow:

Congratulations on your being selected as winner of the \$25.00 Savings Bond, in the Safety Suggestion Award Program.

Your continued effort is appreciated in keeping "Safety" a watchword in all of our operations. We believe that the men in the front lines are the most exposed to hazards, and the best ideas and suggestions for correc-

tions in the interest of safety can originate among you.

We are pleased to enclose a \$25 Savings Bond as your award.

Very truly yours,

S. S. MULLEN, INC.

L. A. Junger,
District Manager

Collective Bargaining

The U. S. Department of Labor reports major collective bargaining settlements were concluded during the third quarter of 1968 for about 1.4-million workers. This brings the total number under agreements reached during the first nine months of the year to nearly 3.4-million workers.

Samoa-Eureka Bid On Platforms

By RAY COOPER and
PHIL DURNFORD

BAY BRIDGE SURVEY — JOB STARTS SOON—Townsend-Hipner of Eureka submitted the low bid of \$45,877.50 for building twelve survey platforms alongside the future location of the Eureka-Samoa bridge. A total of six bids in all were submitted to the Division of Highways for this project.

Clusters of five piles will be driven through the muddy bottom into firm ground to provide survey points for controlling the construction of the new bridge piers. Two are to be placed in the Eureka channel, four in the middle channel, and six in the Samoa channel.

The platforms are to be ten feet above sea level and will be lighted for the benefit of boat traffic.

When they have served their purpose, they will be removed by the bridge contractor, whoever that may be. Incidentally, the bids on the \$5.4 million bridge job will be opened in Sacramento on January 22, 1969.

The bridge, which will reduce the driving distance between Eureka and Samoa by about twelve miles, will be ready for traffic in the spring of 1971.

For half the total distance between Eureka and Samoa, drivers will be on bridges: the Eureka Channel Bridge, which also crosses over the Northwestern Pacific Railroad; the Middle Channel Bridge, and the Samoa Channel Bridge, which also spans the railroad on the peninsula. The two-lane expressway will cross Gunther and Woodley Islands on fill.

STATE GIVES O.K. ON HUMBOLDT BAY PROJECTS—The Resources Agency of California, after clearing with eight state agencies, has no objection to the initial work planned next year in the construction of a boat launching ramp, dredging, building a dike or marking the channels in the northern end of Humboldt Bay.

The State Harbors and Watercraft Commission approved a \$90,000 loan to the City of Arcata for the launching ramps, considered to be the first phase in development of a small craft harbor estimated to cost in the neighborhood of \$915,000.

The loan's approval is contingent upon the Department of Fish and Games okay, and subject to the approval of the State Department of Finance, and the State Legislature's appropriating the funds.

THREE GOVERNING BODIES MOVE ON CRESCENT CITY HARBOR JOB—A proposed project on the Crescent City Waterfront would involve development of the entire area from Whaler Island along the beachfront, and then south to a point beyond where the fish processing plants are to be located. (Bids for construction of two fish processing plants are to be located. (Bids for opened December 10th.)

This new construction would include a small boat harbor with mooring service facilities, a storage facility for small boats, marine ways, a marine engine and repair shop with facilities for repair of electronic and radio equipment, a boat repair yard and facilities, breakwater extensions, a roadway to Whaler Island, and trailer-camper parks with complete facilities at two separate locations.

As a direct result of completion of these Public Works and Economic Development projects, there would be additional private development. For instance, a major motel, one or more restaurants, marine oriented retail shops, fuel

outlets, marine supply stores, etc. All of this could mean several hundred additional jobs for local people and several million dollars of additional revenue, income, taxes and the like.

Enough on the water, now on to the dirt!

Eureka Mayor Gilbert Trodd was not exaggerating when he told the Eureka Blue Ribbon Committee that its work will affect the city for years and years to come.

The freeway—which route is decided on—will be a large factor in the character of the city. As the mayor pointed out, it must not only function physically, but must also contribute positively to the total city environment. It must be accepted visually by both users and viewers.

This positive attitude emphasizes the difference between this committee and most groups formed to affect highway design. Instead of arriving late in the game and setting up cries of protest about "concrete juggernaut" the committee is getting in on the basic level of the freeway design, with the support of the Division of Highways.

By recognizing that any freeway has tremendous inherent potential for either good or bad influence on a city, Eureka has taken the first essential step.

In future months will come study, formulation of specific criteria for an acceptable freeway, and recommendations to the City Council. It is at that time that strong public support for the concept of cooperative design will be most meaningful.

Eureka, so often criticized for being behind the times, is squarely in the midst of a progressive project. The citizens of the area should recognize this and watch the results with attention.

Following Mayor Trodd's statement that they face a "Monumental but Vital Task," the members of the Blue Ribbon Committee on Freeway design planned their first actions and elected a chairman. Jack Daly, Eureka retailer and leader in state and local highway development, is chairman. Jack Segal, Eureka city planning director, will serve as executive secretary.

In calling the committee into session, the mayor termed the Eureka Freeway the "most significant and most promising" of all potential physical, social and economic elements influencing the city's environment.

The committee will review the freeway design in its entirety, including but not limited to types of structures, materials, texture, structure spacing and location, planting and embankment design, and air or ground land use concepts.

City Manager Ronald Bartels told the committee that after freeway route adoption by the California Highway Commission there will be a period of design before the state and city must reach an agreement on local street patterns.

Committee design recommendations can be included formally at the time, but there is still no time to waste in going to work on design study.

We in the Humboldt-Del Norte area regret the recent passing of George O. Faville, Secretary of the Humboldt-Del Norte Central Labor Council, and a Vice President of the California Federation of Labor.

Faville, 65, also had served on a number of citizens' committees advisory to the Humboldt County Board of Supervisors, including the Forestry Advisory Committee.

Mail Schooling Dodge

Millions Are Fleeced!!!

By SIDNEY MARGOLIUS
Consumer Expert for
ENGINEERS NEWS

A Minneapolis newspaper reporter with a heart is shocked by what he found writing a series of articles about trade and correspondence schools.

"I feel there are thousands of people, predominantly poor, who are being cheated and fleeced and are never emitting a peep or protest," Mark Wyman, labor reporter for *The Minneapolis Tribune*, recently confided to us.

"Time after time I realized that people who had been cheated or over-promised felt there was nothing they could do. They feared a lawsuit; they feared garnishment; they feared the public shame which newspaper publicity would bring.

"I never really grasped how this trade school fraud system could keep operating until I spent part of an evening with a young factory worker who had been hooked by a heavy equipment school (60 correspondence lessons and two weeks' residence to become an expert on heavy equipment).

"He is married, has two little children and lives in a small suburban home. He displayed complete ignorance as to his safety from further bother by the school once he had written in to cancel though it meant losing the \$200 registration. He still thought the school could get him somehow. As I went to leave, he commented, "You're not going to put this in the paper, are you?"

Wyman's articles in *The Minneapolis Tribune* produced some facts that young workers seeking to improve themselves and parents and students interested in vocational training, absolutely must know. These revelations are especially important now because, among other types of schools, many computer "institutes" have sprung up. Almost every family with a high-school graduate automatically gets a half-dozen or more mail solicitations from computer schools as well as the customary solicitations from business schools and other trade schools.

Wyman tells about the experiences of one youth who sought computer training. First he lost \$150 when a fraudulent computer training school closed up. He wanted to avoid a second misstep but could find no one to advise him frankly on what to watch for in specific trade schools. So he checked on a course at another "computer institute" that would cost \$1080. The ads implied that he could become a programmer. But he soon realized that without more educational background he would qualify only for a lower-skill job as a computer or key-punch operator.

An ad in our file shows a cartoon of one boy saying to another: "Hey, Joe, how did you get such a high-paying job? You just finished high school a couple months ago."

The other boy answers: "Sure, Bob! I took a terrific course at the Computer Institute. I learned how to operate a computer—it's real cool! I got this real good job as soon as I graduated."

On further inquiry, we found that the minimum course is 13 weeks at a cost of \$845; that almost all students take longer than that, and that when they finish, they are ready to be programmer trainees with a private employer, not programmers.

The real problem, as Mark Wyman found is where to get impartial, candid advice about various

schools. The guidance director at one high school told Wyman, "We used to tell students to check with the Better Business Bureau, but that didn't do any good."

Another high-school counseling director said: "We can't go any more by the fact that trade schools are GI-approved, because many of the schools we have trouble with are GI-approved."

Nor can you be completely reassured by the fact that a school is approved or accredited by state education authorities. While this is at least more assurance than no state approval at all, in many states the laws governing private vocational schools are inadequate, or weakly administered.

Another guide usable for correspondence schools but again not wholly satisfactory, is whether the school is approved by the National Home Study Council.

Among the useful facts Wyman dug up is that the fraudulent trade schools threaten more often than they actually sue students who do not complete a course and refuse to pay any more money. The schools themselves are afraid of the publicity that might result from a court trial.

Besides consulting high school counselors, and state, V. A. and Better Business Bureaus records (even if these are uncertain assurances) talk to large employers in the area. They can tell you if the training and job prospects are as good as a school claims. I.B.M., the largest computer manufacturer, already has gone to court a number of times to make schools stop using its name or implying they I.B.M. approval.

Young people interested in technician training in the medical field also should consult local hos-

pitals, labs, doctors and dentists before signing up for a course. Many of the private schools offering training as medical-laboratory technicians, are not approved by the professional and medical associations. Their graduates then find it hard to get jobs in the field they assumed they were trained for.

Showing how important it is to first consult potential employers and local unions about trade schools, the young worker who signed up for the heavy-equipment course checked with the local Associated General Contractors the next day. They told him the course was worthless; equipment-operator jobs were scarce, and wages far below those suggested by the salesman, Wyman relates.

It was too bad he did not call a day earlier. The \$200 he paid was "nonrefundable."

Or he could have called the local Operating Engineers Union. It also was aware of the exaggerated claims made by short-term schools. Both the union and the contractors' association recognized only the 21-month heavy equipment course given by a local public vocational school.

You can't depend on claims made by salesmen representing trade schools. Be very wary if a school won't give you information but insists on sending a salesman, and if he tries to press you into signing up when you want to investigate first.

Too, the more reliable schools do not require big down payments. And they say in their contracts that they will make at least partial refund if you request cancellation before or soon after you begin the course.

CLEM (continued)

Continued from page 2

The answer, of course, is yes. Social Security benefits are payable to certain independent children of a retired worker and to his wife under certain circumstances. In this article we will discuss these benefits and how to apply for them.

