

Water Project—A Credit To Brown



GOV. EDMUND G. BROWN
... Labor's friend

The costs were great, and the opposition stiff, in many cases, but through the strong arguments for a massive and well-planned water project by Gov. Edmund G. Brown have brought reality to the much-needed project.

In 1930 California's population was 5.6 million. Today, it stands at 18.75 million, and will double in the next 20 years, estimates show.

Present estimates indicate that net annual water requirements by 1990 will be 9 million acre feet greater than those in 1960. Newly authorized federal proj-

ects and other federal and local projects foreseen, will provide sufficient water to meet the 1990 requirements.

But the struggle has not been an easy one. It has taken the efforts of a conscious and determined administration with foresight concerning California's growth to realize the importance of planning not only for today, but for tomorrow's generations.

And this foresight not only encompasses the water supply itself, but employment for construction and trades people, who contribute a large share of the labor market in the state.

Members of the Operating Engineers Local 3 have benefitted immensely from the massive project, in constructing such structures as the Oroville and San Luis Dams, several pumping stations and a host of generating facilities, including Shasta, Folsom and Trinity.

From the state's Delta pumping station an aqueduct will extend into Southern California going down the west side of San Joaquin Valley, with a series of pumping plants raising the water to 1,100 feet above sea level at the foot of Tehachapi Mountains.

See WATER on Page 7

ENGINEERS



NEWS

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



GUAM, WHERE AMERICA'S DAY BEGINS

STATE OF HAWAII, THE 50TH STATE

NORTHERN CALIFORNIA, THE GOLDEN STATE

NORTHERN NEVADA, THE SILVER STATE

UTAH, THE BEEHIVE STATE, HEART OF THE ROCKIES

Vol. 25 — No. 10

SAN FRANCISCO, CALIFORNIA

October, 1966



AL CLEM
... Wins Business Manager Chair

Officers Take Oaths, Pledge

SAN FRANCISCO—The officers of the Operating Engineers Local No. 3 have been re-elected, and were sworn into office Sept. 15.

The margin of victory was a landslide for all incumbents except one, C. C. Bruner, executive Board member in Salt Lake City, who was defeated by George Farrell.

The swearing-in ceremony was conducted by J. J. Twombly, Western Regional Director, International Union of Operating Engineers.

Brother Twombly, in administering the oath, said the officers were sworn in to uphold the Constitution and By-Laws of the organization and to dedicate themselves to the good of the Union and its members.

The vote margin was an indication of the members' feelings concerning the gains made in collective bargaining over the past three years. Such gains must be considered milestones, particularly in the construction industry, with more to be made, if at all possible.

Those who were re-elected include Business Manager Al Clem, President Paul Edgecombe, Vice President Dale Marr, Recording-Corresponding Secretary T. J. Tom Stapleton, Financial Secretary A. J. Buck Hope, Treasurer Don R. Kinchloe, Conductor Ernie Nelson and Guard Joseph "Joe" Miller.

Trustees returned to office were I. J. Neeley, F. O. Fran Walker and Harold Lewis.

Auditors are Bill Raney, Wal-

ter Talbot and Harold Huston.

Executive Board members include Guy B. Slack, Ernie Miller, Merle W. Isbell, Don C. Dillon, Charles O. Kirkwood, Jack W. Slade, Joe Ames, William W. Woodyard, Al Perry, Garth Patterson, Robert C. Yturiaga and George Farrell.

The vote was held up for weeks by two restraining orders, obtained by an individual who was a candidate for office, charging that certain sections of the By-Laws were illegal.

Both restraining orders, one in a California Supreme Court, the other in a U.S. Federal Court, were dismissed, and the balloting was completed on Sept. 13.

(officers' pictures are continued on Page 2)



T. J. STAPLETON
... Recording-Corr. Sec.



PAUL EDGECOMBE
... still President



DALE MARR
... keeps V.P. reins



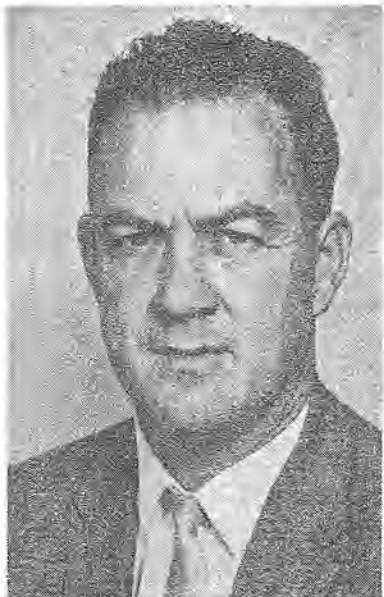
DON KINCHLOE
... Treasurer returned



A. J. (BUCK) HOPE
... Financial Secretary



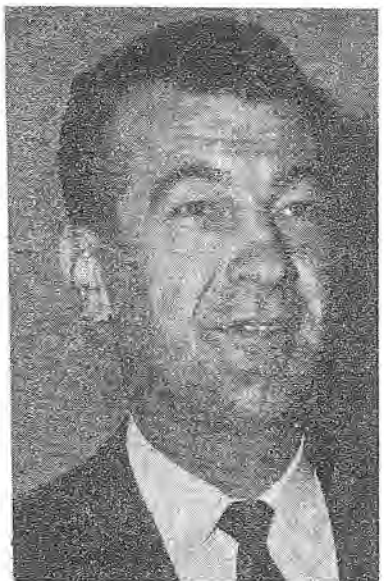
WALTER TALBOT
... Auditor retained



BILL RANEY
... Auditor again



HAROLD HUSTON
... Auditor wins



JOE MILLER
... wins Guard Post

Memo from the Manager's Desk

By AL CLEM

On behalf of the Officers and Executive Board Members, I would like to take this opportunity to thank all of you who participated in our recent election and, more specifically, to thank those who helped return the incumbents to office by casting their votes for them.

We know that as long as democracy prevails in a Local Union and elections are conducted in compliance with all the laws, such as those in Local 3, we will continue to have a strong Local Union where we can work to further the economic gains of the members and their families, enabling them to enjoy a better way of life.

We have another important election on November 8.

I urge all of you to exercise your American right to vote for the candidate of your choosing.

As long as we know what the candidates stand for and the issues involved, we can then go to the polls and vote intelligently. In other parts of the paper you will see the candidates endorsed by C.O.P.E. in the various States where Local 3 has jurisdiction.

When C.O.P.E. makes its endorsements, the candidates' records are studied. Many times we are fooled by empty promises by candidates who know nothing of the issues.

In some instances, untried politicians who have never held office are seeking the highest office in the States. We wonder what would happen if the people were fooled by these blowhards who make empty promises and are unable to deliver.

When you study the American history, you find that generally when there is depression or recession, it is caused by those holding office who have had very little experience in government.

We again urge you not to be swayed by your emotions, but rather to cast your vote for the candidates who have proved their worth. As Samuel Gompers so ably said, 'Labor should support its friends and defeat its enemies.'

I attended the General Executive Board Meeting last month in Las Vegas. At the open session, General President Wharton delivered a very informative address. General Secretary-Treasurer Carman spoke on the duties of his office. Executive Vice President Nolan spoke on jurisdiction and organizational matters.

The biggest problem we face is that of jurisdiction and, of course, when we speak of jurisdiction, we are speaking of job opportunities for the members of our Union. The public press claims there is full employment in the United States. However, we know by reading the out-of-work lists this is not always true.

I would like to take this opportunity to urge every member to notify the business agent or steward immediately when they see people who are not members of the Union operating equipment under our jurisdiction.

By this method we can make a job for another member of Local 3.

In the past you have received cards showing the number of hours reported by the various Employers for your Health-Welfare, Vacation and Pension payments.

We have recently run a check and found that there are some Employers who are delinquent in their payments to the various funds. At the next reporting cards mailing, we urge you to check the hours shown with your time records and see if the amounts correspond. While the number of Employers who are chiseling is not too large, every hour which is not reported for you means that you are not receiving all the benefits to which you are entitled under the terms of your Collective Bargaining Agreement.

As we reported to you in the last issue of the paper, we intend to accelerate the Steward program. As a result, there will be a series of Steward meetings in the various areas during the following months.

I would like to ask all Stewards to make a special effort to attend these meetings, as I am sure the information that will be disseminated will be of interest to you.

We are still working on our Safety Program. We realize there is much to be accomplished, as there has in the past. We were pleased with the attendance at the meetings, and you will note that the schedule for future meetings will appear in the paper from time to time.

We urge all of you interested in safety, and I am sure we all are, to make a special effort to attend these meetings where you can express your views on this most important subject.

It is gratifying to note that our Credit Union is progressing as well as can be expected, and since the interest rates have been increased by the lending institutions, I urge all of you who are anticipating buying a car, boat or trailer and do not wish to use all your surplus cash to contact the representatives of the Credit Union.

During the month of September there were 3,228 members dispatched to the various jobs.

There were 17 long form and 60 short form agreements signed, making a total of 77.

Let us not forget the date at the polls—

TUESDAY, NOVEMBER 8

Local 3 Mourns Peterson Death

The officers, members and friends of the Operating Engineers Local 3 mourned the passing of a good member and former officer on Sept. 24.

H. T. "Pete" Peterson, who had been a member since 1927, died at his home in San Jose.

Brother Peterson had seen a lot of history pass in his tenure as a member and officer of the Operating Engineers. He was a leader during the struggles to get the organization established, when other labor unions were trying to gain jurisdiction over heavy construction workers. He had been a force in rightfully keeping the cranes in the Bethlehem-Alameda shipyards in Local 3's jurisdiction before the beginning of World War II.

During the war, Brother Peterson served in the South Pacific as a member of the U.S. Army Corps of Engineers, where he held the rank of Major.

Upon his return, he was assigned to Fresno. Later, he returned to San Francisco, then to San Jose and to Stockton as a representative. He was later elected Treasurer of Local 3, a position he held until 1963.

At that time, working rules, health and welfare, a pension fund and an apprenticeship program had been written into the agreement. Membership had jumped from 3,700 to some 32,000 to become the largest single building and construction trades local in the world.

Ida, Brother Peterson's widow,



H. T. PETERSON
... death mourned

wishes to thank the officers, members and friends who have been so helpful during this time of need.

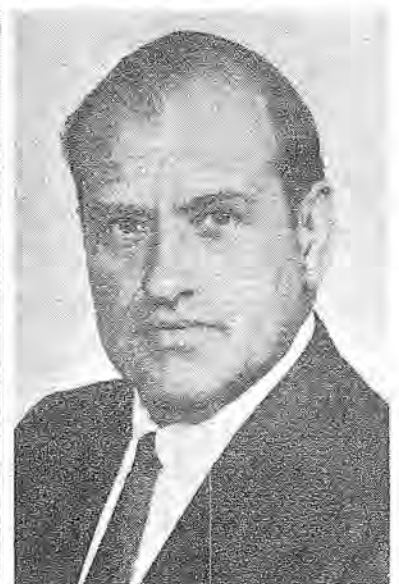
Brother Peterson is survived by his widow, Ida; three sons, Pete, Jack and Ray, who are all involved in the construction industry and six grand children.

Funeral services were held Sept. 27 in San Jose. Pall bearers were Paul Edgecombe, Local 3's current president, Financial Secretary A. J. Buck Hope, District Representatives Bob Skidgel and Russ Swanson and business agents Harley Davidson and Lynn Moore.

Burial was in Golden Gate Cemetery, Millbrae.



I. J. NEELEY
... still Trustee



F. O. WALKER
... Trustee elected



HAROLD LEWIS
... Trustee retained



ERNIE NELSON
... named Conductor

COPE ENDORSEMENTS

For good government and an administration cognizant of Labor's needs, we, in cooperation with COPE, suggest these and other endorsements which appear in this edition, be considered in the forthcoming November election.

CALIFORNIA

STATEWIDE

Governor.....Edmund G. Brown (D)
Lieutenant Governor.....Glenn M. Anderson (D)
Attorney General.....Thomas C. Lynch (D)
Controller.....Alan Cranston (D)
Treasurer.....Bert A. Betts (D)
Secretary of State.....Norbert A. Schlei (D)

FOR CONGRESS

District	District
1. Thomas T. Storer (D)	21. Augustus F. Hawkins (D)
2. Harold T. (Bizz) Johnson (D)	22. James C. Corman (D)
3. John E. Moss (D)	23. Ed O'Connor (D)
4. Robert L. Leggett (D)	24. Earl G. McNall (D)
5. Phillip Burton (D)	25. Ronald Brooks Cameron (D)
6. LeRue Grim (D)	26. Thomas M. Rees (D)
7. Jeffery Cohelan (D)	27. John A. (Jack) Howard (D)
8. George P. Miller (D)	28. Lawrence (Lorry) Sherman (D)
9. Don Edwards (D)	29. George E. Brown, Jr. (D)
10. George Leppert (D)	30. Edward R. Roybal (D)
11. Mark Sullivan (D)	31. Charles H. Wilson (D)
12. Gerald Barron (D)	32. Tracy Odell (D)
13. Charles A. Stork (D)	33. Ken W. Dyal (D)
14. Jerome R. Waldie (D)	34. Richard T. Hanna (D)
15. John J. McFall (D)	35. Thomas B. Lenhart (D)
16. B. F. Sisk (D)	36. Open
17. Cecil R. King (D)	37. Lionel Van Deerlin (D)
18. Harlan Hagen (D)	38. John V. Tunney (D)
19. Chet Holifield (D)	
20. Raymond Freschi (D)	

FOR STATE SENATE

District	District
1. Randolph Collier (D)	21. Ralph A. Beal (D)
2. Virgil O'Sullivan (D)	22. Tom Carrell (D)
3. Stephen P. Teale (D)	23. John F. Haggerty (D)
4. Pearce Young (D)	24. Alvin C. Weingand (D)
5. Albert S. Rodda (D)	25. Joseph Reichmann (D)
6. Alan Short (D)	26. Anthony C. Beilenson (D)
7. George Miller, Jr. (D)	27. George E. Danielson (D)
8. William Byron Rumpfod (D)	28. Alfred H. Song (D)
9. J. Eugene McAteer (D)	29. Mervyn M. Dymally (D)
10. George R. Moscone (D)	30. Lawrence E. Walsh (D)
11. Nicholas C. Petris (D)	31. James Q. Wedworth (D)
12. Robert I. McCarthy (D)	32. Ralph C. Dills (D)
13. Alfred E. Alquist (D)	33. Joseph M. Kennick (D)
14. Open	34. Robert L. Humphreys (D)
15. James A. Cobey (D)	35. William E. Dannemeyer (D)
16. Open	36. Open
17. Fred S. Farr (D)	37. Warren H. Dawson (D)
18. Walter W. Stiern (D)	38. Boyd E. Malloy (D)
19. James J. Arditto (D)	39. Open
20. Eugene G. Nisbet (D)	40. James R. Mills (D)

STATE BOARD OF EQUALIZATION

District	District
1. George R. Reilly (D)	3. Paul Leake (D)
2. John W. Lynch (D)	4. Richard Nevins (D)

STATE ASSEMBLY

District	District
1. Pauline L. Davis (D)	41. David Negri (D)
2. Frank P. Belotti (R)	42. Bob Moretti (D)
3. Leroy F. Greene (D)	43. Richard A. Ibanez (D)
4. No Endorsement	44. Michael Cullen (D)
5. John F. Dunlap (D)	45. Walter J. Karabian (D)
6. Eugene A. Chapple (R)	46. Open
7. Open	47. Open
8. Walter W. Powers (D)	48. David A. Roberti (D)
9. Edwin L. Z'berg (D)	49. Peter F. Schabarum (R)
10. Norman T. Kestner (D)	50. Philip L. Soto (D)
11. John T. Knox (D)	51. Jack R. Fenton (D)
12. Open	52. Richard (Dick) English (D)
13. No Endorsement	53. Bill Greene (D)
14. Robert W. Crown (D)	54. Peter J. Cavallieri (D)
15. March E. Fong (D)	55. Leon D. Ralph (D)
16. Edward Ardzooni (D)	56. Charles Warren (D)
17. No Endorsement	57. Daniel L. Axelrod (D)
18. Willie L. Brown, Jr. (D)	58. Harvey Johnson (D)
19. Charles W. Meyers (D)	59. Alan Sieroty (D)
20. John L. Burton (D)	60. Leo Fenster (D)
21. John N. Cooley (D)	61. Lester A. McMillan (D)
22. Open	62. Glenn Bowman (D)
23. John F. Foran (D)	63. Yvonne W. Brathwaite (D)
24. John Vasconcellos (D)	64. Del Stelck (D)
25. William F. Stanton (D)	65. Jesse M. Unruh (D)
26. Carl A. Britschgi (R)	66. Joe A. Gonsalves (D)
27. Leo J. Ryan (D)	67. L. E. (Larry) Townsend (D)
28. Jack T. Casey (D)	68. Vincent Thomas (D)
29. John C. Williamson (D)	69. Kenneth Cory (D)
30. No Endorsement	70. Joseph E. Ribal (D)
31. Open	71. Robert B. Farrell (D)
32. George N. Zenovich (D)	72. John P. Quimby (D)
33. Jefferson E. Hahesy (D)	73. Open
34. Alan G. Pattee (R)	74. Max E. Ulom (D)
35. Louis H. Zuniga (D)	75. Bob J. Myers (D)
36. Winfield A. Shoemaker (D)	76. Tom Ruth (D)
37. Ken MacDonald (D)	77. Wadie P. Deddek (D)
38. Carley V. Porter (D)	78. Robert C. (Bob) Coates (D)
39. James A. Hayes (R)	79. Frederick J. (Jim) Bear (D)
40. Edward E. Elliott (D)	80. Roy (Pat) Archer (D)

APPRENTICESHIP CORNER

School Days — Rooms Full

By DANNY O. DEES

The door has been thrown open and the bells are tolling, and the little red schoolhouses are beginning to bulge with new apprentices.

In Nevada, with its first Apprenticeship program, instructors deserve a great deal of credit for tackling a difficult job.

The same holds true for instructors in other areas who have spent a lot of time and effort, and knowledgeable influence in getting the boys through their classroom phase.

A new school year began Sept. 19 in Contra Costa County. Those who attended last year established an enviable attendance record, but as many young men can testify, too many apprentices are called in to discuss absenteeism.

Let's see you only when you are due for advancement.

Fall classes have begun in Oakland with the intention of attaining better attendance.

At Chabot College in Hayward, 29 students were enrolled in last semester's classes, and at Laney College, Oakland, 240 students took part with a 92 per cent attendance record.

Many Apprentices missed classes because they were working out of town, but with the new correspondence system, there is little excuse for young men to miss their classwork. Correspondence studies are designed to dovetail with classroom work.

In San Francisco, classes are underway at John O'Connell

School with Bernie Zimmer as the instructor. Bernie is a master mechanic with Haas and Haynie. He will be instructing three classes in a single classroom.

Two classes will be conducted at the College of San Mateo with Joe Brown, Piombo Construction as the instructor for the third year men and Roger Cleland, field mechanic for Fiske, Firenze and McLean acting as instructor for first and second year men.

At the Fresno Journeyman educational meeting last month there were 45 members present, representing 1,000 years of membership in Local 3.

This kind of backing supports building a strong apprenticeship program, but the need for instructors continues to face us.

Classes are underway at Fresno City College, and the need for instructors plagues us. If anyone is interested in teaching two nights a week, contact the Fresno coordinator.

On the work scene, Reno has a few Apprentices working for Dillingham on a suction dredge at Lake Tahoe Keys. Several are working for Centex, installing a new electronics gravel plant in the old Esbill pit. Most contractors have nothing but praise for the Apprentices working for them.

In Redding, work has been somewhat slow, but apprentices have been employed on all major jobs in the area.

All indentured apprentices have been working, as have some from Eureka.

There are 30 indentured apprentices in the Redding area,

with 13 having class one driver's licenses. The class one license has made the work situation a bit more pleasant for them.

To obtain a class one license, an apprentice must take a written test and physical before taking the driver's test. He must furnish his own vehicle.

On the safety scene, try this one on for size.

An apprentice from another area, who had been transferred by his employer, was driving a \$12,000 service truck to Eureka.

He started early in an effort to make the long drive during daylight hours.

About 40 miles from his destination, along a narrow, winding road, used mostly by logging trucks, the youngster encountered a logging truck, fully loaded, either coming down the hill too fast, or down the center.

The Apprentice swerved into what appeared to be a heavily brushed shoulder. But it was only heavy brush. The truck, carrying 500 gallons of gasoline, 900 gallons of diesel fuel, and barrels of various greases and oils, slipped over the 16 inches of shoulder and down a 50-foot embankment—no explosion.

The Apprentice received just minor bruises and a good scare.

The cab doors flew open and he climbed up the hill and flagged a ride. The logging truck didn't stop.

There were little if any traces of an accident, and if the young man had been seriously injured, he might have lain there for days before being found.

Drive safely.

A CHRISTMAS BONUS

Just In Time—A New Freeway For San Mateo's Work Force

By BILL RANEY, MIKE KRAYNICK and GEORGE BAKER

Bids will open Oct. 13 for an eight-lane freeway, ramps and frontage roads, the State of California Transportation Agency, Department of Public Works and Division of Highways has announced.

The concrete and asphalt roadway will originate just south of Woodside Road. It will require over three million cubic yards of excavation, 13,150 barrels of treated base cement, averaging six inches thick and construction of four bridges.

Construction of this project will come at a critical time of year, keeping many Operating Engineers employed during the winter.

The \$7.7 million Junipero Serra tie between the present San Mateo Creek Bridge and the two-job complex under construction by Guy F. Atkinson, will take up slack in the subdivision lack due to the money policy.

Piombo Construction was low bidder. Officials say construction should be underway shortly.

All but newcomers in this area remember when Piombo was a major builder in San Mateo County. In fact, it was unusual when it was underbid on a freeway job.

The Junipero Serra Freeway will break a nearly-five-year absence in freeway work for the company.

Piombo has been headquartered near the San Carlos Airport for many years. The company is presently headed by Felix Siri, who also acts as an employer representative on the Board of Trus-

tees, Operating Engineers Trust Fund.

All of us look forward to working with this company, and expect a well-run operation with a minimum of problems.

In other areas, Varwig, Fisk, Firenze, McLean Co. has started grading on the North campus of the College of San Mateo. Two new junior colleges now under construction, and so soon after completion of the central campus is solid evidence of the growth and expansion of our country. More and more facilities will be required to educate our youth. An encouraging note is that San Mateo is still in the running for a completely new state college, to be located in the southern part of the county.

Gates and Fox, Gordon Ball and Granite have started work on an \$8.5 million tunnel. The first heading will be located near Pulgas Temple. Ball's crew is presently moving dirt. Subcontractor, Heim Brothers, has done some clearing.

In the way of education, a sub-grading class is underway at College of San Mateo. Brother Lee Parmley, instructor, reports the class is well attended, and those enrolled are genuinely sincere in their desire to improve their skills.

At Redwood Shores, the \$5 million "Marine World" project has hit a snag—a controversy with conservation people. For all concerned, let's hope their differences are speedily resolved and work is underway shortly.

The area involved is currently a smelly eyesore. A marine world or any other type project could only improve the area. At present, not even mud hens will live there.

The proposed project could only enhance and complement the Redwood Shores complex.

NO PEAK-OUT

Stockton Finds New Pacts

By WALTER TALBOT,
AL McNAMARA and
JERRY ALLGOOD

STOCKTON — The general trend for construction peak-out which strikes near year's end has not occurred, primarily because of new contracts.

There have been some layoffs and some job turnover, but generally, the situation is promising. Western Contracting Corp. recently laid off 40 Engineers, but most were redispached to other projects.

Fredrickson and Watson, Oakland, is involved on five contracts in the area, primarily on roads. One, now in completion stages, runs from the San Joaquin County line to Del Puerto Canyon Road west of Patterson.

ROUTE 580 SEGMENT

Another project, now under construction, adjoins the San Joaquin-Del Puerto Canyon Road project, extending north six miles where it ties in with a recently completed segment of highway. The entire system is part of Route 580. The bid price was \$2.74 million.

Another of the contracts will extend Highway 32 at Vernalis to

Interstate 580. The most recent contract is for widening Weldy Road near Vernalis at a cost of \$631,285.

Vinnel Corp., successful bidders on the \$5.66 million Hetch-Hetchy pipeline in San Joaquin, says it does not expect to begin work before December. The delay is due, apparently, to time involved in the manufacture of pipe, being done by Kaiser Steel, Fontana.

LOW BIDDER

George Reed, Modesto, was low bidder to grade, surface and install drainage facilities on 3.3 miles of State Route 108 at Twain Harte. Reed's bid was \$913,712. Dan Mason, Fresno, will subcontract the excavation.

Larry W. Aksland, Manteca, has been using several operators on a housing project in Lincoln Village West and a new marina to be constructed adjacent to the housing development. The marina will be water-accessible through 14 miles of slough when completed.

ON SUBCONTRACT

Stanfield and Moody will pave the streets, construct curb, gutter and sidewalks on a subcontract totaling \$193,053. W. M. Lyles will install storm and sani-

tary sewers plus the water distribution system at a total cost of \$272,381. These two contracts are scheduled to begin when Aksland is finished cutting streets and constructing building pads.

Now — how's this for being spread thin?

Underground Construction, Oakland, had utility work going on in Ripon, Manteca and Stockton, all at the same time.

Standard Materials, Modesto, bid low to construct one mile of two-lane highway for the State Division of Highways. The bid totaled \$129,902.

Watkin and Sibbald Associates, San Anselmo, gained a \$313,080 project, also from the Division of Highways, to prepare and plant slopes along Highway 99 in the Lodi area.

Resonant Pile Co., subcontractor to Fredrickson and Watson on the Stanislaus River Bridge near Ripon is using the Bodine sonic hammer to drive pile.

The hammer uses a vibration system on the order of a concrete vibrator to drive pile. The machine can drive and extract pile without the use of steam or drop hammers and with a minimum of noise.

Guam Hears
Thunderous
Building Boom

By RALPH WILTON, TOM
TAPP, JUAN BABAUTA and
JAIME J. VILLANUEVA

AGANA—The housing boom is still sounding off in this Pacific island, where Kaiser Hawaii Kai is going at top speed. The firm has completed 200 homes, and has 94 more in progress. All are being built by Local 3 members.

But the news we have been proud of concerns organizing.

A and C Refrigeration Co.'s one-year agreement comes up for negotiation in November. The members are enthusiastic and are looking forward to a much better agreement. Brother Primo Valeira is shop steward.

Ambros, Inc.'s agreement is being negotiated in Honolulu by Harold Lewis, sub-district representative. Members here, also, are looking for a better agreement. They reportedly were promised some top benefits by management before the election to keep them from voting for Union representation.

Crown Auto Repair is now 100 per cent Local 3, including the owners. Relations with Crown are excellent, and a three-year agreement is in effect including Union security, progressive wage increases and other outstanding benefits.

Manuel Dulay, manager and owner, is an exceptional businessman in Guam and we look forward to many years of excellent relations with him and his company. Brother William Miller is shop steward and a member of the grievance committee.

Renegotiation with Atkins, Kroll (Guam) Ltd. comes up in December. Additional benefits will be asked, providing better coverage for the members. Several educational meetings have been held, with encouraging support by the Brothers. Brother Teodoro S. Parinasan and Luciano C. Paguio are shop stewards and doing an excellent job.

Progress is being made in signing up employees at the Commercial Port of Guam. Stevedores are being signed every day, and it appears 500 dues-paying members will be organized before long.

Water Flows, Fruit Grows

By HAROLD HUSTON, W. R.
WEEKS, WILLIAM E. METTZ
and BOB WAGNON

MARYSVILLE—Ten thousand acres of orchards in Arbuckle will soon receive the benefits of a \$4.8 million water project, now 98 per cent complete.

The crash program, long a dream of the area's residents, is now a reality, and will provide ample water to irrigate the farmers' crops.

Project Manager Terry Lachs, Wittman Construction, Phoenix, Arizona, said his company had only 190 days to complete the first phase, costing \$3,831,000.

Joe Padgett, superintendent for Wittman, has been a pipeline for more than 20 years. Formerly with S. A. Healey, Michigan, Padgett has installed pipelines throughout the United States. To the men who have worked under him, he is considered a "prince of a fellow."

The West Side story isn't as bright as could be, as several projects have come to an end.

The two big freeway jobs in the north end, Peter Kiewit's freeway project and Frederickson and Watson's job, are complete, for all practical purposes.

Boyle Brothers drilling job above Alder Springs is complete. The drilling rig is being moved to Arizona. This project provided around-the-clock employment for many Operators, over a nine-month period.

Rock Plants and shops are still providing much-needed work. Local contractors are trying to complete as much work as possible before the wet weather strikes. Numerous small paving jobs are being completed in and around Hub City.