If you have dependent children who are unmarried and under 18 years of age you will be asked to file an application for them at the same time you file your claim for retirement benefits. You should have with you their birth certificates or any other documents you need to verify their ages and relationship to you.

Your unmarried children between the ages of 18 and 22 may also receive benefits if they are full time students at an educational institution.

An educational institution is any high school, vocational school, college, university or junior college operated by a State, local or the Federal Government, and any private school or college which is accredited by a state or nationally recognized accrediting agency or approved by a State government. Under certain circumstances some unaccredited schools and some schools outside the United States may also qualify as educational institutions.

A student at a university, college, or junior college is in full time attendance for the purpose of Social Security benefits if the school considers him to be in full-time attendance according to its standards and practices for day students. For a student at a high school or vocational school to be considered a full-time student he must be enrolled for at least 20 hours a week in a course of study lasting at least 13 weeks and he must be considered to be a full-time student according to the school's standards and practices.

When you apply for student benefits you should be prepared to give the Social Security office information about the school your child is attending or expects you to attend including his student identification number, if any, and the number of credits carried or hours attended.

In addition your unmarried children who are over 18 years of age but are unable to work because of a mental or physical disability may be able to receive benefits on your account when you retire. The disability must have begun before they reached the age of 18. You should be prepared to give the Social Security office the names, addresses, and date of treatment for any doctors or hospitals that can verify your child's present condition and that he became disabled before the age of 18.

Social Security benefits can also be paid to your wife when you retire even if she has never worked on her own Social Security number. She can receive benefits at any age if she is caring for a child under 18 years of age or a disabled child and the child is also receiving payments based on your record. If your wife does not have a child entitled to payments in her care she may start receiving benefits when she is 62 years old. When your wife applies for benefits she will be asked to furnish information to verify her relationship to you and if she is applying at the age of 62 she must furnish proof of her age.

"No Sun Up In The Sky!"

Owl Slipform Beats Rain In San Mateo

By BILL RANEY and
DICK BELL

For you hunting buffs who need more information or for those who wish to see their youngsters taught firearms safety, there is a class being given in San Mateo County featuring California State Hunter Training—Basic Rifle and Home Firearm Safety. The class consists of: four 2½-hour classes and one 2-hour class at the rifle range. The cost is \$4 per student, plus 1 box of .22 cartridges. Those interested should contact Brother Bill Conner, Instructor, 248 Encina Avenue, Redwood City, Telephone 368-9358.

The rainy season is upon us again for another winter, and the work in the area has slowed down accordingly with some jobs down for the winter.

Piombo's stretch of Interstate Freeway No. 280 from Millbrae Avenue to 19th Avenue in San Mateo is in the finishing stages with the concrete barely poured in time to beat the rains. Owl Slipform Company from down south had the concrete on this job.

L. C. Smith's stretch of the same No. 280 Freeway (Junipero Serra) in San Bruno got off to a fine start late in the fall but is presently down to a small crew due to wet weather. George Giovannoni is heading up this project for L. C. Smith Company. George is one of the old-timers in the area and always runs a very fine operation with a fine crew of engineers. Lots of luck, George!

San Francisco Airport is a busy place these days. Although site preparation and bay fill are curtailed due to weather, there is still quite a bit of hangar and building construction going on. The activity is due to the new 747 Passenger Jet due to arrive at San Francisco in the near future. United Airlines alone has three good-sized jobs going or just finished with more planned for the future. The other airlines have been putting up cargo and repair facilities also, so it keeps quite a few of the good brothers busy. Due to the advent of the 747 and its increased passenger handling capabilities is the construction of several new restaurant and motel, or more accurately hotel accommodations as the passengers are bused from the airport to the hotels for overnight stops. These hotel-restaurants are going up as close to the airport as available land will permit, both to the north and south. The land is all bay-fill land which calls for concrete pile foundations. Pomeroy - Gerwick Company has been keeping several of the brothers busy driving piling both at the airport and near vicinity.

SAN MATEO'S \$500 MILLION TRANSIT PLAN—San Mateo County's million-dollar study of its transit needs resulted in a proposal to create a county-wide bus system immediately, and to rejoin BART eventually—at a total cost of over half a billion dollars by 1990.

San Mateo county withdrew from the BART system before the regional transit district submitted its \$792 million bond issue to voters in 1962—in a district which then included only San Francisco, Alameda and Contra Costa counties.

At that time, San Mateo county's share of the BART construction cost was estimated at approximately \$230 million.

Even so, San Mateo county's West Bay Rapid Transit Authority

said yesterday, going it alone—at more than twice that cost—will still save money for taxpayers of the county.

The West Bay Authority staff said that San Mateo county eventually can rejoin BART at less than half the original BART cost to the county property taxpayers, because:

Federal aid to the newly proposed one-county project "is presumed" as is some degree of state assistance.

Under the original BART plan including San Mateo county, county taxpayers would have paid a total of about \$230 million to build BART—but a third of that, or about \$75 million, would have been spent on BART's systemwide facilities outside San Mateo county. Now San Mateo county proposes to pay BART less than \$12 million for those out-of-county systemwide facilities, such as train maintenance shops and train dispatching facilities, and possibly part of the costs of management.

Hence, a San Mateo county property tax rate of no more than 40 cents per \$100 assessed valuation, and perhaps as low as 30 cents, would build the system, supplemented by a quarter-cent sales tax in the county plus Federal and State aid. (In the BART district, the property tax to build BART may exceed 60 cents in the peak period of 1971-72, but decline thereafter.

The authority proposal suggests:

First, a county-wide bus system of local and express service, including transbay links across San Mateo and Dumbarton bridges to BART stations in the East Bay, and extending westward to coastal San Mateo county from Daly City southward through Pacifica to Half Moon Bay within two or three years.

Second, extending BART from Daly City to San Francisco Airport, which could be completed by 1975.

Third, "some form of rapid transit" (presumably BART) extending from the airport on southward to Santa Clara county, which could be completed by 1990.

The initial bus network would cost an estimated \$20 million; the BART extension to the airport would add \$100 million; and the rail extension to Santa Clara county, another \$230 million. But these costs are based on 1968 prices—and by 1990, when construction finally might be completed, the total might reach \$577 million.

First of all, John C. Lilly, Authority general manager, said such a proposed master plan will be submitted to voters of the county next June for their approval. But no money-raising method will be on that ballot.

Later, if the voters approve the master plan—or some master plan, since revisions still are possible before the June election—a later election will be held to ask voters for financing methods.

Meanwhile, Lilly announced, the tentative program outlined will be discussed at a series of public meetings throughout the county.

YOC's Prove Out

The 171 Youth Opportunity Centers in 132 metropolitan areas served 3,286,300 young men and women from February, 1965, through May, 1968, the Department of Labor reports. A total of 821,300 individuals were placed in jobs.

IUOE Talks On Safety

About 2,000 deaths and over 100,000 disabling injuries each year are the results of clothing fires. The most frequent victims of clothing fires are children and elderly people. Children are burned when their clothing is ignited by matches or cigarette lighters, stoves and heaters or outdoor fires. Adults set their clothes on fire while using stoves carelessly, warming themselves at fireplaces and heaters, or falling asleep while smoking. Gasoline, lighter fluid and other flammable liquids spilled on clothing are also factors in many such accidents.

Careless smoking leads the list of causes for adult clothing fires, and playing with matches is first for children. Women and girls are frequent clothing fire victims because of their mode of dress. Skirts that flare at the bottom can swing into a flame and ignite. Housecoats with bell-type sleeves can easily be set afire by a lighted burner or electric stove element while cooking. The amount of air which can get at the clothing makes a difference. Loose fitting sleeves, ruffles, flaring or pleated skirts let air reach both outer and under surfaces of the garments. Within seconds of ignition the victim could be a "torch of tragedy."

All fibers will burn under certain conditions. Synthetic fibers are usually less flammable than those of cotton, linen, silk and rayon. But the property of some synthetics to melt and form a sticky, tar-like substance can also produce deep localized burns. Blends of different fibers into one fabric will have varying properties depending on the fibers used.

The manner in which fabrics are woven can affect burning rate. Tightly woven, heavy fabrics will burn more slowly than sheer, lightweight, loosely woven fabrics.

The surface of the fabric is important. A napped fabric with air space between loose, fine fibers will ignite more readily than a smooth surface. Usually fabrics with shorter pile, greater density and uncut loop construction will be less likely to burn than those with a high, fluffy pile.

REMEMBER, CLOTHING CAN BURN. Here are some tips to help prevent injury from clothing fires:

- Select fabrics that burn slowly, are inherently flame-retardant or have been treated with a permanent flame retardant finish.

- Consider the weave and design of garments as they are purchased for family members, particularly for children and elderly people.

- Use fire and flammable liquids carefully and safely around your home and farm. No clothing will burn unless there's a flame or source of heat present.

- Cotton fabrics can be temporarily flameproofed (children's costumes, etc.) by saturating with a solution of seven ounces of borax, three ounces of boric acid and two quarts of water. Allow them to drip dry. Remember, this is only temporary—if the garments are washed or dampened by rain, the fire retardancy is lost.

- If your clothing does catch on fire, Do Not Run! That fans the flames. Walking, standing or running can be fatal. Drop where you are at once. Get the flames separated from you and away from your head. If indoors, roll into a rug or heavy article such as a coat or wool blanket. If outdoors, drop and roll on the ground.

- Treat burns by plunging burned skin in clean ice water (or as cold as possible), keeping area submerged until the pain subsides. Or apply cold towels. Don't use greasy ointments. Call your doctor immediately.

Snow On The Mountains!

Duval Copper Mine Negotiations Next

GAIL BISHOP

"'Tis the Season to be Jolly," unless your job has been snowed out and the summer was not too good to boot. All things considered, we are glad to see this year come to an end. Our rock, sand and gravel negotiations are over and done with, although this took a week's strike to accomplish. It is a good contract and was ratified 100%. This was as good a group of Brother Engineers as I have ever worked with and they sure helped considerably by acting as a solid team. The company saw right away that they couldn't split this team. That is the name of the game brothers, teamwork. Our next big negotiations is in January with the Duval Copper Mine at Battle Mountain.

JOE HAMERNICK

The two bridges between Carson City and Minden, which will cost about \$350,000, will be finished about the first of March 1969.

The General Contractor on this project is the Holcomb Construction Company of Reno. The two Jackowitz Brothers are the operators on this project. The A. Teichert & Son Company of Reno did the excavating. These bridges are very necessary to carry the effluent from the Lake Tahoe Basin to the more arid areas which need water very badly.

The snow in the Lake Tahoe area is starting to come down every weekend. It is very good for the ski enthusiasts, but very poor for the construction workers.

The Cal-Neva Club at North Shore is building a 10-story hotel behind the old Cal-Neva building. The addition will cost about \$5 million and will be finished in June of 1969. The General Contractor is Brunzell Construction Company of Reno. This project will keep from 4 to 6 of our good brothers busy most of the winter. This building is being built 30 feet from the California line on the Nevada side.

MONT PARKER

Work in the Reno and Elko areas has been exceptionally good despite the extremely cold weather and seasonal snow storms. We are very fortunate that the three road jobs being constructed by Rogers Construction Co. are still going two shifts with about 80 Operating Engineers employed.

Bethlehem Steel has finished their work on Harrah's Hotel. However, the concrete hoist and material hoist should work for quite some time yet.

Industrial Construction Co. is still crushing and hauling gravel on the Mill City job. They will finish the paving on this job early next Spring and we are hoping the Department of Highways will let the 12-mile stretch on into Winnemucca very soon.

C. T. Parker Construction Co. has virtually completed the excavation on their job west of Wells, Nevada. The crusher is still working and they should be ready for the C.T.B. and Plant Mix next spring.

Commonwealth Construction Co. is nearly completed with the Gold Mill at Crescent Valley for Amex. This new mill will produce about 400 ounces of gold per day.

JACK EVANS

Nevada's newest gold mine is nearing completion at the base of Mt. Tenabo on the eastern edge of Crescent Valley. The Cortez Gold Mine, the second Nevada mine to work with the microscopic gold particles found in portions of the Roberts Mountain Thrust Formation, is expected to be in operation in early 1969, and will add an estimated 400 ounces of gold to the work market daily. Workmen place fittings on the final thickener at the mill site. The mine is a joint venture, led by American Mining Exploration, Ltd. The other mine working with microscopic gold ore is the Carlin Gold Mine of Newmont Mining Company, about 60 miles northeast of Cortez.

APPRENTICESHIP

BUD JACOBSEN—Coordinator

At our District No. 11 Quarterly Meeting on December 7, 1968, Brother Neal Starr, the Outstanding Apprentice of the Year in Northern Nevada, was given the Al Clem Apprenticeship Award by President Paul Edgecombe, plus a savings bond. At the present, Brother Starr is working for R. L. Helms and is a Plant Equipment Operator in the 5th period and has been in the program since July 1966.

On December 10, 1968, we had a Career Day at the Reno High School. Spoke to approximately 50 prospective applicants for the Operating Engineers Apprenticeship Program.

Seabees Add School Space

A new school building is being added to the Sao-Bien Elementary School near Da Nang, Vietnam, thanks to the SEABEES from U. S. Naval Mobile Construction Battalion 128.

Trying to find space for nearly 550 children to attend school, 6 days a week, has always been a problem for the Sisters of the Sacred Heart Orphanage near Battalion 128's Camp Faulkner. Teaching from two existing school buildings with only six small classrooms the conditions are in short . . . Crowded!

Five SEABEES from the Battalion's Planning and Estimating Department "adopted" the project of constructing the new building. A four classroom school, complete with office and storage space, was designed by Builder/2 Charles L. Falvey. Then, working in their spare time Builder/1 Don Von

Kampen, Utilitiesman/1 Tom S. Goda, Engineering Aids/3 Louis R. Deken and Constructional Electrician/2 Ignatius Catalano prefabricated the 20x100 foot building at Camp Faulkner, while the Battalion's Charlie Company poured the concrete floor. After transporting the materials for the project to the Sao-Bien School yard, the men waited for their one free afternoon off during the 6½ day Seabee work week.

On a Sunday afternoon, the SEABEES began assembling the building.

Sister Cecil, one of the school's teachers, was on hand to thank the men for their important contributions. She also brought the men soft drinks and fresh bananas as they rapidly constructed a major portion of the school. The SEABEES are working on the project as part of the Battalion's continuing Civic Action program.

State Plans Help

GG Bridge Experiment Clogs Marin Highway

By AL HANSEN

MARIN GETS \$2,366,000 for Highways — \$260,000 is earmarked for resurfacing Highway 17 between the Richmond-San Rafael Bridge and the Highway 101 junction in San Rafael, a distance of 2.3 miles.

The State Division of Highways shifted into high gear to eliminate traffic bottlenecks in Marin County—the urgency resulted from the Golden Gate Bridge's current experiment with one-way tolls—which has had the effect of letting cars cross the bridge relatively unhindered, but which in late-afternoon rush periods clogs Highway 101 in Marin almost completely. Already completed is a \$300,000 project which widened the southbound Waldo tunnel to four lanes, matching the four-lane northbound tunnel. The four-lane southbound widening extends from north of the tunnel to the Golden Gate Bridge.

Underway is a 2.1-mile, \$1.9 million project to widen the highway to three lanes each way from Third Street in San Rafael northward to San Pedro Road—over traffic-jamming Puerto Suello hill. This is due to be completed by the fall of 1969. McGuire & Hester is the contractor. Also under way is a 3.6-mile, \$920,000 project to widen the highway to three lanes each way between Terra Linda and Hamilton Air Force Base (specifically, from a point .7 mile south of Manuel Freitas Parkway to .6 of a mile south of Hamilton). This may be completed by next spring or early next summer.

And, newly authorized is a \$3.2 million funding—to eliminate the worst of all Marin county bottlenecks, the narrow San Rafael viaduct.

The viaduct now carries only two lanes of traffic each way. It will be used entirely for northbound traffic, and a new viaduct will be built just west of it to carry four southbound lanes—four lanes each way. Construction is expected to get under way by next spring, and it will take about a year and a half to complete.

After that, the next Highway 101 bottleneck to be eliminated would be the signal-light stretch through the city of Novato. A bypass would be built around the east side of Novato to make the highway a full freeway, without signal lights. And, eventually after that Novato stretch is rebuilt, the State Division of Highways will begin work on making the whole route—from the bridge on northward through. Future highways some day will criss-cross Marin, but many of them still are in the dream state.

The Division of Highway's aim is to have eight lanes from the Golden Gate Bridge to Santa Rosa.

There is a slender hope that construction of the \$11.5 million Novato freeway bypass might start in 1971, a year ahead of the current schedule. The proposed route will leave the present alignment north of Highway 37 in a northeasterly direction, cross the railroad tracks, go north on the hills east of Railroad Avenue, recross the rail line north of Atherton Avenue and rejoin the present highway near San Marin Drive.

Angel Island Development — \$2.5 million. Restoration of historic sites, camping and restaurant facilities. Ayala Cove will be the main public access on the west side. Dockage will be available for tour boats and private boats. The East Garrison, facing San Fran-

cisco, will have a highly developed marina with parking for 200 boats. By 1970-71, the state hopes to put in \$1 million in development.

\$183,000 for Petaluma Water Works—The major project in the program is \$126,000 for the installation of a 12-inch water line from East Washington Street down Wilson Street and Lekeville Highway. There the new line will connect to the present line on McDowell Boulevard to Casa Grande Road. Also included in the capital outlay programs are pump stations at McNear and Magnolia Avenues to provide better water pressure. The program was to be presented to the city council for approval.

Pacific Excavators have resumed operations at Tiburon, after being shut down recently, due to the rains. We have a good crew of Operating Engineers on this job.

Brown-Ely Co. is still working at Terra Linda Subdivision, also with a capable crew of engineers.

M.P.S. Inc. of San Jose are keeping a few of the brothers busy on their spread at Hamilton Air Force Base—on the "Marin Valley" Mobile Park site.

Semi-Annual Payment request for Vacation-Holiday are available—any employee desirous of having his vacation and holiday payment sent directly to him should complete and mail the card during the month of December. On January 15th, 1969, you will be sent your vacation and holiday payment. Please drop in to our office and pick up the card if you desire your vacation-holiday check.

Need Help?

CHECK ON YOURSELF:

By AL HANSEN

"Four things come not back," says a Persian proverb: "The spoken word—the sped arrow—the past life—the neglected opportunity."

Do I realize that countless little challenges at home, on the job, at school or in civic life can have long-range consequences? Or do I brush them off? Do I familiarize myself with the great issues confronting our country and our world? Or do I succumb to the "It's none of my business" attitude?

Do I tend to hear the Master's admonition, "Lift up your eyes and behold that the fields are already white for harvest"? Or do I shut my eyes to opportunities to help solve the many social, religious, economic, racial and cultural problems of our times?

Am I alert to openings all around me to contribute to the betterment of everybody . . . by voting regularly . . . taking an interest in school affairs . . . speaking up at meetings . . . writing thoughtful, constructive letters to newspapers, magazines, radio and TV stations and motion picture companies? Or do I "throw in the sponge" through apathy or discouragement?

Do I respond to the restless searchings of youth by assuring them of the world's need for persons with their talent and motivation? Or do I muffle my chances to communicate with them?

Am I readying myself now for future challenges by prayer and wholesome self-restraint? Or do I settle for an easy-going existence, expecting the Lord to work wonders when emergencies arise?



TWO VIEWS of Peterson Tractor Shop in Redding, California where twenty-three Operating Engineers work. More than half of the Brothers on this job

have over eight years in the shop and three of the Engineers are in the management end of the shop.

Redding Mall Start Would Prove Big Boon To Brothers

By LAKE AUSTIN and LOU BARNES

The new Redding Mall is a lot closer to being started and it's possible that some of the work on the \$3.5 million project will be done in 1969. This could prove to be a big boost to the construction industry and for our Brother Engineers.

Parts of highway 299—five and one-half mile section between Whiskeytown and the west city limits of Redding and 15 miles between the north fork of the Trinity River at Helena and about one mile south of Weaverville will be improved.

Work on highway 299 will also be done between a point eight miles east of highway 395 at Alturas to a point about half a mile west of Cedarville.

In Siskiyou County, portions of highways 96 and 97 will be improved—19 miles of highway 96 between one mile east of Rodgers Ranch and Interstate 5 at Weed and a point 12 miles north on highway 97.

NEW JOBS — The Southern Pacific Railroad Company has awarded a contract to the Green Company of Spokane, Washington to crush and stock pile 400,000 yards of ballast rock. They will be moving in after the first of the year and setting up the plant between Alturas and Susanville. This project should keep from 12 to 14 Brothers busy for the coming season.

The State will make and award the 4 miles of expressway on December 18th in the Canby area. This will consist of realignment

and the going can be pretty rough—lots of rock—Modoc County is noted for their lava beds. We have no way of knowing how much the job will go for moneywise but the State has \$1,400,000 set aside.