The new Yuba City hospital is now beginning to take form as the tilt-up walls are being



A new water project in Arbuckle will soon provide ample water for 10,000 acres of orchards and other agriculture land. The project, 98 per cent complete, cost \$4.8 million.

erected. This project will continue for some time, providing some employment possibilities.

100 EMPLOYED

Yuba Consolidated has nearly 100 Brothers on its payrolls working a three shift operation.

In the Oroville-Chico area, the dam is the main project. The program is on a 24-hour schedule, with the main fill getting higher each day. The project should continue another year.

At tunnel No. 1, Frazier-Davis is in the finish phase, with most concrete in place. McNamara-Fuller has two more pours in the intake shaft No. 2 and much more work in the main powerhouse.

Wisner and Becker Co. is get-

ting ready to start the \$10 million powerhouse completion phase as soon as access is provided.

CLEARING AREA

C. J. Langenfelder has its crews clearing the reservoir area. Forest fires have been a thorn in the sides of operators, who have had some fighting to do in addition to their regular duties.

Bill Ingram's operators are placing riprap for the Thermalita afterbay, but are having a difficult time locating proper-sized materials from the waste piles taken from spillway excavation.

TWO SHIFTS

On the afterbay, Guy F. Atkinson is operating with two

shifts on excavation and fill, and three shifts in the shop. Structures are being built on a one-shift basis. It is expected it will take another year to complete the job.

A fish hatchery, being constructed by C. Norman Peterson, is well underway. Excavation is complete and crews are working on structures and inlets.

ANOTHER PLANT

Mathews Ready Mix has purchased another plant from Baldwin and is furnishing material for the hatchery.

Edwards and McCammon has finished most of the road relocation from Oroville to Richvale with only the concrete causeway remaining.

Would You?

A woman visiting a zoo complained to one of the attendants that there were no monkeys in the monkey cage.

"They're all in the house," he explained. "You see, this is the mating season, and they seldom come out during such times."

"Oh, I must see them," the lady begged. "Do you suppose they would come out if I offered them some peanuts?"

"I dunno, lady," the attendant replied, "would you?"

ENGINEERS NEWS

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Utah Shrinks With Interstate Roads

By HUGH BODAM, JAY NEELEY, TOM BILLS, JACK SHORT, MERLIN BOWMAN, JOHN THORNTON and VANCE ABBOTT

SALT LAKE CITY — The motoring public in and around this city should have some relief from the traffic harassment if the Indian Summer for which Utah is noted holds up.

Interstate 80 from Parley's Canyon to Interstate 15 and from I-15 to Redwood Road should be completed and open this fall.

Interstate 15, now complete to 3300 South, should be opened to 5300 South shortly, relieving the congestion at the 3300 South turnoff.

Studies completed indicate most people using the new segment will exit at 45th South, which has excellent east and west accesses.

ONE LANE
The segment to 5300 South will be just one lane for the time being, but exits will permit either east or west traffic.

Of great interest to Engineers is the letting of the contract for continuance of I-15 from 5300 South to 9000 South, the largest single road project ever offered in Utah.

Only four firms competed in the bidding, with apparent low bidder being Northwestern Engineering, Rapid City, S.D. Their bid was reported at \$5.92 million.

Preliminary estimate was given at \$5.77 million. It is reported Northwestern Engineering specializes in large construction projects.

LARGEST PROJECT
The largest single road project preceding the I-15 project was the I-80 highway project from Echo Junction to Emery, Summit County. That job cost \$5.27 million.

The new I-15 segment will include a major belt route at approximately 6400 South, and will include link-up with the Draper Crossroads. The entire project is scheduled for completion in the fall of 1968.

In spite of this contract, the U.S. Commerce Department says Utah is lagging in constructing its part of the Interstate Highway System.

DEFENDS STATE
Henry C. Helland, state director of highways, defends the state, noting that in utilization of federal dollars available, Utah is above average.

He said Utah will have its urban sections completed before 1972, leaving only the easy, long stretches to be completed in the last years of the projected construction period.

He said this is within the planning spectrum laid out earlier by the Utah State Road Commission.

The 4.8-mile stretch from 5300 South in the Salt Lake Valley and the 42-miles of I-80 from Knolls to Wendover, estimated at some \$10 million, will use every federal dollar available for months to come.

235.7 MILES
As of June 30, Utah had 235.7 miles of interstate highway in preliminary status or not yet in progress, the quarterly report on the federal aid highway program indicated.

Utah's 235.7 miles of incomplete highway was second to Florida, with 269.4 miles; Colorado with 245.9 miles, and Wyo-



New ribbons of Interstate 80 in Utah wind out of the mouth of Parley's Canyon in east Salt Lake City, connecting with

Interstate 15, which will relieve traffic bottlenecks at exits. Utah's interstate has cost \$149.2 million, \$152 million remaining.

ming with 913 miles. The latter two have approximately the same designated mileage as Utah.

Utah's Interstate System has cost \$149.7 million. Another \$152.9 million is planned with federal funds to furnish about \$145.3 million.

Utah has already expended \$139.9 million in federal funds.

Another traffic condition will be relieved, but this time with the aid of a new parking lot at the University of Utah, where Gibbons and Reed will build the new slab at a cost of \$95,885.

TAPERING OFF
In the northern reaches of Utah, work is tapering off. The dirt work on Morrison-Knudsen's project is near completion, where just 16 Brothers will be required. Up to 100 Engineers have been employed on this project, which has taken about two years to complete.

Fresno Paving Co. is getting underway paving at Echo, but the approaching cold weather will cut work short here.

Temperatures are now dipping to 35 degrees in the evenings, indicating that winter is just around the bluff.

At Round Valley, Gibbons and Reed has been laying off men as their project has been completed. Some employees have been transferred to other projects, however.

PROJECT COMPLETE

This company's project at the mouth of Weber Canyon is also complete, but construction at 31st Street in Ogden should continue for some time yet.

The problems facing Operators on the north end of Harrison Boulevard are the same that hindered Fife on the South — too much water. Well points have been drilled in an attempt to lower the level.

Meanwhile, Fife is putting the last of the oil on the south end of Harrison and the Cherry Lane

segment at Hill Air Force Base. These roads will be open to the public this fall.

W. W. Clyde has been crushing gravel for nearly a month for resurfacing Interstate 80 from Peterson to Round Valley.

WEATHER FACTOR
Weather will be the deciding factor in completion of I-80 from Layton to Ogden, but this highway from Devil's Slide through Weber canyon will be open this fall.

Construction on the Layton segment was delayed recently when Phillips Petroleum was unable to blend oils for asphalt and paving materials were rationed.

In the South, you all, V. C. Mendenhall Co. has begun construction on roads near Minersville, with two shifas in operation. The project is under the supervision of Doyle Cottam.

Mendenhall was also low bidder at \$504,000 for a dike job at Minersville, and are hopeful of launching the project this fall. This job could relieve some of the unemployment.

FALL CONSTRUCTION

W. W. Clyde was low bidder on a section of I-15 at Cedar City. The state reportedly will award this job in the early part of October, and construction should begin this fall.

Utah Construction and Mining Co. has begun laying off men in Cedar City. This trend, if it continues, could add to the woes of the unemployment status, as construction companies who have been working in the area are now completing projects.

One bright spot, Whiting and Haymond has moved equipment to Pine Valley where they are expected to operate throughout the winter.

FEEL WINTER

In the Vernal area, the advancing winter weather has already been felt. Strong Co. at Dinosaur Park, a project at about 9,000

See UTAH on Page 9

COPE ENDORSEMENTS

UTAH COUNTY

For United States Congressman—	Dave King—Democrat
Senate Seat No. 15	Ernest Dean—Democrat
Senate Seat No. 16	Rees E. Beech—Democrat
Senate Seat No. 17	No Action
Rep. No. 37	Dean Pryor—Democrat
Rep. No. 38	Harley Gilman—Republican
Rep. No. 39	No Action
Rep. No. 40	No Action
Rep. No. 41	Clyde Weeks—Democrat
Rep. No. 42	Lynn Groneman—Democrat
Rep. No. 43	Harold Whiting—Republican
Rep. No. 44	Ronald Stanger—Democrat

No Bargain If Not Needed, But—Better Quality Saves Money

What is a bargain? Sounds like a simple question, but is it? Let's put it this way—if you don't need it, it isn't a bargain, but if you do, you may be saving money by paying a little more for better quality.

For instance, paying \$12 or \$15 for a pair of shoes, rather than paying \$5 for a pair, may save you money in the long run. The better quality shoe probably will outwear the cheaper pair by many months, and will eliminate such things as foot problems, which, if they develop, will cost you more money.

But don't just look for price alone. Some expensive items are not good buys, so look for quality while looking for price. Then again, decide what the item will be used for. For instance, an ad in the paper may list a pair of slacks marked down from \$15 to \$12.95. This would save you \$2 on a purchase. But wouldn't Dad be happier lounging around the house in a pair of \$6 denims?

The shopper who has already determined that an item is really needed and who will not sacrifice quality in favor of price and who has exact specifications as to how the product

will be used, can find genuine bargains.

Most retail stores, especially retail department stores, do hold genuine bargain sales from time to time. However, the merchandise is on sale for a specific purpose: The store is overstocked with certain items; it is the end of the summer season; some merchandise has become counter soiled or has some flaw that does not detract from its efficiency or wearability, but which makes it less saleable.

So in shopping for bargains, and you really need the item, and if its quality appears good at the price quoted, by all means, buy it—it's a bargain.

NOT EVERYTHING

A Kansas farm girl got married. The groom took her to Boston on the honeymoon, where he had a rich aunt.

The aunt, wishing to express her superior culture, common of all proper Bostonians, said to the bride:

"In Boston we think breeding is everything."

The girl replied:

"Oh, back in Kansas we think it is fun, but we don't think it is everything."

DEDICATION RITES

First Lady Visits Pt. Reyes

By WAYNE (LUCKY) SPRINKLE

SAN RAFAEL—The nation's First Lady paid a visit to California in the latter part of September to visit some of the sights offered by this historically packed state, and to deliver a dedication address at the new Point Reyes National Seashore.

The Operating Engineers were present as Lady Bird stepped off the helicopter and into the bright sunlight. They watched as she walked slowly down the walkway to the platform where she complimented the people of Marin County for their determination in promoting conservation and maintaining the state's scenic attractions.

BROWN, UDALL PRESENT

With the First Lady were Secretary of the Interior Stewart Udall and Gov. and Mrs. Edmund G. (Pat) Brown.

The new National Seashore contains 53,000 acres where miles of wild surf pound windswept

beaches; where quiet esteros and mudflats abound with bird life, and where rocky headlands defy the fog and waves.

Point Reyes was authorized as a National Seashore in 1962, when Congress passed in its favor, creating a site where all might have access to the sea for the many crowded years to come.

The peninsula is joined to the mainland by the famous San Andreas Fault underlying Olema Valley.

A VARIETY

The variety of slopes and exposures allow for a variety of vegetation and animal life.

Although much of the land is still privately owned, many recreational activities are still possible for visitors.

Trails through the beautiful Bear Valley already provide excitement for hikers. Wild beaches offer a chance for people to engage in beachcombing; the gentler waters of Drake's Bay and the still gentler waters of Tomales Bay provide conditions

conducive to swimming and other water sports.

CROWDED WORLD

The beauty, wildlife, history, geology, weather and seashores combine to offer visitors a chance for recreation, study, relaxation and contemplation in our complex, crowded and mechanized world.

In the vocational spectrum, McGuire and Hester is nearly completed with its Novato job. The firm's pipeline job in Petaluma is progressing satisfactorily, keeping six journeymen and one apprentice on the payroll.

Morrison-Knudsen's tunnel reconstruction project is drawing to a close, which will put a few Engineers out of work.

SEASCAPE PROJECT

E. A. Forde is putting the finishing touches on the Seascape job near Pt. Reyes on Highway 1. The company is getting started on a state project in Lucas Valley, with Merz Brothers moving the dirt.

Frank Moberly is back in the area, moving about 60,000 yards of dirt at San Rafael Park, and new subdivision in Lucas Valley. The problem here is that no more money is available this year.

Merz Brothers is also under contract at Twelve Oaks, moving dirt for the next Dixie School. The dirt phase should be complete in a few days.

SLOW START

At Marinello, Freeman and Sondgroth got off to a slow start, but the activity has increased, and the work is progressing as expected.

Brother Charles Snyder is job steward at Marinello; Cal Hall is safety committeeman.

At the Veterans' Memorial Building, E. A. Forde has gained a contract for surcharge fill, estimated at \$32,508.

Brown-Ely Co. was recently awarded a contract for \$10,362 for realignment of Vineyard Creek in Novato.

Remember to vote in November.

We're Sorry About Delay

Due to the delay in counting the ballots in the recently completed election for Operating Engineers Local 3 officers, mailing of notices for the September 15 specially called District No. 1 meeting was delayed.

Under the By-laws, newly elected officers must be installed not later than September 15. The Federal Judge, hearing the case brought before him on issuing a temporary injunction, sought by a member who was a candidate for office to halt the election, dissolved the temporary restraining order on September 13.

The ballot-counting was resumed at that time, and notices of the specially called meeting mailed.

It was regrettable the notices did not reach many members before that date, but because of the election delay, notices could not be mailed sooner.

Ex-Pilot Probes Target Tracking

LOS ANGELES—When John Nixon Fox was an Air Force jet pilot, he occasionally had trouble gauging speed and direction of other planes at high altitudes or in poor visibility.

Deep-sea divers have somewhat the same problem getting accurate fixes on moving objects, as do drivers following tail lights of cars in dense fogs.

Now Fox, as a UCLA graduate student, is trying to do something about the problem on a shoestring budget.

In one experiment, students and Air Force volunteers sit in a darkened room watching moving targets on a screen. They operate switches to record their impressions of speeds and movements.

Fox hopes to learn more about the problem with these tests, and, possibly, find ways to come to the aid of the human eye.

BOOST FOR SAN JOSE

Pipeline: \$\$ Into Budget

By ROBERT SKIDGEL, JIM HALL, WM. HARLEY DAVIDSON, LYNN MOORE and CECIL PRESTON

SAN JOSE—Installation of 25 miles of 24- and 30-inch pipe for a new gas line between Moss Landing and Hollister has given a boost to family budgets, some of which were getting rather slim from a less than adequate work year.