The State will also make an award sometime before spring to resurface highways in Modoc and Lassen counties. This will mean several jobs for our Brothers. Cost of this job will be approximately \$640,000. We have several local contractors that will be gunning for this one.

According to State Officials they will advertise for bids on the Anderson grade section of Interstate highway No. 5 at Yreka around the 23rd of December. This award will include the base and paving on the Peter Kiewit job now under construction.

This project will run from the end of Kiewit's job to the Shasta River—approximately 4 miles in length and according to the information they gave us it will be from 20 to 90 days before the other section will be advertised and awarded.

JOBS WELL ON THEIR WAY —Peter Kiewit Sons have gone to a one shift operation on everything including the mechanics with approximately 2,000,000 yards to move yet. This is hard to understand for the amount of work yet to be done.

Vinnell Corporation at Box Canyon Dam have one more block to pour to finish and this should be completed by Christmas (the concrete part, that is).

A. A. Baxter Corporation still have approximately 50 Brothers

working. If the weather holds they hope to top out in January 1969.

River-Wesco canal job near Gerber has finished the trimming and lining operation and now the slower part of the lining under and around the structures will have to be done. The size of the crews are reduced but there's still a lot of work to be done and should provide some good jobs for the coming season.

The civic auditorium is well out of the ground although the weather has slowed this job down. The mud around the building is a real handicap.

Peterson Tractor Shop is providing 23 jobs for Operating Engineers in the Redding shop and the employment record speaks for itself. More than half of the Brothers have in excess of eight years at this shop, many of them stayed on when Peterson Tractor took control from their former employer. Three of the management personnel are former members of Local No. 3, and the labor relations are excellent.

Although the work picture seems to run hot and cold most of the Brothers are able to work steady because of the new labor contract calling for more vacation as well as increased wages.

The Company is well equipped to do any work to be done in the shop and the parts department has six Brothers working full time.

In addition the shop has a landing strip and a pilot with an airplane for customer service. In the northern part of California the employers take full advantage of this service.

Obituaries

International Vice President and Business Manager Al Clem and the Officers of Local Union No. 3 offer their sympathy and condolence to the families and friends of the following deceased

Name — City	Local Social Security No.	Register	Deceased
Alexander, Robert 3	424988		11/17/68
Marjorie—Wife	SS#568-03-9528		
Box 5			
Columbia, California			
Barnes, Wilton W. 3	294537		12/11/68
Vera—Wife	SS#559-09-0725		
1430 Pleasant Street			
Redding, California			
Barrie, Donald L. 3	899269		11/24/68
Arelia—Wife	SS#555-36-4670		
7331 Doc Adams Road			
Marysville, California			
Belcner, Walter 3	1148241		11/5/68
Mae—Wife	SS#328-07-0378		
15101 Washington St.			
San Leandro, California			
Bracewell, T. G. 3	93100		12/16/68
Georgia Anna—Wife	SS#552-01-8495		
6453 Moss Lane			
Paradise, California			
Bruns, Joseph 3	370323		12/17/68
Bertha—Wife	SS#701-01-4551		
104 Laila Lane			
Concord, California			
Brown, Ernest 3	1270822		12/22/68
Barbara—Wife	SS#223-18-4508		
3172 Kingston Avenue			
Napa, California			
Carlin, Philip 3	524619		12/3/68
Hazel—Wife	SS#569-28-6140		
7925 Star Road			
Healdsburg, California			
Carlson, Dewey 3	509641		11/23/68
Mrs. A. Carlson—Mother	SS#567-14-1726		
1965 Oxford Way			
Stockton, California			
Davis, Heath R. 3	298568		11/16/68
Robert L. Davis	SS#526-05-3391		
P.O. Box 402			
Kemmerer, Wyoming			
Dittus, Theodore 3	1296045		12/4/68
Marjorie—Wife	SS#552-10-8711		
P.O. Box 224			
Willow Creek, California			
Dixon, Eugene 3D	1276936		12/23/68
Hellene—Wife	SS#560-03-5615		
P.O. Box 26			
Dobbins, California			
Flickinger, Ralph 3	375566		11/19/68
Millie—Wife	SS#567-05-8827		
2755 E Street			
Selma, California			
Floyd, William S. 3	394263		12/9/68
Ramona—Wife	SS#555-05-7016		
3405 West Lane			
Stockton, California			
Graham, H. D. 3	879565		12/8/68
Bernice—Wife	SS#561-05-3632		
580 Flood Road			
Auburn, California			
Granlund, R. G. 3	603312		11/16/68
June—Wife	SS#526-24-2965		
Box 181			
Clayton, California			
Greener, Joseph 3	452037		12/12/68
616 Benson	SS#555-05-5491		
Modesto, California			
*Harrison, George F. 3	890091		12/4/68
Eleanor—Wife	SS#549-10-3477		
Box 45			
Greenfield, California			
Herrmann, William B. 3E	576513		11/28/68
Jeanette—Wife	SS#549-22-2712		
829 Cleveland			
Redwood City, California			
Hinchman, William 3	416987		11/30/68
Goldie—Wife	SS#566-10-4885		
P.O. Box 112			
Riverbank, California			
Hogan, M. J. 3	248624		
511 East Sixth St.	SS#560-01-5223		
Los Angeles, California			
Irwin, C. A. 3	854135		12/1/68
Beulah—Wife	SS#488-14-9255		
1050 Morro Street			
Morro Bay, California			
Keating, Jack P. 3A	879739		11/25/68
Ruth—Wife	SS#543-03-4647		
P.O. Box 742			
Benicia, California			

Highway \$\$\$ Slated (continued)

Continued from page 5
tend beginning freeway construction southerly to four miles south of Yreka, connecting to freeway

construction in progress southerly to Weed. The project includes realigning Route 3 north of the existing highway between the Inter-

state 5 Freeway and 2.2 miles easterly, constructing two sets of freeway bridges across Yreka Creek and interchanges at realigned Route 3 to the east, Miner Street, Route 3 to the west and at Killgore Hills south of Yreka. Estimated cost, \$9,370,000, of which \$3,380,000 will be budgeted in the 1970-71 fiscal year.

Stanislaus County

Extend the six-lane Route 99 Freeway from the San Joaquin County line to 0.5 mile south of Pelandale Avenue, 3.5 miles southerly, bypassing the community of Salida to the east. The project includes constructing interchanges at Hammet Road, Route 219-Broadway and Pelandale Avenue. Estimated cost, \$5,000,000, of which \$2,000,000 will be budgeted in the 1970-71 fiscal year.

Sutter County

Extend the Route 99 Expressway as a four-lane freeway between Route 20 in Yuba City and existing Route 99 at Lomo Crossing, 5.6 miles northerly. The project includes constructing interchanges at Queens Avenue and Eager Road. Estimated cost, \$3,700,000, of which \$700,000 will be budgeted in the 1970-71 fiscal year.

Tuolumne County

Relocate Route 120 as a two-lane expressway south of the existing highway which will be inundated by the proposed Don Pedro Dam and Reservoir between Chinese Camp and Moccasin, a distance of 9.5 miles. The project includes constructing bridges across the Tuolumne River and Moccasin Creek. Estimated cost, \$6,875,000, of which the Modesto and Turlock Irrigation District will pay approximately \$4,060,000 as the cost of replacing the highway in kind, and the State the balance (\$1,345,000 in the 1970-71 fiscal year) as its share of the cost of constructing an improved facility.

Tehama County

Widen Route 36 from two to four lanes between Main Street in Red Bluff and the junction with Route 99 just west of Salt Creek, 2.7 miles easterly. The project includes widening bridges across the Sacramento River, East Sand Slough, Samson Slough and Paynes Slough, and the overcrossing at the Interstate 5 Freeway. Estimated cost, \$2,530,000.

Ventura County

Extend the Route 118 Freeway 2.1 miles westerly from 0.1 mile west of First Street to 0.5 mile east of Sycamore Drive in the Simi Valley area. The project includes constructing a partial interchange at First Street, an interchange at Erringer Street, and completing the interchange at Sycamore Drive. Estimated cost, \$3,600,000.

Yolo County

Extend the four-lane Interstate 5 Freeway 12.3 miles southerly from County Road 57, about one mile south of Willows, Glenn County, to 0.8 mile north of Wadleigh Road north of Maxwell, Colusa County. The project includes constructing interchanges at County Road 68 and Delavan Road and bridges across Hunters Creek and Funks Creek. Estimated cost, \$6,300,000.

Complete the six-lane Interstate 880 Freeway construction in progress between the Interstate 80 Freeway in West Sacramento and the Interstate 880 Freeway bridges across the Sacramento River. The project includes extending Reed Avenue-Sacramento Avenue in the Bryte area 0.4 mile westerly from Harbor Boulevard to Interstate 880 as part of future Route 84 and constructing interchanges with Reed Avenue Extended and West El Camino Avenue. Estimated cost, \$2,050,000.

Obituaries (continued)