The welded steel pipeline for high pressure gas got underway Sept. 6, with a one-year construction forecast planned to completion. About 14 Engineers will find steady employment during the term of the project, price-tagged at \$1 million.

Project manager is R. A. Lindsay, superintendent is Howard Modie. Several foremen will be employed.

At Pfeiffer Big Sur State Park, C. W. Roen will be installing a sewer plant and disposal system. The contract was listed at \$200,798. Work is scheduled to begin within a few days.

M. G. Schaller Construction Co. has reached something approaching mid-point on a pedestrian overcrossing on the Castroville highway. The contract total was \$64,362.

Another Macy's will open its doors, this time in Monterey, where Williams and Burrows is hustling on its construction. Some 14 Operating Engineers are cashing in on the job.

Southern California contractor A. J. Smith has not yet started the San Antonio interchange, a \$198,000 job a lot of Engineers have been waiting for.

At Moss Landing, PG&E expects its new facility will offer opportunities for a long time. The work force is still large, working for Babcock and Wilcox, Kellogg, Inc.; Pittsburg-Des Moines, Bigge Crane Service, Granite Construction, Ets Hokin

Corp. and others. The work force is presently near 90 among the companies involved.

Granite Construction has set up a crusher at Aromas. Both it and pit operations are working two shifts in an effort to keep up with orders.

Jasper Construction has completed high lifts on the Santa Cruz County Courthouse and Administration Building. The building is now beginning to take shape.

The University of California at Santa Cruz, now under construction, has slowed considerably as most work on two major projects is complete and only one under construction at this time. Granite Construction is still completing the roads network and parking lots throughout the campus, and facilities are to be expanded, so this site should become another construction hot spot.

In Santa Clara Valley, the situation remains principally unchanged, but a few new contracts have aided in putting more bread on the Brothers' tables.

New contracts are as follows:

\$14,950 to Ebert Sparten for the Marten School storm drain.

\$10,630 to Wattis Const. Co. for improvement of Spencer Ave. and Dorothy Avenue.

\$668,381 to George Bianchi Construction, Inc., for improvement of Sunnyvale Outfall East.

\$232,102 to Freeman-Sondgroth for construction of Select System St. Reconstruct Surface project.

\$78,787 to Leo Piazza Paving Co. for resurfacing 10th & 11th Streets.

\$149,719 to Cortelyou & Cole for improvements at Municipal Zoo in San Jose.

\$47,774 to Collishaw Sprinkler Co. for landscaping Foothill Expressway, Unit No. 1.

\$67,015 to Liton Construction Co. for improvements on Cala-

bazas Creek between Pomeroy Avenue and Lawrence Expressway.

\$24,653 to Pisano Brothers, Inc., for Beardon Drive storm drain.

\$133,963 to William D. Smith for construction of Kiely Boulevard from Saratoga Avenue to Stevens Creek Boulevard.

\$234,617 to W. H. Ebert-Sparton Corp for improvement of Stanford Channel from El Camino Real to Page Mill Road.

\$82,716 to Freeman-Sondgroth

for improvement of Los Gatos Creek from Camden Avenue to Los Gatos Avenue.

\$411,104 to A. J. Shooter, Inc., for maintenance of landscaping in Moffet Park.

\$456,194 to Freeman-Sondgroth for Page Mill Road relocation between Foothill Expressway and Junipero Serra Freeway.

Charles Pankow, Inc., has begun construction of the new \$5.5 million West Valley Shopping Center. Sondgroth is doing the grading and excavating.

MESSAGE GOT TO PEOPLE



The Operating Engineers Local 3 gained outstanding praise from visitors to the California State Fair with booth displaying Apprenticeship program. Clem Hoover answered questions.

TURNING ROSY

Oakland Area Feels
Resurgence of Work

By ED HEARNE, JERRY BLAIR, TOM CARTER, GUY JONES, FRED GONSALVES, BOB HUEBNER and JACK BULLARD

OAKLAND—At last—work is picking up in Alameda and Contra Costa Counties, but all is not yet rosy.

But for the operator qualified on more than one type of equipment, the opportunities are now opening up.

The tunnel jobs in the Orinda-Lafayette area show promise, with one presently under construction. PAMCO, Seattle, Washington, has begun work on the 4,500-foot long span for the Central Contra Costa Sanitary District.

A "tunnel badger" or "Mole" as it is otherwise known, will be used.

REMOVES EARTH

This machine removes the earth as it moves forward. The dirt is automatically picked up on a conveyor belt and loaded into waiting muck cars.

The bore will have an unfinished diameter of 10 feet, which will be reduced to seven feet when the concrete is poured. The job is scheduled to last a year.

The second tunnel will be constructed by John Artucovich for owner East Bay Municipal Utility District. A prejob conference is scheduled in a few days.

In the downtown sector, high-rise construction has slowed down.

HIGHRISE COMPLETION

The St. Paul Towers being built by Beck Utah Co. is nearly complete as are the Merritt Singleton, Merritt Towers and Lakeshore Towers where Brauagh Construction Co. is removing the tower crane.

Hunt and Nichols, prime contractor on the Oak Knoll Hospital, is placing precast concrete walls with poured-in-place columns and floors.

Bay Cities is utilizing three 977 loaders for footings excavation on the Fairmont Hospital. Footings are complete for the

new 7th and Wood Streets Post Office.

DRIVING PILE

Raymond Pile is driving pile on the Grove-Shafter Freeway for Guy F. Atkinson, Gallagher and Burk is furnishing placing sub base, base and about 70,000 tons of blacktop.

Contractors Heavy Equipment Rental Co. is hauling and placing 1 million yards of import from Tennesseal Hill.

Danville Pipeline is constructing sanitary sewers; McGuire and Hester is relocating telephone lines.

Stolte-Gallagher and Burke gained a dandy BART pact, including six sections on three bids, running from 7th Avenue, Oakland, to C Street, Hayward. The cost is rumored at \$7 million.

Pacific States Steel is furnishing all the steel, Duncanson-Harrelson has two pile drivers going two shifts in San Leandro; J. and M. Construction is relocating sanitary sewers.

OCTOBER START

Another timely project is slated for construction early in October. Grove-McLean and Shepard have set up a P and H crawler to start on the 9th St. subway.

Another Oil Company, Phillips, has stepped up its construction schedule to become a major source of industrial work.

In a contract rundown, Bigge Crane and Rigging will remodel and repair the "Cat Cracker."

BOOST FORCE

Ralph Parsons Co. has begun a new job and will increase its work force when warranted.

A complete storm sewer is being installed at Phillips by MGM. At the Franklin Canyon Freeway, Gordon Ball has a contract for dirt work. Syar and Harms will place the asphalt.

Many Engineers will be employed by Chicago Bridge and Iron, who will build all Sequoia Oil Co.'s storage tanks.

Earl Kister should finish the Franklin Canyon Golf Course within two months. Peter Kiewit and Son, Marine Division, is building docks for Union Oil Co.

tankers at Point Richmond.

Plant and shop opportunities have increased recently with some larger equipment dealers such as Peterson Tractor, gaining considerable work.

TWO SHIFTS

Williams and Lane has been working two shifts to meet Viet Nam demands. The company has had problems getting engines and generators for generating units.

Metals Disintegrating, an aluminum powder company, is on a seven day schedule with a doubled work force supplying aluminum powder for bombs.

A two-year agreement has been reached with the Oakland area scrap dealers as work remains excellent.

Southern Alameda and Contra Costa Counties remain disappointing as far as job opportunities are concerned.

PROMISING NOTES

But there are some promising notes, primarily the \$7 million BART contract awarded Stolte-Gallagher.

Som projects, which have provided excellent work for members, are now complete or near complete. On the Alameda Creek, Granite Construction is placing riprap on the levees.

Vido Autukovich is completing a pipeline for the San Francisco Water Department between Fremont and Milpitas.

HOLED THROUGH

Green and Winston Co. has holed through on the De Valle Dam's small tunnel. Crews are expected to hole through on the large tunnel in November.

A portable crusher and screening plant has been installed and is working two shifts, with possibilities for winter-long work.

Another highway, Highway 21, was recently opened to traffic between Danville and San Ramon Village. Only cleaning and frontage road work remains for Fredrickson and Watson.

Some 40 Engineers are employed on pipeline work for MGM and ARB between Livermore and Byron. Completion is expected in November. The operation is under a National Pipeline Agreement.

PRICE-RAISING PARADE

By SIDNEY MARGOLIUS

Booming food prices are leveling off, but furniture and appliance manufacturers are joining the price-raising parade, undoubtedly the biggest general profit grab since the Korean War.

For some furniture manufacturers, price increases are on popular-price furniture lines. Mattress manufacturers also are threatening to raise prices.

Prices on household appliances, such as ranges, some refrigerators, color television sets, air conditioners and a number of small appliances such as mixers and toasters will go up, (just in time for Christmas).

All furniture manufacturers have not raised prices, but increases announced so far are about four percent, or \$20 on a \$500 item. The boost on color TV sets amounts to \$10 to \$20. Dealers believe the public won't balk at higher prices because of the demand for color TV despite extra repair and service problems.

Furniture and appliance manufacturers blame higher materials costs, for the price increases. But one leading manufacturer said his firm has not suffered any reduction in profits because of cost increases.

CHILDREN'S CLOTHING

Be extra careful in buying children's clothes this fall. Some of the Mod and other fad fashions can go out of date quickly, or prove to be a nuisance to a youngster or yourself.

A lot of military styles will be thrown at you this year. The Navy-styled Melton pea jackets currently being promoted are an easy-to-wear style, and Melton cloth is one of the most durable weaves. But the fussier aviator jackets also being pushed can be a nuisance to both mother and child because of the belt.

Similarly, it will be better for your daughter to be a "poor girl" than a "Mod" (if you can manage it). The "poor girl" and "poor boy" sweaters are very reasonable and practical as well as acceptably faddish. But the "Mod" pants suits for girls are costly, and extreme enough to be slated for quick obsolescence.

The "mini" and other short-short skirts also are slated to be a money-waster both for girls and young women. Designers drop the length as soon as the short style has become well established.

"Durable press" or "permanent press" garments are widely available this year in both boys' shirts and slacks, and girls' and women's dresses. However, there are no standards for what actually is a "no ironing" or "permanent press" garment. Any manufacturer or retailer can say any garment is "permanent press."

A true "permanent press" or "durable press" garment is made of resin-treated fabric and then oven baked to cure or set the fibers to resist wrinkling.

Look at construction too. Any no-iron garment needs to be sewn with long stitches to avoid puckering.

Avoid any garment that has "packaging" wrinkles. See if the hang tag gives clear laundering instructions without a lot of exceptions to the "no-ironing." Also make sure the color is even, with no streaks.

Cleaning problems have developed in the popular knit dresses. The St. Louis Better Business Bureau reports that stretching during wear and cleaning of acetate and acrylic knits has become the leading fabric problem. One reason is that if yarns are improperly heat set during manufacture, they stretch "a little in wearing and a lot in cleaning." Avoid knits which don't state the fiber content.

WATER PROJECT - A CREDIT TO GOV. BROWN

Continued from Page 1
From Los Banos to Kettleman City, a distance of 100 miles, the system will join up with the U.S. Department of Reclamation's canal facilities, built at a cost of \$400 million, with the state paying 55 per cent of the total cost, all providing more construction for the Operating Engineers.

In the total project, more than \$600 million in dams, canals, power and pumping stations, tunnels and pipelines, with their thousand and one appurtenances, have been constructed. During October, November and December of 1965, jobs totaling \$40 million were advertised for bid.

The half-way point in dollar value has been reached.

Another item the Governor saw as a necessity, was inclusion of recreation facilities in the reservoirs which have been created

by the construction of the dams.

Gov. Brown, on a tour of the South San Francisco Bay area, told a group of excited Californians:

"Today we have kept another promise and we have reached another milestone in California history. Today we dedicated the first aqueduct of the greatest water project in the history of man."

Gov. Brown then turned the water into the westernmost reservoir of the South Bay Aqueduct, making it a water-carrying reality.

The Governor has repeatedly stated one of his assertions has been that the project is on schedule.

"You can start counting now the eighty months that remain until a similar day when water is turned into your system in San

Bernardino and Mohave areas," he said.

Meanwhile, at foundries and steel plants and electric shops, manufacturers will be turning out turbines, generators, valves, switchgear, governors, cranes, transformers, control switchboards and a lot of other equipment necessary for completion of the project.

It has been only through the Administration's determined leadership, headed up by Gov. Edmund G. Brown that the Operating Engineers and other trade unionists have had the opportunity of working on one of the most imaginative and comprehensively planned water projects history has ever known.

The State of California must lie in his debt for bringing the project into reality. It alone is deserving of his re-election.

MEETINGS

All Meetings at 8 P.M. except Honolulu, 7 P.M.)