Kiser, Charles L. 3A	977735	11/28/68
Virginia—Mother	SS#566-52-0398	
1610 Elm Street		
Richmond, California		
Kloss, Lester 3	472332	12/6/68
Francis Kloss	SS#559-30-9865	
2719 Myers Street		
Oroville, California		
Knutsen, K. F. 3	689325	11/25/68
Winifred—Wife	SS#567-01-6987	
1024 Judah Street		
San Francisco, California		
Kohler, James J. 3	221381	12/15/68
Alice—Wife	SS#554-03-9792	
1003 Bennett Way		
San Jose, California		
Lal, Brij 3E	1137709	11/26/68
Ramona—Wife	SS#550-54-8881	
P.O. Box 374		
Berkeley, California		
Mann, Edwin W. 3	285452	12/16/68
Blanche—Wife	SS#505-14-0965	
6925 Mission Street		
Daly City, California		
Melendrez, Eugene L. 3D	710115	11/30/68
Anita—Wife	SS#556-01-2028	
731 A Street		
Lincoln, California		
Mitchell, James 3	621459	12/20/68
Eula—Wife	SS#533-14-6435	
1625 California St.		
Eureka, California		
Neel, Orville 3	931065	11/25/68
Eleanor—Wife	SS#529-12-3905	
General Delivery		
Peoa, Utah		
Oliver, Louis 3	1199149	11/18/68
Marybelle—Wife	SS#571-03-3361	
608 Laurel Street		
Modesto, California		
Olson, Lester 3A	991194	11/25/68
Geraldine Byerly—	SS#501-07-3128	
Daughter		
701 Jones Street		
Reno, Nevada		
Peterson, A. F. 3	452055	11/26/68
Ellen—Wife	SS#552-01-8592	
418 Bodem Street		
Modesto, California		
Ritchie, Jack 3	509715	12/28/68
Betty—Wife	SS#552-01-8388	
5616 Tilden Place		
Fremont, California		
Rizzi, Nick 3D	1355399	12/18/68
Betty Sherman—Daughter	SS#551-66-1542	
1546 Fresno Street		
Fresno, California		
Sales, Alfonso 3	452055	7/21/68
Patricia—Wife	SS#562-46-1319	
1080 Limerick Lane		
Healdsburg, California		
Sebbas, Leo V. 3	668727	11/13/68
Lorrdale—Wife	SS#530-01-6913	
1460 Upton Way		
Sparks, Nevada		
Smith, Joseph 3	379904	12/28/68
Billy—Son	SS#517-05-4260	
204 X Street		
Eureka, California		
Snyder, Robert F. 3B	479852	11/7/68
3865 South Greenwood	SS#566-03-3257	
Sanger, California		
Thornton, John B. 3A	1203028	11/3/68
Harold—Father	SS#529-64-1508	
4608 Creek View Circle		
Salt Lake City, Utah		
Vagadori, Louis 3	509733	9/21/68
Mary—Wife	SS#547-03-0310	
248 Cotter Street		
San Francisco, California		
Weeks, Ira W. 3	745134	11/17/68
Leona—Wife	SS#006-07-2877	
3435 California Ave.		
Carmichael, California		
Woody, J. C. 3	234347	11/19/68
Vivian Merrill—Sister	SS#526-07-7993	
1719 West Olive		
Fresno, California		

105 Deceased Members October through December 1968
3 Industrial Accidents

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE

CLEAR LAKE OAKS COTTAGE—For sale. Ideal for summer home or retirement. Large living area with full fireplace; all electric modern kitchen; beautiful view overlooking lake; fully enclosed porch; two bedrooms. Owner will finance. Don Kinchloe. Ph. 837-7418.

3 BEDROOM HOUSE on ¼ acre. W to w carpeting, double car garage, full basement, swimming pool, 3 years old. Just below Twain Hills. Gilbert Dahl, Rt. 1, Ponderosa Hills, Tuolumne, Calif. Phone 928-4764. Reg. #826806. 10-1.

666-500 JOHN DEERE BACKHOE with Digmore. 1956 five-yr. Red dump truck (T13353). 4-wheel tilt trailer. Buckeye ditcher. Model 121. Ph. 931-1807. John Bolls. 4035 Cherryland, Stockton, Calif. 95205. Reg. #825842. 10-1.

LAKE BERRYESSA LOT, all utilities in. Gorgeous view, access to Lake for launching and dock. Low down payment. Owner will finance. Phone 368-6712 or write Roy E. Paris, 43 Fiesta Ave., Redwood City, Calif. 94065. Reg. #702244. 10-1.

FOR SALE—THREE BEDROOM HOUSE in San Francisco. Good condition. Fully insulated. 220 power, new roof, freshly painted inside and out. Telephone William Dumas. Ph. (415) 585-2903. Reg. #303216. 10-1.

SELL OR TRADE—2½ ac. beaut. desert rimrock land, Kingman, Ariz. water avail. soon or drill own well. Water table estab. near 260'. Elec. avail. Mkt. price \$1195 will disc. or trade for good boat, motor & thr.—or ??? of equal value. Reg. No. 787999. 10-1.

SELL OR TRADE—1½ ac. Indust. Park. Util. avail. Mkt. Price \$1195—Will disc. or trade for gas & elec. welding equip., shop tools or ??? of equal value. Reg. No. 787999. 10-1.

FOR SALE—Attachments 1½ Erie Clam Bucket, 1 H. D. 5 Angle Dozer Blade, 1½ Page Dragline Bucket, Reasonable — Make offer. T. E. Nissen Phone 276-2984 or 276-4952 — equipment at 19365 Western Blvd., Hayward, Calif. Reg. No. 1321427. 10-1.

PLACER GOLD MINE — About 17½ acres. Tuolumne County, N. E. of Sonora, \$3,000. Buck J. Madruga, 865 Willow Glen Way. San Jose, Calif. 95125. Tel. 293-5911. Reg. No. 908598. 10-1.

NICE two bedroom home. Large family room. Two fireplaces. Excellent condition. Sell or trade for ranch, in Paradise area. Carl Streightliff, 3801 Keswick Ct., San Jose, Calif. 95127. Reg. No. 708725. 10-1.

FOR SALE—John Deere Model 1135 trailer—9 ton—electric brakes. Excellent condition. No reasonable offer refused. Call aft. 6 p.m. Patrick Kennedy, 545 Clarinda Ave. No. 13, Daly City, Calif. 94015. Ph.: 415-994-0078. Reg. No. 1164979. 10-1.

1965 NEWPORT TRAILER, 10'x57", 2 bdrm. Completely furnished. \$300 equity & assume \$79.62 per month payments. Balance \$3,550. Larry T. Moore, P. O. Box 9177, South Lake Tahoe, Calif. 95705. Phone 916-541-0193. Reg. #1296295. 11-1.

1965 CHEVROLET 2 ton truck. Excellent condition. Used for hauling back hoe. \$750. C-350 crawler bantam cable rig back hoe. Good condition. Reasonable. Phone 209-522-4929. Reg. #1142725. 11-1.

CASE TRACTOR BACKHOE with one yd. scoop. Completely overhauled and ready to go—\$4000. John B. Fritz, Reg. #331850. 1640 Victoria Dr., Modesto, California Reg. #95351. 11-1.

14' SKI or fishing boat fibre glass 45 H.P. Mercury, many extras \$750. Al Sousa. LU 1-2275 or 687-2271. 427 Grove Way Hayward. S.S. 549-05-8893. 11-1.

1960 CHEV. Suburban good condition. \$250. 772 Marina Ave., Hayward Cal. Phone 415-783-9011. W. D. McMackin. Reg. #1117429. 11-1.

SHASTA COUNTY RETREAT Ideal spot for trailers, house, 15 AC—Sagebrush property tall oaks & pines. Secluded 8 mi. west of Anderson. \$450.00 dn. 50. mo. Ph. 916-357-4241. William A. Asher. Reg. #1014517. 11-1.

TD9 INTERNATIONAL LOADER, Drott bucket and rippers. Runs good. Must sell \$1250.00. W. L. Maddox Rt. 1 Box 1202. Los Banos, Cal., 93635. Phone 209-826-0684 after 6 p.m. Reg. #1043556. 11-1.

ANTIQUE AUTO PARTS, gen. starter, vac. tanks, etc. Rock collection ½ ton polished slabs & chunks. Lots rare items. Started collecting in the '30's. Lots of old iron relics, tools reasonable. Bids accepted (junkies nix). Walter P. Kolb. 322 N. Underhurst, King City, Calif. Phone 385-3706. Reg. #310690. 11-1.

3 BEDROOM FLAMINGO mobil home, metal awning & cooler. 555 Moffat Blvd. Space 10. Manteca, Calif. Phone 823-2813. Bob Wendt. Reg. #1098546. 11-1.

G.I. LOAN no down payment. 3 bedrooms, 2 bath. Built in range and oven, nice carpt. home 2 car garage. 1233 Cambridge St. Novato, Calif. Fred L. Montoya. Reg. #791531. 11-1.

DELTA QUEEN house boat 1964, 32'x10' steel hull, 140 Interceptor inboard, outboard, sleeps 6, head, galley, heater will sell or trade for motor home, real estate or note, will also accept smaller boat as part payment. Write B. G. Butterfield, 100 Rainier Circle, Vacaville or phone 707-448-2920. Reg. #232961. 11-1.

CHEV. ¾-ton dump truck—full floating axle—overload springs. Tractor Trailer 2-ton axle. H. W. Scheil, 19073 Castro Ave., Castro Valley. Phone 582-4698. Reg. #484646. 11-1.

WILL TRADE equity for trailer self contained 18' to 25' or self outlight. Lot at Shelter Cove. 5,000 sq. foot, level ground. Located on 9th gold green. Ron Gilardi. 604 Elm Dr., Petaluma, Calif. 763-0824. Reg. #1124510. 11-1.

WE NEED PAPERBACK BOOKS! to help fill packages we are preparing to send to the soldiers in Vietnam. Any amount would be appreciated. If you write "Books" on the package, the post office will charge you a lower rate of postage. Art McConnell, 737 N. Center, Manteca, Calif. Ph. 209-823-3734. Reg. #688887. 11-1.

1968 FORD ½ Ton Pick-up, V8, 4 speed, H. D. tires, big box. H. D. bumper, overload springs, custom cab, radio, 10,000 miles. Make offer. P. Sharrott, San Jose, Calif. 294-7183. Reg. #1243009. 11-1.

BOLINAS—30 miles north of San Francisco, small two bedroom home. Property 100 ft. by 120 ft. About ¼ mile from ocean. Almost all new interior: walls, floors & etc. \$12,000. Walter E. Washbaugh, 7366 Burton Ave., Rohnert Park, Calif. 94928. Phone 707-795-7025. Reg. #1181713. 11-1.

FOR SALE: ½ cab over camper; rear drop. Butane & electric, sleeps 4. John N. Tiner, Orangevale, Calif. 988-3191. Reg. #782764. 11-1.

WANT TO BUY a flat bed 7'x8' for '66 Ford pick-up. ¾ ton pick-up 8 ft. long, wide bed. Clair Fair, 821 Latimer Ave. Modesto, Calif., 95353. Phone 524-7842. Reg. #649249.

SELL OR TRADE—16 acre, Grizzly Flat sub-division, El Dorado County. All utilities. \$6,000. Full price. Equity \$2,000 and assume \$30 mo. or \$500 down and owner will carry second. Will consider any trade. Stoney L. Marlow, 251 Center Ave., Pacheco. Phone 689-3257. Reg. #115417. 11-1.

FOR SALE: Piano, Cramer Boston upright carved, antique \$150. Frank T. Taylor, 3942 Dennis, Stockton, Calif. 95204. Reg. #939798. 11-1.

GRASS VALLEY HOME with beautiful view. You Bet Co. Road near Rollins Lake, ½ mile off Colfax Hi-way. Large living room with full fireplace, all electric kitchen, dining room, 2 bedroom, basement. App. 4½ acres, fenced, good barn, family orchard. \$29,500.00, owner will finance. George Shemmaker, 31 Kensington Dr., Modesto, Calif. 95350. Ph. 209-522-2880. Reg. #0679675. 11-1.