OCTOBER

Eureka—Tuesday, October 18
Honolulu—Wed., October 19
Redding—Wednesday, October 19
Marysville—Thurs., October 20

NOVEMBER

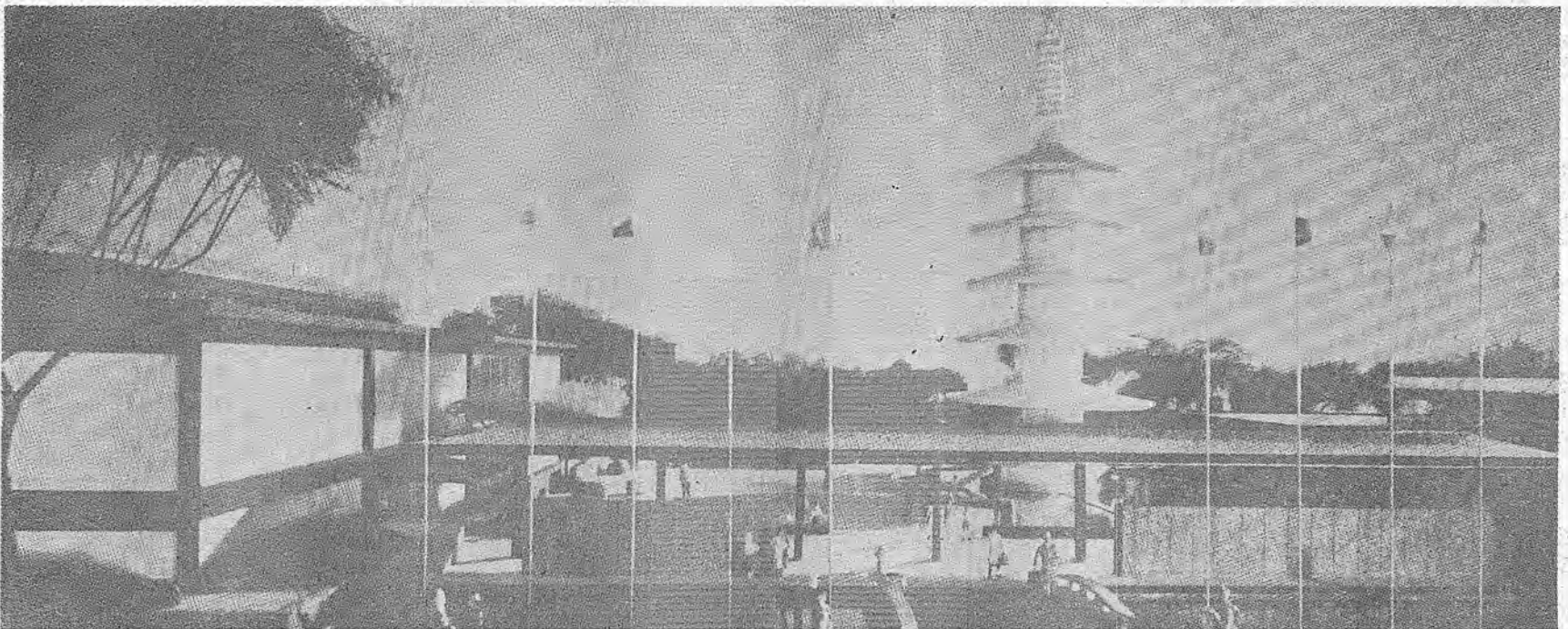
Stockton—Tuesday, November 1
Watsonville—Thurs., November 3
Sacramento—Tues., November 8
Oakland—Thurs., November 10

DECEMBER

Santa Rosa—Thurs., December 1
Fresno—Tuesday, December 6
Ogden—Friday, December 9
Reno—Saturday, December 10

SAN FRANCISCO
474 Valencia St. 431-1568
SAN MATEO
1527 South B St. 345-8237
SAN RAFAEL
76 Belvedere 454-3565
VALLEJO
404 Nebraska St. 644-2667

OAKLAND
1444 Webster St. 893-2120
STOCKTON
2626 N. California 464-7687
MODESTO
1521 K Street 522-0833
EUREKA
2806 Broadway 443-7328
FRESNO
3121 East Olive 233-3148
MARYSVILLE
1010 Eye St. 743-7321
REDDING
100 Lake Blvd. 241-0158
SACRAMENTO
2525 Stockton Blvd. 457-5795
SAN JOSE
760 Emory 295-8788
SANTA ROSA
3913 Mayette 546-2487
RENO, Nevada
185 Martin Ave. 329-0236
SALT LAKE CITY, Utah
1958 W. North Temple 328-4946
PROVO, Utah
165 West 1st No. 373-8237
OGDEN, Utah
2538 Washington Bl. 394-1011
HONOLULU, Hawaii
2305 S. Beretania St. 99-0084



New Japanese Cultural and Trade Center will greatly improve the central core of San Francisco. Center will contain shops,

apartments, restaurant, theater and parking for 900 cars. The project is scheduled for completion in May, 1967.

Oriental Flavor In City By The Bay

By A. J. (BUCK) HOPE
and WARREN LEMOINE

SAN FRANCISCO — The face of this city's central core will take on a considerable change when the new Japanese Cultural and Trade Center, now being built on Geary Street and across Webster Street, is completed.

The new multi-million dollar complex is one of the many important improvements planned in San Francisco's drive to revitalize its older sections.

The new Geary Expressway, which crosses the city from east to west, brings the financial district, Union Square, the downtown shopping and business areas and a majority of the city's major centers within 10 minutes of the new center.

Promoters say the largest potential clientele consists of inhabitants of the Bay area. This market numbers 2,761,800, with the largest population found in the city itself, with 814,000 people.

The new center will provide about 1,000 apartments, a church complex, shops and restaurants, office buildings and commercial buildings.

Planners say because of the

tremendous influx of clientele, ample parking will be of extreme necessity.

Parking will be subterranean with a capacity of some 900 automobiles. The center itself is being constructed on three square city blocks, encompassing five acres.

Construction is under contract to Haas and Haynie Corp., San Francisco, who have agreed to complete the project in May, 1967.

An interesting feature of the complex will be a Peace Pagoda, a gift from the people of Japan. It will be built on an open plaza at the main entrance to the center, landscaped with Oriental gardens.

The pagoda will rise 100 feet and stand in a reflective pool. It will symbolize the good will, peace and friendship between Japan and the United States.

The architect is Minoru Yamasaki, renowned Niesi architect of Birmingham, Michigan. His concept of designs was to express an enclosure of serenity and dignity of all Japanese culture and architecture.

The visitor to the center, it is hoped, will express a deep-rooted Japanese spirit upon ap-

proaching the project, enclosed in white outer walls, which resemble the Imperial Palace of Kyoto, Japan, built during the 11th Century.

Mechanical, electrical and structural designs were done by Van Bourg/Nakamura and Associates, Berkeley, Calif.

The design of the parking lot includes strategically placed elevators to provide expeditious service to hotel, shop, theater and other Center facilities.

In the initial stages, promoters say, it can be expected that a large portion of San Francisco residents will visit the center. This could lend momentum to the project.

The initial contact created through curiosity will be valuable in inducing residents to return because of sound but novel offerings.

Stage performances, exhibits, restaurants and other features will help to bring back the public.

For more than 40,000 people who live in the immediate vicinity, the center will provide more convenient shopping than the downtown area.

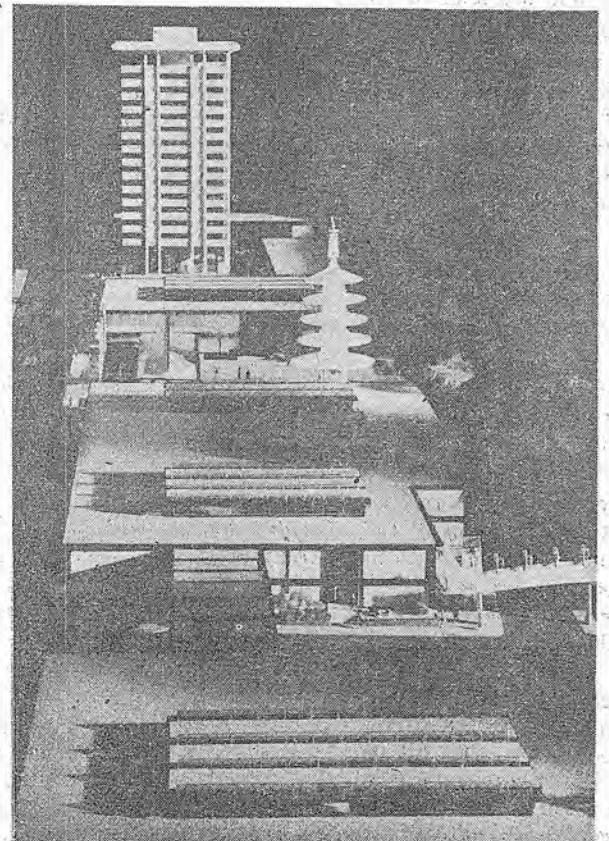
It will also be a highly regarded tourist attraction, pro-

moters hope. They are aware that every major metropolitan area has realized the economic advantages of visitors spending with the resulting competition for the tourist attraction growing annually. Over the past few years, San Francisco has showed

a steady increase in its visitor ratio.

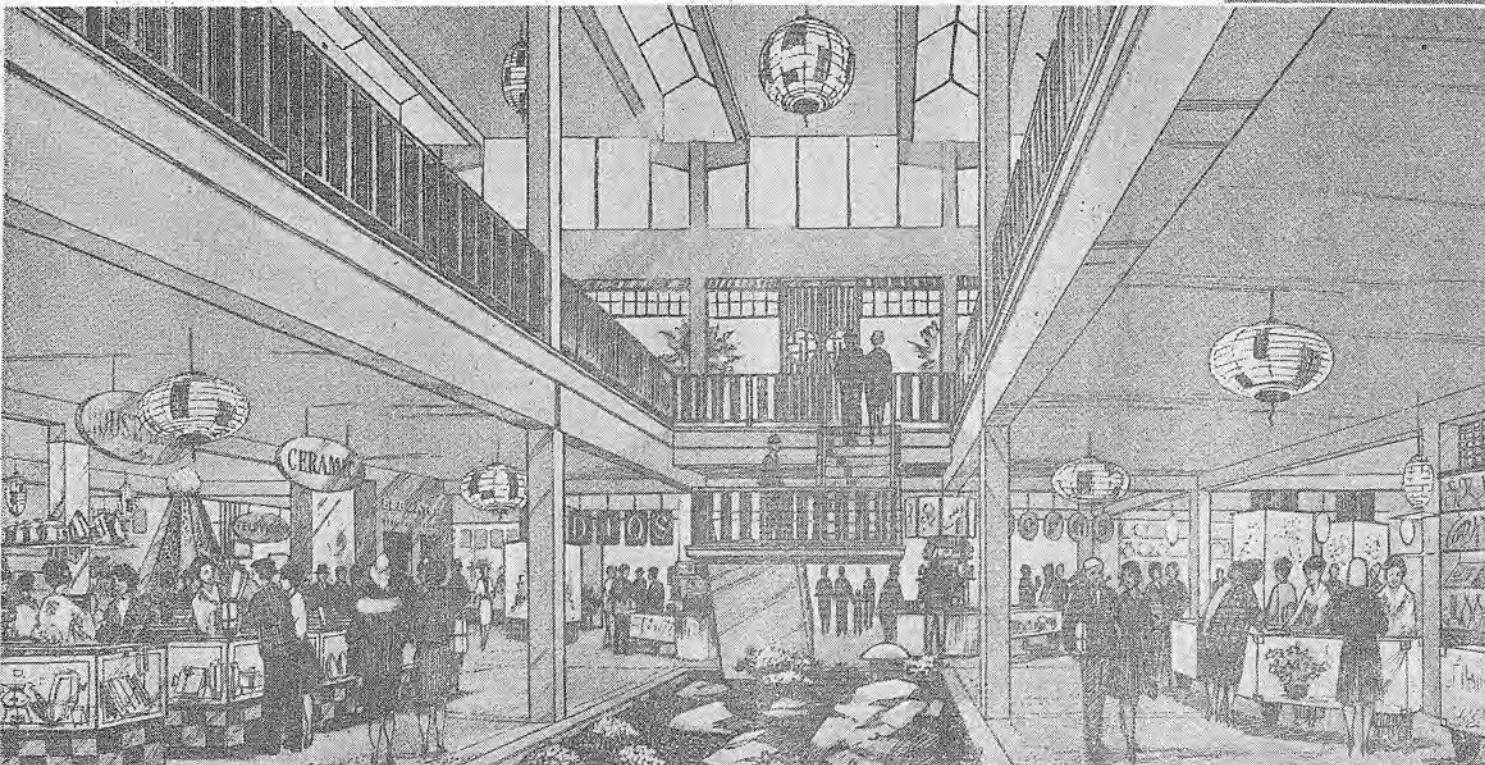
In other San Francisco News, difficulties on the Bay Area Rapid Transit District program haven't affected the letting of contracts, as construction sched-

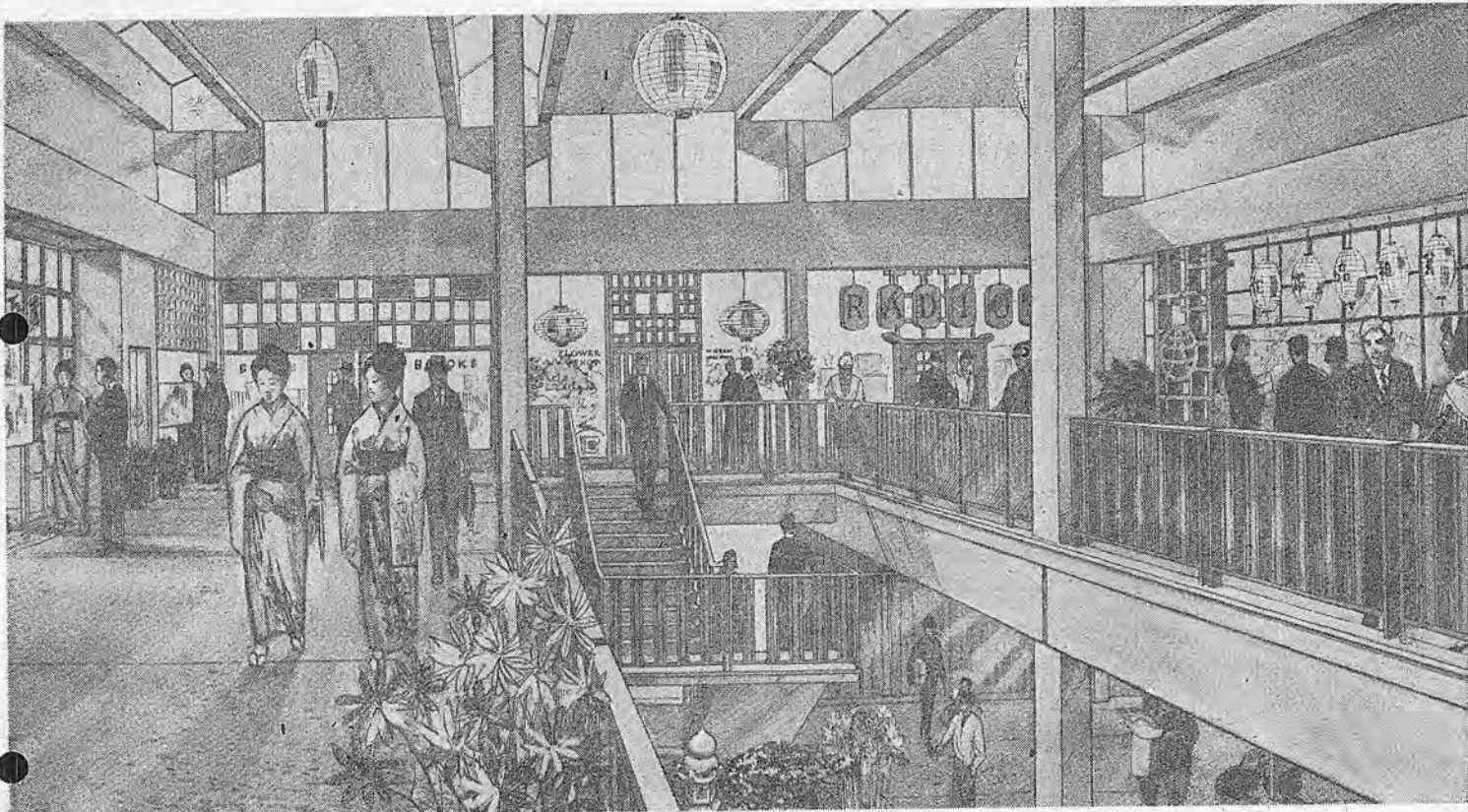
See CITY'S on Page 9



Visitors to the Trade Center will find access to shops and restaurant convenient. Strategically placed elevators have been included.

Trade shops will be located in a central mall with an open skylight to provide natural light to Japanese garden and landscaping on the main floor.





The second floor contains a spacious public area around an open-well mall permitting patrons to see the beauty of the

gardens below and the business activity on the first floor. Shopping will be convenient for the area residents.

City's Oriental Touch

Continued from Page 8

rules continue to roll along.

Project Director William A. Bugge told a dinner meeting recently that 12 contracts will be advertised within the next four months, or an average of one every 10 days.

"We will move very rapidly toward our peak construction period this year," Bugge said,

and the BART project will become increasingly important to the construction industry in the Bay Area."

He said it is a fact that for every \$2 spent on the job site another dollar is spent in off-site production of equipment and materials. So \$80 million worth of BART contracts during the next four months is going to be bene-

ficial to a lot of Bay Area people.

Presently, crews are busy on Market Street relocating gas and sewer lines, but it appears a problem will appear in underground work.

Sand has been noted in vast quantities, so it will be difficult to put in much false work. It may be necessary to install steel sheeting and concrete as work progresses.

Rebidding Called On Highway 5—\$1.3 Million Low

By TOM ECK, ED DUBOS and LOU BARNES

REDDING—The state has called for rebidding on construction of Highway 5 after state officials terminated the contract under which Norman I. Fadel was doing the work.

Bids were opened Sept. 12, with Fredrickson and Watson apparent low bidder at \$1.3 million.

The job must be complete in 35 days, so crews will be hustling to finish on time.

Fredrickson and Watson was also low bidder on another segment of Highway 5 just north of Redding with a bid of \$7.5 million. This job is a joint venture with Lord and Bishop, who will be constructing seven structures.

Most of the excavation will be done south of the Pit River Bridge. A crushing plant is being set up on Stillwater Creek and a shop will be located near the Calaveras Cement Co. Both will provide work during the rainy season.

The cats and DW 20s will be in use for some time yet. The plug is still to be removed. Two shifts are working on the trimmer.

J. F. Shea Co. is producing aggregate for Fredrickson and Watson on the Highway 5 project which was taken from Norman I. Fadel, so crews there will be busy trying to meet the 35-day deadline.

Baun Construction Co. is in the homestretch in construction of the Trinity Center-to-Coffee Creek project, with just a few laterals to go.

Trinity Sand and Gravel is presently active, although this has been a slow year, generally.

Although D. B. Stutsman is finished on the Placer Street job, it has intentions of keeping its men on the payroll.

Peterson Tractor is in a slowdown period. Men have been laid off, but with new contracts being initiated, many Engineers should be back at work shortly.

One of the bigger jobs in the area is under contract to Roy Houck, who will be constructing four lanes of freeway 14 miles north of Yreka. Crews are presently on a 10-hour, two-shift operation, which should continue throughout the winter.

W. H. O'Hair and Redding Constructors, joint venturers, have two blacktop and rock plants operating in an effort to complete overlay on Highways 98 and 299, Lookout Road and a portion of the Kizer job. Cold weather, you know.

Rogue River Paving, presently working at the Lava Beds Monument, still has 60 to 90 days to go. By then, the snow will be drifting.

In the way of new jobs, surveying is being done on Lookout Road in anticipation of 10 miles of new construction to be done this spring.

Realignment of Carville Road will cost \$1.5 million, with construction to be done between November and the first part of 1967.

The State Highway Engineers are expected to advertise for bids for work on Interstate 5-Highway 99. Bids should be called during the early part of October.

Utah Shrinks With Interstate Highways

Continued from Page 5

feet in elevation, is putting on a lot of stuff, in an all-out effort to beat the snows.

An agreement was reached with MacGregor Triangle Co., Boise, Idaho. Members working for this company are to be commended for their support in helping gain the contract. The project being worked by this company is also in the higher elevations and some distance from any form of civilization. Roads are primitive, but the company intends to work the winter through, weather permitting.

The job will provide an access

road to the future Jones Hole Federal Fish Hatchery, presently accessible only with four-wheel drive vehicles.

Other projects, such as W. W. Clyde's job at Tabiona, Stratton Brothers at Indian Canyon and others, have felt the chilly finger of winter. Some have lost time due to weather.

M. H. Cook Pipeline Co. has sold its Myron project and is now making an all-out attempt to beat the weather on a 20-inch line from Payson Canyon to Geneva. Much of the line lies in marsh lands near Utah Lake, indicative of poor conditions if storms in-

tervene.

This job has required the services of numerous pieces of equipment and men to operate them. Brother Garth Spiers was recently appointed job steward.

\$40 MILLION SPENT

Over the past 10 years nearly \$10 million has been used in development of Utah's national parks, monuments and recreation areas. The money has been spent in connection with the National Park Service's Mission 66 program.

Dinosaur National Monument, with \$13.3 million, led the list. Of this, \$8.7 million was spent in Utah, \$4.6 in Colorado.

Next in line was Zion National Park with \$7.9 million, mostly

for improvements over a 10-year period.

The new Grand Canyon National Park and Recreation area, received \$5.4 million; Bryce Canyon received \$3.9 million and Natural Arches National Monument received \$2.9 million.

Canyonlands National Park, now just two years old, has received a considerable amount of development and now provides adequate facilities for the influx of visitors, which are rapidly making this area one of the most visited areas in the United States. The park will be the object of future development as its promise as a top tourist attraction continues to expand. To date, \$2.1 million has been spent in its development.

LUCKY POOL DROWNS PERCY

LONDON—Luck? Who said his luck was good?

Ever since Percy Harrison won nearly \$1 million in Britain's soccer pools a month ago.

Harrison, a 52-year-old fertilizer factory laborer, had to abandon his first vacation in 30 years. Eleven of the 13 members of his family have been stricken with a strange stomach ailment. "I've been reported to the Royal Society for the Prevention of Cruelty to Animals—I've lost my pet dog Lassie—you can see this has been nothing but trouble," Harrison grumbled.

He arranged his vacation soon after collecting 338,356 pounds—tax free—after accurately forecasting tied games in the soccer

program. He took all his relatives to a holiday camp on the Essex coast.

He left behind at his cottage in Lincolnshire, three cats. A friend promised to look after Lassie.

Then disaster, and more disaster.

His family began getting the stomach ailments, and the word, he had been reported to the RSPCA. Lassie had run off.

"This is just too silly," he said. "The cats are farm cats, not pets. Even when we're home we don't feed them. I think it was just sour grapes on the part of some neighbors," he complained.

Holy pet peeves!

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SENATE TOO?

House OKs \$2.5 Million For Auburn-Folsom Dam

By DAVE REA, AL DALTON, ART GAROFALO, JERRY ALGOOD, JIM GENTRY and DAN CARPENTER

SACRAMENTO—The House of Representatives has approved a \$2.5 million allocation for construction start on the \$433 million Auburn Dam-Folsom South Canal project, an addition to the Central Valley project.

The allocation came on the heels of a glowing report and recommendation by the powerful House Appropriations Committee on Public Works.

Similar action is expected in the Senate soon.

The House and Senate bills will then go to conference where one additional bill will be drawn up, with both Congressional bodies' approval, for President Johnson's signature.

MONEY ENSURED

Congressman Harold T. (Bizz) Johnson, who with Sen. Thomas Kuchel is sponsoring the bill, said action by the appropriations committee ensured the release of money for beginning the project.

"It's clear sailing from now on," Johnson declared, obviously jubilant over the House action. "This means our Auburn-Folsom South unit will proceed with its final design and the acquisition of rights-of-way, as well as commence construction of access and service facilities for the Auburn and Sugar Pine sections and the Folsom Canal," he said.

ANNOUNCEMENT SOON

Bids for the project should be announced as soon as the President signs the joint bill.

The ambitious project should take the edge off the sagging construction situation in the area.

Otherwise, Industrial Welding in Grass Valley plans to move its shop to Marysville as soon as a suitable site can be found. The new shop will be larger and should provide added employment for Operators.

Morgan Equipment Company, Sacramento, has its mechanics busy trying to keep up with repairs. This company has not felt the slowdown which has hampered some shops in the area.

The rock, sand and gravel industry has kept its production at a high level, despite the economic situation. Substantial numbers of Engineers are employed by various plants, with hopes of new contracts coming through to

Redeep--Redeep

A girl was walking in the park one day when she stepped on a frog.

The frog begged her to take him home and put him under her pillow that night, claiming he was a prince turned into a frog by the wicked witch.

The girl obeyed, and when she awoke the next morning, lying next to her was a handsome man. She just couldn't believe it.

Neither could her mother and father.

help the unemployed get back on the payroll.

In Pollock Pines, Walsh Construction Co. bid low on the four-mile Loon Lake tunnel. The firm just completed the White Rock tunnel and Slab Creek dam, so much of their equipment remains in the area. Crews should begin construction before the bad weather strikes.

Bids will be opened soon for another stretch of Highway 50,

which will help remove the bottleneck between Bass Lake and Placerville.

Clearing and burning should be underway soon.

On another segment of Highway 50, the state shut down Norman I. Fadel, so another firm will be taking over. The project, now about half complete, is at the Bass Lake turnoff.

Gordon Ball will be moving to a new job near the present Nim-

bus Fish Hatchery, which is rapidly nearing completion.

At Sacramento State College new buildings are showing excellent progress. Many should be completed by midwinter, and should add tremendously to this outstanding educational facility.

The metropolitan area situation is leveling off, but prospects remain encouraging.

BRIDGE COMPLETE

Fruin-Colnon Construction Co. has completed the Pioneer Bridge linking Interstate Highway 80 over the American River. The project, which required two years to complete, utilized the services of a large number of Engineers. It is a vast improvement in relation to the old bridge, continually traffic-congested.

The J. A. Thompson Construction Co. has started working a second shift on the San Juan road project. Some 40 Brothers are presently on the job, including four trainees and two apprentices. The mechanics are working a three-shift schedule to keep tandem scrapers rolling.

The Tishman Co. has received a contract for work on the downtown redevelopment project. No work has begun yet, but should be underway soon.

In addition, several state and federal projects, mostly of multi-story buildings, are underway, many slated for completion sometime next year. Campbell Construction has begun construction of the John F. Kennedy School, which will provide employment for Engineers for a considerable period.

Car Payments

Really Higher?

A member recently complained that the payments on his Credit Union Loan, for a new automobile, were higher than they would have been if he had let the dealer arrange financing. He brought in his Dealer Purchase Agreement to prove it.

Sure enough, there in black and white the agreement called for 30 payments of \$109.89 each. Payments to the credit union for the same term and amount were \$112.87 each.

What the member was overlooking was an additional "pick up payment" of \$164.00 due three weeks from the date of purchase which brought the total amount to be repaid to \$3460.70, as compared to the total of \$3386.10 scheduled in the credit union contract.

This is a direct saving of \$74.60, not counting a premium of \$83.81, that would have been required to purchase the mortgage life insurance provided by the credit union at no added cost.

This is just one of the many tactics used by dealers to extract a little more profit out of a customer.

IF YOU REALLY WANT TO SAVE MONEY check with your credit union before you start shopping for a car. Most domestic cars and pick ups can be purchased for \$75.00 to \$175.00 over dealers' cost with credit union financing.

See your loan officer or contact the credit union office for details.

Better Year

One spring when Babe Ruth was holding out for \$80,000, a sportswriter told him it was more money than Herbert Hoover got for being President of the United States.

"I had a better year than Hoover," Ruth said.

Obituaries

Name, City	Local	SS No. Register	Date of Initiation	Dues Pd.	Deceased
Barber, Tyas Modesto, Calif.	3	1168812	7-64	9-66	8-24-66
Barnum, James Yuba City, Calif.	3D	1144932	10-63	8-66	9-17-66
Brown, Norman Concord, Calif.	3	1178141	10-64	9-66	9-16-66
Cantrell, Leon San Jose, Calif.	3	463862	11-44	9-66	9-20-66
Connelly, John J. Elk Grove, Calif.	3	1225663	12-65	12-66	8-21-66
Gardner, DeVar* St. George, Utah	3A	928135	5-57	12-66	8-31-66
Graham, Robert Nevada City, Calif.	3	1191088	2-65	6-67	6-4-66
Johnson, Merle Oakland, Nebraska	3	1178141	10-64	9-66	9-8-66
Jolliff, Harley, Jr. Santa Rosa, Calif.	3	883759	6-56	9-66	9-28-66
Klein, Fred San Jose, Calif.	3	754156	11-52	9-66	8-31-66
Kretz, Rudolph Oakland, Calif.	3	329147	11-41	12-66	8-16-66
Leakey, Thetois Daly City, Calif.	3	577379	2-48	9-66	8-17-66
Long, Robert Oroville, Calif.	3	553058	6-47	9-66	8-28-66
Mahoney, David Stockton, Calif.	3	572653	12-47	9-66	8-23-66
Malone, A. V. Oakland, Calif.	3	252341	7-37	9-66	8-31-66
Matteri, Gus* Cotati, Calif.	3	1199130	6-65	9-66	9-21-66
McCleery, Ernest Biggs, Calif.	3	360664	6-42	3-67	9-23-66
McManama, Wm. F. Placerville, Calif.	3	982993	9-58	9-66	9-3-66
Mersburgh, Albert Aiea, Hawaii	HB3	1157878	3-64	9-66	9-18-66
Mlinarich, John Nevada City, Nevada	3D	1159272	6-65	8-66	9-1-66
Morrill, W. S. (Wm.) Larkspur, Calif.	3	738766	8-52	12-66	9-11-66
Morse, William Tacoma, Wash.	3	395152	11-42	9-66	9-6-66
Owens, Rex Oroville, Calif.	3	889153	7-56	7-67	9-8-66
Parker, George San Pablo, Calif.	3	295380	12-40	9-66	9-1-66
Petersen, H. T. San Jose, Calif.	3	200139	8-31	9-67	9-24-66
Powers, D. F. Paradise, Calif.	3	218804	10-34	9-66	8-24-66
Russell, George Santa Clara, Calif.	3	581517	4-48	12-66	8-29-66
Schoppe, William Half Moon Bay, Calif.	3	516146	7-46	9-66	8-31-66
Shanklin, Allen Modesto, Calif.	3	494323	11-45	12-66	9-8-66
Shenk, Sam Eureka, Calif.	3	244251	5-37	9-66	9-11-66
Webster, Millard Fresno, Calif.	3	1166595	6-64	9-66	9-5-66

*Two industrial accidents in September 1966. 76 deceased members July through September, 1966; three deaths caused by industrial accidents.