NICE TWO-BEDROOM HOME; large family room: Sell or trade for small ranch in Paradise area, two fireplaces; excellent condition. Carl Streightliff, 3801 Keswick Ct., San Jose, Calif. 95127. Reg. #1164979. 11-1.

ENGINEERS LEVEL—Dietzen try pod and case \$40. Refrigerator and stove moving dolly or hand truck. \$20. 2 pipe vices \$5 each, attachment for holding a blade on a side hill \$5. Battery charger, \$25—booster brands for N.W. 25—each. Rope block and tackle 200 ft. length \$10. each. Many other items. Call on Sun. morn. only. Herb Nistead, 2667-18th Ave. SE 1-2048. Reg. #276799. 11-1.

ALL METAL TRAILERS for sale. All sizes ranging from 4'x3' to 4'x14'. Price varies according to size, \$200 to \$400. Good rubber. All legal. Ramp up tailgate. Contact Sandy Mills at Ghilotti Brothers, 525 Jacob St., San Rafael, Calif. 415-454-7011. Reg. #1328152. 11-1.

ESTEY SPINET PIANO, mahogany; Parloids camera with case, model J 68; Homelite light plant, 13.1 amps; 600 ft. lbs. snap-on ¾ drive torque wrench; 1" drive sockets and ratchet. Gordon Hunt, Georgetown, Calif. Ph. 333-4638. Reg. #535847. 11-1.

7 ACRE HORSE RANCH with training track, 2 story house with 3 bedrooms, 2 baths; beautiful oak trees, irrigation water. Gordon Hunt, Georgetown, Calif. Ph. 333-4638. Reg. #535847. 11-1.

RETIREMENT HOME—Oroville. For Sale or trade—small 2 bedroom, large living room, w/w carpet, covered patio, fenced backyard. Close to churches, schools & shopping. Amadeo Medina, 120 Crane, Oroville, California. Reg. #579362. 11-1.

1947 INTERNATIONAL, 1,000 gallon water truck. Road spray and jet hose. Loren E. French, P.O. Box 6437, Clearlake Highlands, Calif. 95422. Register No. 623442. 10-1.

55 x 10 MOBILE HOME, two bedroom, tiltout living room, skirting and awning. Located family park in Concord. Must sell. Family expanded. \$3,700. Phone 687-9469. Lewis Perrin—753 'A' St. Concord, Calif. Reg. No. 1137715. 11-1.

BLACKHAWK—12-ton Jack. Sioux auto polisher. Lindsay Water Softner. 22" boat propeller. 4' log saw, 3 aircraft antennas. Hudson sprayer, drills, taps. Jared Byrd, 415-692-0626. Reg. #1216125. 11-1.

FOR SALE OR TRADE—Oroville se-cuded 2+ acres, 2 bedroom w/fire-place, fruit trees, out buildings. Nice for children — close to new grade school. Room for animals. Amadeo Medina, phone 533-9680, 120 Crane, Oroville 95965. Register No. 579362. 10-1.

JOHN DEERE Model 840 with Hancock elevating scraper 8 yards. Electric brakes, rebuilt trans. good tires \$2,500. Tandem roller 8 ton, smooth rolls \$1,000. Don Steneck, 4132 Eugene St., Fremont, Calif. Ph.: 415-657-2343. Reg. No. 1071087. 10-1.

7 H.P. 3 phase Centrifugal Pump—\$250; 5 H.P. 3 phase Compressor—\$375.00; ¼" Drill—\$25.00; 300 Gal. Gas Tank with Stand—\$75.00; Towner 12" Disc (H.D.)—\$100.00; Short Step Side 1964 Dodge Pickup Bed, \$25.00; 5 ton H.D. 2 speed hand winch—\$75.00. Fire Protection Portable gas pump as used in Forest Service P.U.—\$50.00. Custom Built Cattle rack for step side Pickup, short or long bed—\$50.00; Lift Tail Gate for Pickup—\$30.00. Vincent P. Harris, Rt. 1, Box 809, Jamestown, Calif. 95327. Phone 984-5343. Reg. No. 693648. 10-1.

WELL DRILLING ROTARY RIG for Sale—Runs good, 7 bits, 500 ft. drill pipe, pipe trailer, pipe racks. Write or call for information, will send colored pictures upon request. Charles W. Criswell, 240 Highway A1 St. Phone 686-5520. Tulare, California 93274. Reg. No. 918845. Priced to sell. \$4,500. 10-1.

FOR SALE—HD-5 Loader. 35-M Ferguson Gas Loader and Scraper and single axle Tilt Trailer. Reasonable. A. E. Rush, 1902 Story Rd., San Jose, Calif. 95122, or Phone 259-1182. Register No. 519755. 10-1.

1967 DODGE POWER WAGON, ¾-ton. V-8 Long Wheel Base, Heater, Warne Hubs, 750-16 Tires. Real Good Condition. \$2,250.00. 1967 John Deere, Model 760 Self-loading Scraper. Has Rippers. Good Rubber. Private owned and operated. A-1 Condition. 10 inch Underwater Jet Gold Sucker, P-500 Pump and Motor, Johnson Model 152-M Air Compressor, 2-suits. Res-pirators. Everything Complete for Two Divers. \$750.00. Joe C. Haslouer, 12964 East Tokay Colony Rd., Stockton, Calif. 95240. Reg. No. 921408. 11-1.

1956 V-8 FORD F-500 2 ton Truck 5&2, Cab and Chassis. A-1 Condition. \$695.00. 1956 Grapple, extra buckets (72" to 18" V Buckets, Sloping Buckets and etc.), includes auger and cultivator bar. Completely set up for landscaping. \$17,500.00. TD-6 straight tilt dozer International Hydraulic, \$25.00. Buckeye Trencher Model 12, UD 282 International Engine, Hydraulic Conveyor Crumb Shoe, 30" width, \$3,750.00. 1956 Ford Pickup, Heavy duty 8-speed, ¾ ton, 6 cylinder, \$350.00. 2 to 9 acres of land between Florin and Elk Grove. \$2,500.00 per acre. Various Cleveland 95 and 110 Trenchers and parts. Best offer, 140 Cleveland Trencher, diesel engine, 27" to 36", 6-foot wheel, \$6,500.00. Horizontal Dry Boring Machine, 4" to 14" diameter, \$1,750.00. Allis Chalmers Farm Tractor, Inc. rake, 1954 mower, \$500.00. Write P. O. Box 273, Elk Grove, Calif. 95624 or phone Elk Grove 682-2314 or Sacramento 383-1076. Bob Jordan. Reg. No. 588548. 10-1.

FOR SALE OR TRADE for cat 12 blade, must be clear and good cond. The land is 9 miles from Pollock Pines, 3 miles from Sky Park Lake. Trees, good road, and water coming. Roscoe Pounds. Social Security No. 520-09-5514. Reg. No. 387255. 12-1.

EQUIPMENT FOR SALE
1 D8 H 366 with hyd. straight dozer with tilt cylinder and cab top. Tracks 50 per cent. Price \$17,000. 1 DT 3T with str. dozer & 24-unit front w/25 unit rear also Model LS Let. scraper, entire unit price \$7,000; 1 530 Case backhoe, 1965 model good condition, price \$5,500; 2 10-yd. trucks for sale, 1 1960 Intl. w/rear eng. 5-3-24 M rear eng. 1954 GMC w/461 diesel eng. 5-3-24 M rear engs. price \$5,000 for both, or \$3,000 Int. & \$2,000 GMC. Cecil W. Shelley, Rt. 1, Box 123J, Yreka, Calif. 96097. Reg. No. 124794. 12-1.

440 JOHN DEERE Diesel Loader \$2,220. 14 foot aluminum boat (Volva) and a 5 h.p. Johnson outboard motor \$225. See or write Troy Manzer, Jr., 6100 Foothill Blvd., Oakland, Calif. Reg. No. 766500. 12-1.

WANTED—Heavy duty sewing machine such as saddle makers use for heavy leather repair. Send information to S. R. Arnold, Rt. 1, Box 2350, Colfax, Calif. 95713. Phone 346-2321. Reg. No. 102540. 12-1.

WATCH FOBS—Wanted, buy or trade. Any fobs with advertising of const. machinery, farm machinery, oil field machinery. Jack Whitaker, 30000 Hasley Canyon Rd., Saugus, Calif. 91350. Reg. No. 725331. 12-1.

3 BEDROOM House and 2 acres or house and 8 acres. Live stream with fish. \$47,000. Good place to raise kids. Sacramento, Phone 363-8228 or 456-1969. Reg. No. 683257. 12-1.

7 ACRES between Grass Valley and Marysville. 3 bedroom home, 2 wells, irrigation water, many extras. Ideal for small farm or development. \$30,000. J. M. Rutherford, P.O. Box 514, Oregon House, Calif. 95962. Reg. No. 1277036. 12-1.

AFRICAN BARKLESS Basenji Puppies. Reg. Show quality. \$125. Red and White. Will be whelped Dec. 16. Reserve yours now. Terms. Floyd Davis, Martinez. Reg. No. 373012. 12-1.

ORGAN. Lowery console. Antique white. Excellent condition. \$900.00. Assume payments of \$39.00 monthly. Joe Fraunhofer, 1087 Tilton Rd., Sebastopol, Calif. (707) 823-5782. Reg. #1219774. 1-1.

HALF-ACRE lot in Rio Rancho Estates, Albuquerque, N.M. New retirement development. Roads & water. \$1,250.00 for quick sale. Contact Hugh Bodom, Box 225, Elk Grove, Calif. 95624. Phone 916-685-3091. 1-1.

FOR SALE or trade for equity in 3 bedroom house in North Stockton, 1965—16' Dorset run-about with skiing equipment. Fully loaded, only used very little. Lee Roy Jenkins, 2437 Eicher Ave., Modesto, Calif. Phone (209) 529-9341. Reg. #1157987. 1-1.

FOR SALE or trade for equity in three bedroom house in Stockton, 1966 F-350 Ford truck with Lincoln welder and equipment, completely equipped, ready to go. Lee Roy Jenkins, 2437 Eicher Ave., Modesto, Calif. 95350. Phone (209) 529-9341. Reg. #1157987. 1-1.

FOR SALE or trade, 1 acre, pine trees, good road, Water. Near Sly Park Lake, 9 miles from Pollock Pines. Trade for Clear Cat 12 blade in good condition. Roscoe Pounds, 2050-31 Monument Blvd., Pleasant Hills, Calif. 94523. Reg. #367255. 1-1.

1967 JOHN DEERE model 760 self-loading scraper, has rippers, good rubber, private owned and operated. A-1 condition. Ten inch underwater jet gold sucker, P-500 pump and motor Johnson model 152-M, air compressor, two skin divers' suits, \$750. Joe C. Haslouer, 12964 East Tokay Colony Road, Lodi, Calif. 95240. Phone (209) 931-0781. Reg. #921408. 1-1.

FORD tractor 4000 Diesel loader, 12 ft. Backhoe with 24" bucket \$4500.00. One 18" bucket \$100.00. One 36" bucket \$150.00. One hydraulic tilt scraper \$400.00. One 5 yd. dump truck \$800.00. 1947 Chevy. septic tank truck, 1200 gal. tank \$150.00. Total \$6800.00. Sell all together or separately. Fred G. Weber. Phone 425-4151. Reg. #950554. 1-1.

BULLDOZER—HD 5 Power Tilt. Perfect shape. \$2,300.00. Fred Horner, P.O. Box 73, Woodacre, Calif. Register No. 515925. 1-1.

BUILDERS LEVEL—David White. Tripod and case. \$100.00. Wayne Staaleson, 216 Bancroft Rd., Concord, Calif. 933-6576. Reg. No. 1181690. 1-1.

COMPRESSOR for air conditioner, for forced-air heating unit. Holly—2½-ton. \$185.00. Wayne Staaleson, 216 Bancroft Rd., Concord, Calif. 933-6576. Reg. No. 1181690. 1-1.

TRADE, 12' Rockholt Boat. Wood/Fibre Glass, 18 hp. Johnson 157 Traler. Ideal for lake fishing. Want portable elec. welder. B. W. Gregory 31 W. Dunmar Lane, Stockton, Calif. Reg. No. 0870940. 1-1.

HALF ACRE wooded corner lot on paved streets in Redding Calif. Can be divided so two (2) homes can be built. All utilities. \$6,000.00.

1961 PLYMOUTH 4-Dr. Sedan. Good engine, tires and upholstery. Good transportation. \$275.00.

PORTABLE Compressor with gas engine. \$30.00. Joe M. Paulazzo, 5608 Ocean View Drive, Oakland, Calif. Phone 652-6240. Reg. No. 865537. 1-1.

17 CHRIS CRAFT Runabout, 270 hp. in-board. Small equity, financed Credit Union. Dwayne Pierlina, 3043 Deseret Dr., Richmond, Calif. 415-223-9504. Reg. No. 782724. 1-1.

COLLECTOR'S ITEM — 1958 Packard two-door sedan, fully equipped, original paint, partly fibre-glass body, runs like new. Can be seen at 11421 Pajaro St., Castroville, Calif. after 1:00 p.m. any day. \$1,800.00 or the highest bidder. Antone Nunes, 11421 Pajaro St., Castroville, Calif. 95012. Reg. No. 964892. 1-1.

1961 NATIONAL HOUSE TRAILER, 10' by 55', 8' by 12' Expando Room, Awnings and Skirtings. \$4,800.00. (Will take small travel trailer in trade.) Louie Lawrence, 3051 N. Prospect, Fresno, Calif. Phone (209) 263-9501. Reg. No. 796417. 1-1.

1-ACRE LOT, Todd Valley Estates, Placer County, Calif. Streets in, water and electricity. Man-made lake in development. Ski resort, \$10,000. George Wright, Redwood City, Calif. 364-0652. Reg. No. 1152929. 1-1.

18' SANGER. Fiberglass hull with Monkey Pod Deck, Ford 427 Engine, 12V drive, adj. cav. plate. Tandem trailer with mags. \$4,600. George Wright, Redwood City, Calif. 364-0652. Reg. No. 1152929. 1-1.

AIRPLANE—108-3 Stinson 1948 Station Wagon—130 hours on new 190 Lycoming. Civilianized Hartzell Controllable Prop. New metal wings, excellent short field plane—1200 lbs. payload. 140 MPH—4 place. \$3400 spent on airplane in last two years. \$5,000.00 or will trade for good cabin cruiser of equal value or would consider diesel truck under same conditions. Tom Eby. Phone 707-642-4003. Reg. No. 351392. 1-1.

1959 PONTIAC with a rebuilt engine just done about 7 months ago. Can give you the name and garage for information on the motor on which I spent about \$600. The reason for selling—has been in rear-end wreck. Asking \$150.00 or best offer. Call after 5:30 p.m. Phone 357-7982. Alfredo F. Dutra, 1320-144th Ave., Apt. 4, San Leandro, Calif. 94578. Reg. #1199339. 1-1.

FOR SALE

1966 Model
20' x 55' Mobile Home
3 Bedrooms—Automatic Washer
This trailer is well insulated with double glass doors, etc.
Qualified buyer can assume Credit Union contract.

For information call:
CREDIT UNION OFFICE
Area Code 415—431-5885

Personal Notes

REDDING

Our deepest sincere sympathy to the family and many friends of our late Brothers Harold Horner and Ted Dittus. Both Brothers were old time members and will be missed by all.

FRESNO

Our thanks to Brothers J. B. Morrison, Claude Odom, Kenneth Green, Bill Relerford, Harold "Doc" Sumner, Walt Norris and Jeff Sarouhan for their donations to the Fresno Blood Bank.

We have a chronic shortage of blood in our Blood Bank and ask our Brothers to PLEASE make a donation.

The Fresno Office would like to express our sympathies to the families and friends of Brothers Ralph Flickinger, Robert Snyder and J. C. Woody who recently passed away.

EUREKA

It is with great sorrow we send our deepest sympathy to the family of Brother Chris Atkinson, who passed away November 5, 1968 after an illness of several months.

We wish to express our thanks to Brother E. L. Crook who donated blood to the account of the Operating Engineers Local #3.

MARYSVILLE

We are sorry to hear that Brother George Newberry's wife has passed away.

Brother Lester Kloss is in the Community Hospital in Oroville. We wish him a very speedy recovery.

Brother Johnny Haase is very sick and in the hospital. All his many friends say "hello" to him and wish a speedy recovery.

Our sincere condolences to the family of Brother Don Barrie who passed away during the month of November.

Brother Alvin F. Peterson also passed away during this last month and we offer our sincere condolences to his family.

As you probably well know winter sickness has invaded the Marysville District. Among those ill this past month were T. R. Dewitt, Lois Combo and Mrs. Esther Whitecotton, and Allan Pack. Our condolences to the families of T. R. Dewitt and George Newberry whose wives passed away recently.

We received the following note in response to an article in a recent ENGINEERS NEWS:

Gentlemen: Just a note of thanks to tell you how pleased we were with the picture and story of our hobby—"Bottles, buttons or what have you." It will have a place in our scrapbook of memories. Sincerely, Bob and Lottie Workman.

We have received an urgent appeal for blood for two teenage youngsters who were badly burned in their home in November. To date they have used 57 pints of blood and will continue to need blood for some time. If you can find time or want to contribute—your effort will be greatly appreciated. Please contact Harold Huston or Mrs. Estine Porter for particulars at the Marysville Office if you can give. Thank you very much.

SANTA ROSA

BLOOD: Our Blood Supply is limited: Wm. R. Adams was kind enough to donate a pint of much needed blood during the month of December. Many thanks. However, we would like to remind our members that much more blood is needed, so contact us or the Blood Bank in Santa Rosa. We will be real happy to make arrangements.

HAPPY NEW YEAR TO ALL OF YOU FROM ALL OF US!

STOCKTON

Our deepest sympathies are extended to the families and friends of Brothers William Hinchman, Robert Alexander, Dewey Carlson and William S. Floyd, who passed away during the past month, and to William Menefee on the loss of his wife, Donna. Brother Richard T. Allen was reported ill this past month.

SAN RAFAEL

Brother Bill Pacheco, our job steward at Ben C. Gerwick's Yard in Petaluma, was recently hospitalized at Memorial Hospital in Santa Rosa and required two units of blood. We wish to thank Brother Fred Montoya, Jr. for his regular blood donations. He has been a consistent donor to the Blood Bank since October, 1964. We can certainly use more like him, so that we can build our Blood Bank up.

We wish to thank those Brothers who were so thoughtful in sending us the greetings of the season

Clip & Save

MEETINGS SCHEDULE

1969 Schedule of Semi-Annual, District and Sub-District Meetings

SEMI-ANNUAL MEETINGS	
JANUARY	
4	San Francisco, Sat., 1:00 p.m.
JULY	
12	San Francisco, Sat., 1:00 p.m.
DISTRICT & SUB-DISTRICT MEETINGS	
JANUARY	
8	San Francisco, Wed., 8:00 p.m.
14	Eureka, Tues., 8:00 p.m.
15	Redding, Wed., 8:00 p.m.
16	Oroville, Thurs., 8:00 p.m.
22	Honolulu, Wed., 7:00 p.m.
23	Hilo, Thurs., 7:30 p.m.
FEBRUARY	
5	San Jose, Wed., 8:00 p.m.
11	Stockton, Tues., 8:00 p.m.
13	Oakland, Thurs., 8:00 p.m.
25	Sacramento, Tues., 8:00 p.m.
MARCH	
4	Fresno, Tues., 8:00 p.m.
6	Ukiah, Thurs., 8:00 p.m.
7	Salt Lake City, Fri., 8:00 p.m.
8	Reno, Sat., 8:00 p.m.
APRIL	
8	Eureka, Tues., 8:00 p.m.
9	Redding, Wed., 8:00 p.m.
10	Marysville, Thurs., 8:00 p.m.
23	Honolulu, Wed., 7:00 p.m.
24	Hilo, Thurs., 7:30 p.m.
MAY	
1	Watsonville, Thurs., 8:00 p.m.
6	Sacramento, Tues., 8:00 p.m.
8	Oakland, Thurs., 8:00 p.m.
13	Stockton, Tues., 8:00 p.m.
JUNE	
3	Fresno, Tues., 8:00 p.m.
5	Santa Rosa, Thurs., 8:00 p.m.
6	Provo, Fri., 8:00 p.m.
7	Reno, Sat., 8:00 p.m.
JULY	
9	San Francisco, Wed., 8:00 p.m.
15	Eureka, Tues., 8:00 p.m.
16	Redding, Wed., 8:00 p.m.
17	Oroville, Thurs., 8:00 p.m.
23	Honolulu, Wed., 7:00 p.m.
24	Hilo, Thurs., 7:30 p.m.
AUGUST	
6	San Jose, Wed., 8:00 p.m.
14	Oakland, Thurs., 8:00 p.m.
19	Stockton, Tues., 8:00 p.m.
26	Sacramento, Tues., 8:00 p.m.
SEPTEMBER	
16	Fresno, Tues., 8:00 p.m.
18	Ukiah, Thurs., 8:00 p.m.
19	Salt Lake City, Fri., 8:00 p.m.
20	Reno, Sat., 8:00 p.m.
OCTOBER	
1	San Francisco, Wed., 8:00 p.m.
7	Eureka, Tues., 8:00 p.m.
8	Redding, Wed., 8:00 p.m.
9	Marysville, Thurs., 8:00 p.m.
15	Honolulu, Wed., 7:00 p.m.
16	Hilo, Thurs., 7:30 p.m.
NOVEMBER	
4	Sacramento, Tues., 8:00 p.m.
6	Watsonville, Thurs., 8:00 p.m.
11	Stockton, Tues., 8:00 p.m.
13	Oakland, Thurs., 8:00 p.m.
DECEMBER	
2	Fresno, Tues., 8:00 p.m.
4	Santa Rosa, Thurs., 8:00 p.m.
5	Ogden, Fri., 8:00 p.m.
6	Reno, Sat., 8:00 p.m.