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BOYS' CLUB BENEFIT

D-Day, Bridge Rites In Santa Rosa

By RUSSELL SWANSON and ASTER WHITAKER

SANTA ROSA — It was "D" Day Sept. 24 as members of the Operating Engineers Local 3 and other building and trades organizations spent the day working for Boys' Clubs in Northern California.

Wages for that day were paid by the contractors directly to the Boys' Clubs in areas where the employees live.

At this writing, returns are not complete, but from the list of workers we have compiled, success is assured.

The entire list will be published in the November edition.

Now—to the job scene, the biggest of which is under contract to Morrison-Knudsen.

\$6.5 MILLION JOB

A two-shift operation is underway at Cummings, where the job is estimated at \$6.5 million.

The state has budgeted an additional \$7 for a four-lane freeway on 101 between Squaw and Cedar Creeks.

As the budget now stands, \$5.51 million will be spent at Squaw Creek and Cedar Creek for constructing four lanes and an interchange at Scandia.

Included also will be a 265-foot-high, 800-foot-long highway embankment at Grizzly Creek. The entire project is estimated at \$15 million, \$9 million of which will be spent in fiscal 1968-69.

4 BRIDGES

Another highway program, this time near Ukiah, will cost over \$2 million. Granite Construction has the bid, to include four bridges and to realign five miles of roadway.

A new bridge was scheduled for dedication Oct. 3 with Gov. Edmund G. Brown delivering the address.

The Bridge at Casper Creek is located about five miles from Fort Bragg and takes another kink out of an otherwise winding road.

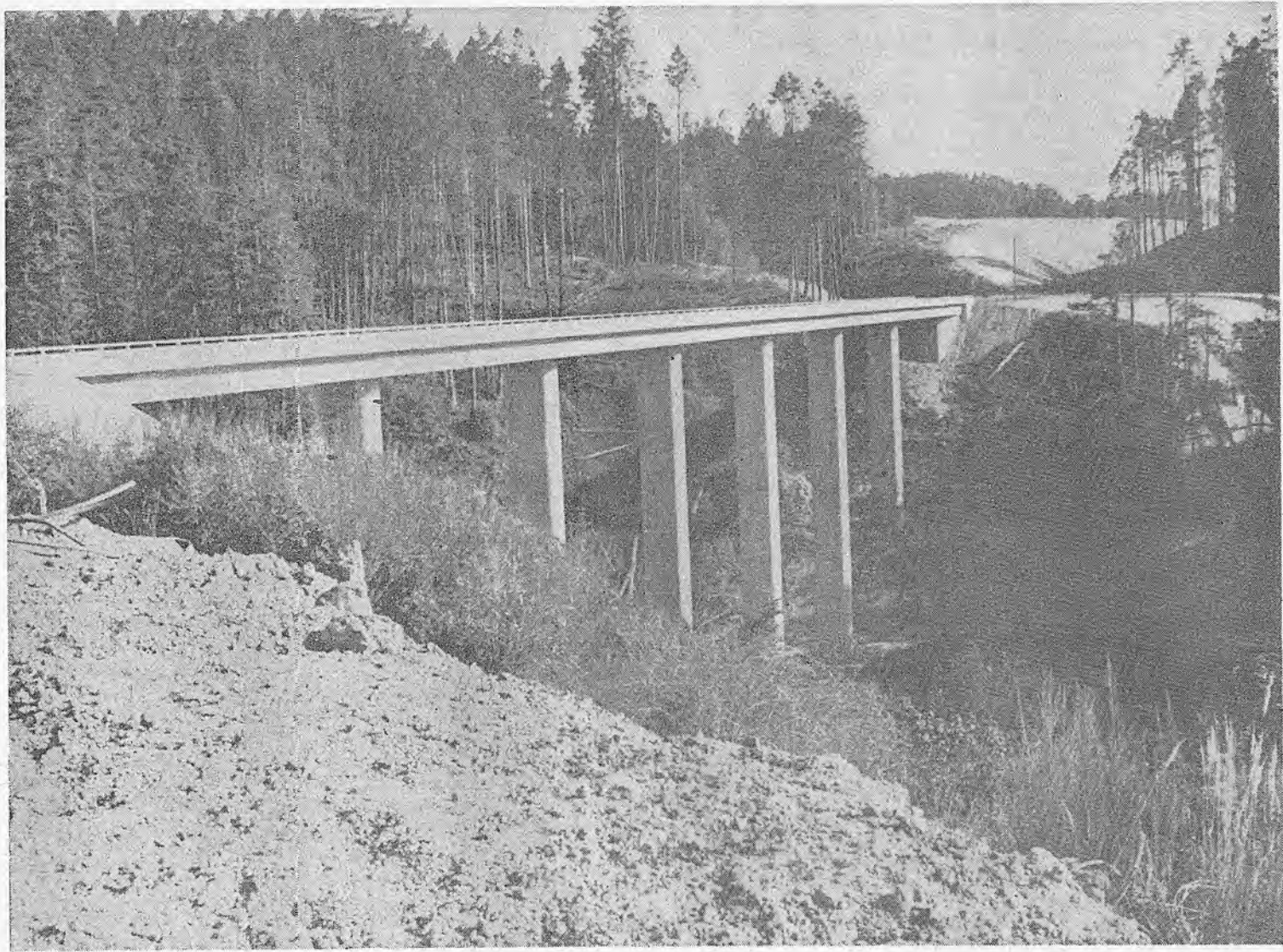
Two highlines with 180-foot booms were used to pour concrete on the 1,100-foot span.

CREDIT BROWN

Much of the credit for this project must be given Governor Brown, who has constantly been aware of California's highway needs.

It is possible projects such as this would not have been approved without the backing of the governor.

A delay was caused on the



A new bridge at Casper Creek takes another kink out of an otherwise unwinding roadway in the Santa Rosa area. The

bridge when a young man about 24 years of age had an argument with his girl friend and caused some equipment damage.

He borrowed a scoopmobile from Thomas Construction, prime contractor, spilled oil on the freshly paved road, slightly damaged a blade and dozer, knocked a barricade loose and nearly ran a Greyhound bus off the road before destroying the cabin in which his girl friend was staying.

The man is to appear before the court on a number of charges. He was not an Operating Engineer.

SOME SUBDIVISIONS

In another area, Arthur B. Siri is involved in several subdivisions, especially at Sea Ranch near Stewart's Point. The airstrip there is nearly ready for aircraft.

Pacific Western will be installing pipeline at the State College at Cotati. It and other work is earmarked at \$800,000.

Utah Construction has finally begun dredging at the foot of Russian River.

One dredge will work around the clock. Material will be barged to Richmond for BART use.

Few Engineers will be employed immediately, but as work progresses, jobs should be available.

Bragato Paving has received fewer than normal complaints from Santa Rosa residents concerning dust from construction on Highway 101. Apparently, much excellent public relations has been practiced. Activity remains high.

OTHER CONTRACTS

In other contract news: Three Engineers have been

1,100-foot span is another Governor-Brown approved project. Two highlines with 180-foot booms were used in construction.

sinking pipe at Lakeport for Manuel Smith.

D. D. Altermath is still doing underground work for a subdivision on the M and M Ranch at Berryessa.

Street work totaling \$400,000 has seven Operating Engineers working in Snell Valley.

In Napa, Granite Construction is still involved in road work, streets and house pads at the golf course.

A \$1 million pipeline job is slated to begin within days between Cloverdale and Ukiah. PG&E has awarded the contract for laying 12-inch gas pipe to Cabildo Corp., who has a national pipeline agreement with the Operating Engineers.

BUSY FIRM

Argonaut Construction, once again fairly busy with work on Crane Canyon Road near Santa

Rosa and a pipeline job in Cloverdale.

George Carr Co. is involved in bridge construction northeast of Covelo.

Berglund Tractor has an agreement which has been accepted by its employees and the Executive Board of Local 3. We look forward to many years of continued cooperation with this company.

Remco Hydraulics is still going strong on government contracts with about 100 employees. Steward is Steve Harkins, who is doing an excellent job.

Your grievance committee continues to meet each Thursday evening, and should be congratulated for their attendance.

The members are Executive Board member Garth Patterson, L. S. Kitemiller, Les Crane and Howard Seacord.

STEWARDS—SEPTEMBER

District 1—San Francisco
Harry A. Faison

District 1A—San Rafael
George Kiefer
Wm. Boyd Weldon
Chas. V. Snyder
Albert George

District 1B—San Mateo

District 1C—Vallejo

District 1D—Hawaii

District 1E—Guam

District 2—Oakland
Robert L. Parker
James P. Saylor
Kenneth E. Rishel
Harry Reardon
John Batenfield

William Slevin
Henry A. Wallace
Rex R. Wharton

District 3—Stockton
Donald Jones
Frank T. Taylor
J. C. Patzig
Darrel McKelvey

District 3A—Modesto

District 4—Eureka
Jack Collins

District 5—Fresno
Marvin Eaton
Bill Hogan

District 6—Marysville
Frank Alford
Glenn E. Berglund
Ervin Y. Roper
Denis S. Fowler
R. E. Thoroughman

District 7—Redding

John A. Bateman
Pete Whitehurst

District 8—Sacramento
Richard L. Jones
Vernon Rau
Marinus Kline
George Curtis
Charles Schiedel

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Oscar F. Wood

District 10—San Rosa
George V. Chastain

District 11—Reno

District 12—Salt Lake City
James C. Lindsay
Don A. Larsen
Robert Marshall
Ray C. Barney
Garth Spiers

SAFETY COMMITTEEMEN
SEPTEMBER

District 1—San Francisco

District 1A—San Rafael
Stephen N. Harland
Jack Daugherty
Calvin U. Hall

District 1B—San Mateo

District 1C—Vallejo

District 1D—Hawaii

District 1E—Guam

District 2—Oakland
Martin Coady

District 3—Stockton
Albert Warren
Gordon Osborn

District 3A—Modesto

District 4—Eureka

District 5—Fresno
Noel W. Wingfield

District 6—Marysville
Clifford Roper
Richard Bagley

District 7—Redding
Chuck Garland
Jim Bartlett

District 8—Sacramento

District 9—San Jose
Gordon Zook

District 10—Santa Rosa

District 11—Reno

District 12—Salt Lake City
Gerald Veater
Wendell Pickering

MORE JOBS, TOO

Skyline Changing In Downtown Fresno

By CLAUDE ODOM,
LAKE AUSTIN
and KENNETH KLINE

FRESNO — The skyline in downtown Fresno is changing as crews continue knocking down old and historic structures, making way for a new city.

Eighteen square city blocks will be rebuilt, making this city one of the most modern in the nation.

The redevelopment is also offering much-needed work to the residents of the area, particularly the Operating Engineers, who will get in on both ends of the project—the demolition and reconstruction.

The cost is expected to run

into the millions of dollars as new shops, office buildings, commercial establishments and other forms of building will be involved.

New motels and apartment buildings will require new access roads and parking lots, and all the necessary additions to make the whole area attractive and convenient.

COST MILLIONS

The project should continue for many years, keeping the Engineers employed and off the out-of-work lists and the unemployment rolls.

Changes in the area have been more than obvious. One can drive east on North Street where once

stood lush fields of alfalfa, to see the huge Pittsburg Plate Glass complex with its huge warehouse sprawling over 10 acres. The company has also built six large silos to store sand used in the manufacture of glass. Two large water towers also probe the skyline.

And this is only the beginning of a rapidly changing city, soon to become an outstanding example of redevelopment.

In Los Banos, Miles and Sons, Merced, has begun clearing processes for the \$1.5 million Highway 152 project, 12 miles east of town.

The project superintendent said most of the dirt-moving equip-

ment would be rented and the job would supplement about 15 to 20 jobs.

On the San Luis Forebay Reservoir, Trico Contractors was low bidder on development of recreational facilities. The company has subcontracted the dirt-moving to Hughes and Sons, Merced, who will utilize about eight pieces of equipment.

Morrison-Knudsen, Utah, has paved both sides of the San Luis Canal, reach two, and is on the way back to the 18-mile pump station. Although the cement phase of the project is nearing completion, considerable dirt work on spoil piles and both sides of the canal remains.

Numerous other small jobs are underway in the area. G. R. Clark has just completed two parking lots in Merced, A-1 Concrete has been busy completing curb and gutter.

Granite Construction and Beasley Engineering are on schedule with a pair of pipeline jobs. Some 40 Operating Engineers are on the two companies' payrolls.

Eight Brothers, working for M and N Construction, have started subgrade work on seven miles of Highway 33 in Los Palos.

Standard Materials Co. has kept several Brothers busy laying rock in subgraded streets in Merced, and on demolition of two old bridges seven miles east of Los Banos. The company's rock plants are on long-hour schedules supplying contractors with needed materials.

In the southern area, crews, though reduced, are still working long hours on most canal jobs.

Peter Kiewit and Son has slowed down somewhat on dirt-moving, but the trimmer and paver has started, keeping the employment figure stable.

Ball-Granite's Huron job should continue until the rains begin.

Dirt spreads are working throughout the project, with the trimmer and paver pouring a finished canal.

Brothers have been paid excellent wages on this job, and it is possible similar hours will be available next season.

The company's Kettleman City job is still requiring some overtime on the dirt spread in preparation for the trimmer and paver, which will move down from the Huron project.

At Devil's Den, Frederickson and Watson had cut back on working hours, but the holdup has been corrected and Engineers are receiving larger paychecks again.

Fresno Paving's job in Hanford is somewhat hit-and-miss. One week production is in a frenzy state, the next week, a lull that could put an active crew to sleep.

Just south of Huron, Asbury is just beginning operations on a new freeway. Size of crews to be required will depend entirely on the weather, at least, until next year.

Vinnell Corp. is due to start a freeway job as soon as equipment becomes available. Most of their equipment is presently tied up on other projects.