San Francisco, Engineers Bldg., 474 Valencia St.
 Eureka, Engineers Bldg., 2806 Broadway.
 Redding, Engineers Bldg., 100 Lake Blvd.
 Oroville, Prospectors Village, Oroville Dam Blvd.
 Honolulu, YWCA Community Rm., 1040 Richard St.
 Hilo, Hawaii Tech. School, 1175 Manono St.
 San Jose, Montgomery Theater, Civil Aud., Market & San Carlos.
 Stockton, Engineers Bldg., 2626 N. California.
 Oakland, Labor Temple, 2315 Valdez.

Sacramento, CEL&T Bldg., 2525 Stockton Blvd.
 Fresno, Engineers Bldg., 3121 E. Olive St.
 Ukiah, Labor Temple, State Street.
 Salt Lake City, 1958 W.No. Temple.
 Reno, Musicians Hall, 120 W. Taylor St.
 Marysville, Elks Hall, 920 - D St.
 Watsonville, Veterans Memorial Bldg., 215 - 3rd.
 Santa Rosa, Veterans Bldg., 1351 Bennett St.
 Provo, 165 West 1st North.
 Ogden, Teamsters Hall, 2538 Washington Blvd.

Program Refunded

The Concentrated Employment Program at Oakland has been refunded for another year to aid 1,000 hard-core unemployed. The Labor Department gave the program \$3.9-million.

Job Bias

An Executive Order of President Johnson prohibiting discrimination against women employed by federal contractors and subcontractors has gone into effect. The order requires equal employment opportunity for women in areas like recruitment, job conditions, training, wages and retirement.

CREDIT UNION

478 Valencia St.
 San Francisco, Calif.
 Phone: 431-5885

FRINGE BENEFIT SERVICE CENTER

474 Valencia Street
 San Francisco, Calif. 94103
 Phone: 431-1568

IMPORTANT

Detailed completion of this form will not only assure you of receiving your ENGINEERS NEWS each month, it will also assure you of receiving other important mail from your Local Union. Please fill out carefully and check closely before mailing.

REG. NO. _____
 LOCAL UNION NO. _____
 SOC. SECURITY NO. _____
 NAME _____
 NEW ADDRESS _____
 CITY _____
 STATE _____ ZIP _____

Clip and mail to Engineers News, 474 Valencia St., S. F., Calif. 94103
 Incomplete forms will not be processed.



'No Fault' Auto Insurance Plan

Substitution of a "no-fault" system of automobile insurance for the present liability system which would make each insurance company responsible for all economic losses and medical expenses suffered by its own policyholder regardless of who was at fault in an accident was proposed recently by the American Insurance Association.

The proposal is in line with action taken by delegates to the California Labor Federation's convention in Sacramento in October when they adopted a policy statement on consumer protection issues which noted that "a thorough review of the present method of handling automobile insurance premiums and cancellations is particularly needed."

W. Victor Slaven, Pacific Coast manager of the AIA, said that the proposal would permit insurance companies "to pay all liabilities and still sell insurance at a greatly reduced price."

For example, he said, studies show that insurance costs for Californians with minimum liability coverage only, could be cut by 45 per cent and those for the typical car owner who buys a package including collision insurance could be cut an estimated 29 per cent.

The savings would result from elimination of costly investigations and court proceedings presently necessary because courts must determine costs before payment can be made.

State Fed

Continued from page 1
 ment, Pitts explained.

Among improvements to be sought in the unemployment disability insurance program by the State AFL-CIO are measures:

- To provide pregnancy benefits.
- To increase the taxable wage base.
- To amend the program to provide for an escalator clause to assure automatic benefit increases based on increases in average weekly wages.
- To repeal the present harsh trade dispute disqualification provisions that deny disability insurance benefits to disabled by off-the-job disabilities whose place of employment happens to be involved in a trade dispute.
- To extend DI coverage to all non-covered workers. To strengthen the state's workmen's compensation program which provides benefits for worker's suffering on-the-job injuries, the State Federation will press for legislation:
- To increase maximum weekly benefit amounts for both temporary and permanent disabilities.
- To assure injured workers full free choice of physicians.

Factory Workers

The Bureau of Labor Statistics reports the demand for factory workers strengthened in September. Factory hiring increased over the month, recall remained strong, and the layoff rate dropped back to its low July level.

New Meeting Hall for Semi-Annual

Semi-Annual meetings will be held on January 4, 1969 and July 12, 1969, at 1:00 p.m., at the Auditorium in the Marine Cooks & Stewards Building at 350 Fremont Street, San Francisco.

Finally: Our Own!

District 1 - San Francisco - Membership Meetings will be held in the new Auditorium at 474 Valencia Street, San Francisco.

Election of Grievance Committeemen-1969

Recording-Corresponding Secretary T. J. "Tom" Stapleton has announced that in accordance with Local 3 By-Laws, Article X, Section 10, the election of Grievance Committeemen shall take place at the first regular quarterly district and sub-district meetings of 1969. The schedule of such meetings at which the Grievance Committee members will be elected is as follows:

All meetings at 8:00 p.m. except where time is indicated.

DATE	DISTRICT	LOCATION
Jan. 8	1-San Francisco	474 Valencia Street, San Francisco
Wednesday		
Jan. 14	4-Eureka	Engineers Bldg., 2806 Broadway, Eureka
Tuesday		
Jan. 15	7-Redding	Engineers Bldg., 100 Lake Blvd., Redding
Wednesday		
Jan. 16	6-Marysville	Prospectors Village, Oroville Dam Blvd., Oroville
Thursday		
Jan. 22	1-D-Hawaii	I.B.E.W. Hall, 2305 South Beretania St., Honolulu
Wednesday-7:00 p.m.		
Jan. 23	1-D-Hilo	Hawaii Tech. School, 1175 Manono St., Hilo
Thursday-7:30 p.m.		
Feb. 5	9-San Jose	Montgomery Theatre, Civic Auditorium, Market and San Carlos Sts., San Jose
Wednesday		
Feb. 11	3-Stockton	Engineers Bldg., 2626 N. California St., Stockton
Tuesday		
Feb. 13	2-Oakland	Labor Temple, 2315 Valdez, Oakland
Thursday		
Feb. 25	8-Sacramento	CEL&T Bldg., 2525 Stockton Blvd., Sacramento
Tuesday		
Mar. 4	5-Fresno	Engineers Bldg., 3121 E. Olive, Fresno
Tuesday		
Mar. 6	10-Santa Rosa	Labor Temple, State St., Ukiah
Thursday		
Mar. 7	12-Utah	1958 W.N. Temple, Salt Lake City, Utah
Friday		
Mar. 8	11-Nevada	Musicians Hall, 120 W. Taylor, Reno, Nev.
Saturday		

Article X

GRIEVANCE COMMITTEES

Section 1-District and Sub-district Grievance Committee

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

Section 4

No Member shall be eligible for election, be elected or hold the position of Grievance Committee Delegate: (a) unless he is a Member in good standing in the Parent Local Union and a registered voter in the District or Sub-district in which he is a candidate when

nominated; (b) unless he was continuously a Member of the Parent Local Union for not less than two (2) years next preceding his nomination; (c) if he is an Officer of, or is on the full-time payroll of the Local Union; and (d) if he is an owner-operator or a contractor.

No Members shall be nominated unless he is present at the meeting, or unless he has filed with the Recording-Corresponding Secretary a statement in writing, signed by him, to the effect that he is eligible to be a Grievance Committee Delegate and will accept the nomination if nominated.

Section 10

The term of office for the three (3) Delegates of the Grievance Committee shall be for one (1) year, and the election shall take place at the first District or Sub-district Meeting of the year in each respective District or Sub-district.

Personals (continued)

Continued from page 15

SAN JOSE

We wish to express our hopes for a quick recovery to Brother Fred Tucci who is confined in the hospital with an injured back and to Brother Veryl Boyer.

We wish to express our condolences to the families of the following Brothers who recently passed away: James J. Kohler and George F. Harrison.

Brother Warren Hawkin's wife gave birth to a baby boy on December 16th. His wife exclaimed: "Baby has feet just like his grandfather Brother Frank Meacham."

Retired Engineer J. C. Wheelless and his wife took a two month trip to Michigan and Florida. Their itinerary included Tampa, Miami, Key West, and then home. All in all they had a very enjoyable trip.

We were very happy to receive a letter from Sky Holman who is enjoying his stay in the big game country of Mogadiscio, Somalia.

NEVADA

Brother Daniel Menessini, Weed Heights, Nevada, was hurt at the Anaconda Company in an industrial accident. Daniel is in the Washoe Medical Hospital and would appreciate brothers' visits. We all hope Danny will be up and about at this printing.

Brother Frank Halterman is in the Holy Cross Hospital and is recovering satisfactorily after an operation. Frank is a mechanic at the Anaconda operation and is wished a speedy recovery and hope he's back on the job soon.

Brother Bill Caton, old time

member, was in the hospital for an old injury and is in traction. Hope Brother Caton recovers rapidly.

Brother Tom Dolly is in the Truckee Hospital for surgery on his back. Hope Brother Dolly has a speedy recovery.

Brother Andrew Piretto, retired, is in St. Mary's Hospital with a heart condition. We all wish Brother Piretto a fast recuperation.

We're sure all these brothers would appreciate visits from those who have the time and possibly a card to wish them well.