Silver State's Colors Turning Red 'N' Gold — Winter's Near

By NORRIS CASEY, GAIL BISHOP,
BUD MALLETT
and ROLLAND WELLER

RENO—The short hot summer has begun turning into the cool approach of winter as cool mornings have turned the leaves into reds and golds.

With the finish of the summer comes the longer out-of-work lists, but hope remains for enough work to carry the members through the winter.

At present, indications are the Lawtons-to-Keystone Freeway will be the major project for the winter. Industrial Construction Co., Winnemucca, was low bidder. The job will furnish a relief for the employees of this company. The job being done by this company in eastern Nevada is nearly complete.

There is not the promise we expected in eastern Nevada, as many freeway jobs are now in completion stages, with many members being released. But many of them should be able to find work in the mines which recently have been organized.

Although wage structures are lower and on a different schedule, jobs should be continuous through the winter, offering stability for our Brothers.

Many members of long standing are currently employed at the Carlin Gold Mine and with Duval Mining.

There are strong indications the tunnels in Carlin Canyon will be let this year, which would create work for Engineers through the winter. This will depend entirely on whether the jobs are let early enough to get holed in before snow and cold weather move in.

Hopes still exist for commencement of work on the freeway between Imlay and Winnemucca this winter. This project could assist the job situation considerably.

Robert L. Helms Co. is in an all-out effort in site preparations for the new Fort Churchill power plant near Wabuska. This job has been under progress for about a month and should continue for another two or three months. Some 300,000 yards of dirt remain to be moved.

Part of the job consists of constructing the main foundation, approximately 300 square feet and averaging 30 feet deep. Stang Co. has a well point system set up on the foundation with Operating Engineers working three shifts operating the pumps.

Brother Carl Wagner is foreman, with Joseph Aquirre, C. J. Anderson, Harved Beverlin, Bernie Crooks, Maurice Darri-grand, Earl Butler, James Gallagher, M. F. Gerhard, John Giuffra, Hubert Godleski, Dub Haddox, Dennis Hand, Vic Heenan, Roger Heric, Walter Johnston, Max Klassen, Pete Tacar, Gary Miller,

Mike Perry, Oma Richards, King Silva, Jr., Robert Sundem, Russell Taylor, Ed Ward, Henry West and S. S. Woosley running the cats, scrapers, draglines, grease trucks, compactor equipment and doing the mechanics.

Apprentice Engineers Ed Aweeka and Ted V. Smith are working as utility operators, and have received the respect of Journeymen on the job for their good work.

In downtown Reno, the Arlington Towers, under construction by L. E. Dixon Co., has had the Pecco tower crane removed.

The Pioneer Auditorium being built by Brunzell Construction is up out of the ground and beginning to take shape. This project will be under construction for months yet.

TAB Construction Co. has completed the asphalt paving on the Schurz-Yerrington Highway, making it a much smoother and straighter roadway for travelers than the old, chuckholed 20-mile stretch which is replaces.

H. M. Byars, Earl Games, Dynamic Excavating, Clarence Deitrick Construction, Eckley Construction, Perretto Construction, and George Grifall Construction are all busy in and around Reno, with a lengthy list of Operating Engineers receiving paychecks.

A. Teichert and Son is waiting for bid openings on the next section of Highway 50. The company has just completed a section near Lake Tahoe. It is understood the next bids will be held Oct. 20, for a 2.7-mile stretch. This will leave just one short two-lane segment to be completed.

The final segment will be advertised in the spring. The road will be converted from two-lane status to four-lane status, making the entire roadway four lanes from Stateline to Carson City.

Ernest Pestana Construction Co. has been pushing on the South Shore sewage affluent export line. A problem of crossing the river at seven locations has been a bit difficult to solve. But it is expected the excellent crew of Engineers will have that phase of the project complete before the snow falls.

Gravelle and Gravelle is doing the clearing on this project, with four cats on right-of-ways.

C. and M. Construction is approximately 80 per cent complete with a sewer project at Truckee. There has been a lot of rock on this job.

Robert Helms Construction was low bidder on the clearing and rough grading for the new high school at Incline Village. The bid was \$128,000.

Steward, Safety Meetings

SAFETY

Oct. 25—Pollock Pines
Oct. 27—Vallejo
Nov. 15—Eureka
Nov. 16—Redding
Nov. 17—Oroville
Nov. 23—Pacheco
Dec. 8—San Jose
Dec. 13—Stockton
Dec. 14—Vallejo
Dec. 15—Oakland

STEWARD

Oct. 11—Oakland
Oct. 10—San Rafael
Oct. 18—San Jose
Oct. 26—Sacramento

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Lt. Governor.....John Foley (D)
Atty. General.....Harvey Dickerson (D)
Secretary of State.....John Koontz (D)
State Treasurer.....Mike Mirabelli (D)
State Controller.....Keith Lee (D)
Inspector of Mines.....Mervin Gallagher (D)
Superintendent of Printing.....John A. McCarthy (D)
Superior Court.....Jon Collins (D)

NEVADA HOUSE OF REPRESENTATIVES

For Reno, North Lake Tahoe, Verdi and Storey County
Angelo Petrini (D) Richard Jolly (D)
Lyman Griswold (D) Len Harris (D)
Samuel Hammond (D)
For Sparks, Sun Valley and Roop Districts
Don Mello (D) Tex Covington (D)
Margie Foote (D)

FOR STATE SENATOR

Reno, North Lake Tahoe, Verdi and Storey County
Roger Bissett (D) James M. Slattery (D)
Fred Schultz (D)
Sparks, Sun Valley, Roop Districts
Artie Valentine (D)
Humboldt, Eureka, Pershing and Lander Counties
Jack L. Day (D)
Storey, Washoe, At-large Districts
Proctor Hug Sr. (D)

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE

ORN OR BEAN DEILL. one small deep well pump, one 5 kw A.C. Generator set Gas. G. M. Cooley, Box 161, San Carlos, Calif., Reg. 638707. 10-1.

IVE ROOM HOME. Garage, newly painted, new roofs. Fenced front and back. 60x140 lot. John Van-Dorn, Box 857, Grass Valley, Calif. Phone 273-3450. Reg. No. 262119. 10-1.

RAVEL TRAILER. 1964, 14 ft., excellent condition, \$975.00. R. M. Escott, 3 Murray Avenue, Larkspur, Calif. Phone: 461-9286. Reg. 1037-458. 10-1.

ASE 430 BACKHOE-LOADER. Rubber Tired, Diesel, less than 700 hrs., like new, \$4500. Gene Whited, 79 La Prenda, Millbrae, Calif. Phone: 697-8619. Reg. 1036941. 10-1.

65 CHEVROLET PICKUP. 1/2-ton, radio, heater, barden bumper, good condition, \$1800. Robert A. Crow, 6421 Lupine Court, Newark, Calif. Phone: 793-3239. Reg. 811888. 10-1.

OMELITE GENERATOR. 3000 watts, used very little. \$225.00. Frank W. Wilson, 145 Rosa Lane, Los Banos, Calif. Phone: 826-1450. Reg. 386991. 10-1.

61 CHEVROLET PICKUP. 1/2-ton, 4 speed, long wheel base, barden bumper, 111-way Cruiser Sleeping Cab. One owner, \$1200. J. V. McCaleb, General Delivery, San Joaquin, Calif. Phone: 693-4441. Reg. 888855. 10-1.

ONS, HEAVY DUTY. 3/4 Dr. socket, caps and Dies, No. 4-1" SAE & standard; B&D Indust. rated hand grinder; 1965 Home Lite Super XL chain saw w/30" bar (10-20 use). W. P. Rowland, 781 Ulloa, San Francisco, Calif. Reg. 1051543. 10-1.

0 ACRES IN FRESNO. near State College, 3 bedroom older home and 1 bedroom apartment. Presently in cotton. \$25,500 with \$2,500 down and \$125 per month at 6 1/2% interest. C. D. Hardy, 810 N. Pershing Ave., Stockton, Calif. Reg. 509-762. 10-1.

AY CITY CRAWLER backhoe, model 25. 1/2 yard. 35 ft. boom, 1/2 yard, drag bucket and fairlead. Good condition, \$2,350 cash or trade for dump truck or what-have-you. Charles Baldwin, Box 644 Angels Camp, Calif. Phone: 736-2355. Reg. 659667. 10-1.

VELDER, HOBART 300 AMP DC. Chrysler P.O. powered \$295. Charles Gehrsart, P.O. Box 395, Santa Cruz, Calif. Phone: 423-3800. Reg. 1229-814. 10-1.

ATERPILLAR D8 TRACTOR. No. 20-83, with No. 25 cable control unit, and Cat S Dozer, \$7000 or best offer; LeTourneau - Westinghouse Sheepfoot Tamper, 5x5 \$4000 or best offer. Ralph Plake, Sunnyvale, Calif. Phone: 735-7721. Reg. 877126. 10-1.

OUSE/TAILER, TRAVELEZE. 26 ft., one bedroom, full bath. John Price, 1083 Simmons Lane, Novato, Calif. Phone: 897-1851. Reg. 826877. 10-1.

1/2 ACRES, 3 BEDROOM home, double garage, h.w. floors, corner fireplace, pantry, plenty of cabinet space, \$15,500. P.O. Box 145, Cedar Ridge, Calif. Phone: 273-4609. Reg. 1082350. 10-1.

RUSTIC 4 BEDROOM CABIN. Garage, outbuildings, fruit trees, electricity and water on 79 1/2 acres, in Callahan, California. Accessible by car. James W. McLaughlin, Box 34, Fort Jones, Calif. Reg. 1226523. 10-1.

65 FORD Diesel mounted on truck, excel. cond. \$5,000. Mildred McMackin, 773 Marin Ave., Hayward, Calif. Ph. 783-9011.

WANTED TO BUY. Electroplating power supply, tanks, chemicals, etc. Roy J. Rosin, 869 1/2 Woodside, San Mateo, Calif. Phone: 343-3161. Reg. 1107346. 10-1.

TRADE EQUITY in 2 bedroom home. Nice neighborhood. Close to schools and stores. 66x145 lot, for house-trailer. J. T. Brumley, 2621 Norwood Ave., Sacramento, Calif. Phone: 927-1081. Reg. 1130230. 10-1.

FOR SALE OR TRADE 3 bedroom home, 1 1/2 bath, built-ins, near school, located at Ironwood Dr., San Ramon Village, Dublin, Calif., for truck with transfer dumps. Gary Mathews, Rt. 1, Box 1063, Gridley, Calif. Phone: 3746. Reg. 1159484. 10-1.

3 BEDROOM BLOCK home, attached garage, hobby room, 2 years old, 1/2 acre, 3 miles to town, modern kitchen, \$75,000.00. John Chandler, Rt. 2, Box 7A, Yerington, Nevada. Reg. 1087900. 10-1.

CHOICE VIEW LOT. Slight upslope on paved cul-de-sac, water and electricity to lot, boating, fishing, swimming and riding for owners and guests. Above Sonora at edge of snow area, close to Highway 108. Oliver Atkinson, 777 San Miguel Rd., Concord, Calif. Phone: 686-0874. Reg. 386417. 10-1.

1952 DODGE TRUCK. Utility Body, Dual Wheels. Boom, just overhauled. \$400.00. Harold McKillip, 16 Porteous Ave., Fairfax, Calif. Phone: 454-5169. Reg. 1067385. 10-1.

1955 DODGE TRUCK 3/4-ton Pick-up, V-8 engine, 4 speed transmission, hollywood mirrors, radio & heater, new 6 ply tires. Credit Union financing available. J. R. Ivy, treasurer, Credit Union Office, 478 Valencia St., S.F. Phone: 431-5885 or 933-0814. 10-1.

LAKE MAISHERY ONE steam cleaner, A-1 condition, serial No. 3343, \$500.00. CHEVROLET FLAT-BED TRUCK, 8. 1 1/4 ton, good condition, \$500.00. Ray Woody, 1031 E. Monte Vista, Vacaville, Calif. Phone: DI 678-5454. Reg. 347177. 10-1.

THOMAS ORGAN. 25 pedals, built-in Leslie Speakers, Walnut finish, excellent condition. Vernon Voss, 1080 N. Fair Oaks Ave., Sunnyvale, California. Reg. 625912. 10/1

MARQUETTE GAS WELDER. Heavy Duty complete with gauges, two cutting tips, four welding tips, 15 ft. hose, goggles, almost new, \$100. D. R. Guge, Box 134, Camino, Calif. Reg. 1128374. 10/1

REGISTERED ENGLISH POINTER pups, 12 weeks old, hights blood lines, champion pheasant and quail stock, will show Pedigree Papers also Stud Service. Virgil M. Moore, 1685 Elverta Road, Elverta, Calif. Reg. 752821. 10/1

37 FOOT TRAILER, has everything, movable, old but sturdy, \$495.00. Craig E. Lighty, 421 North I Street, Livermore, Calif. Phone: 447-1931. Reg. 94550. 10/1

WANTED 8 PLACE Curta Calculator. Have cash for good one. Needed right now. Craig E. Lighty, 421 North I Street, Livermore, Calif. Phone Collect: 447-1931. Reg. 94550. 10/1

LARGE STEEL building with overhead cranes. Dismantled. Approx. 10,000 sq. ft. Sacrifice for immediate sale. Paul Hurst, Ph. 487-4697. Reg. 1133415.

BEAUTIFUL WOODED acre in Cascade Cove, Grass Valley area. \$3295. T. G. Bracewell, 6453 Moss Lane, Paradise, Calif. Ph. 877-7057. Reg. 931000.

18-FOOT NOMAD travel trailer, self contained. Trade equity for camping equipment including tent or \$150 and take over payments. John T. Ellithorpe, P.O. Box 1223, Patterson, Calif. Phone 209-892-8087. Reg. 845383.

CASE 430 backhoe-loader, rubber tired, diesel, less than 700 hrs. \$4,500. Gene Whited, 79 LaPrenda, Millbrae, Calif. Ph. 415-697-8619. Reg. 1036941.

1964 13-ft. travel trailer in excel cond. \$975. See at 3 Murray Ave., Larkspur, Calif. Ph. 461-9286. R. M. Escott. Reg. 1037458.

CEMETERY LOTS. Family Plot-4 lots, Garden of Inspiration Skylawn Memorial Park, San Mateo, Selling Price 1985.00 will sell for \$1600.00. D. Rosecrans, 1425 So. Mary, Sunnyvale, Calif. Reg. 546594. 10-1.

5-RM. HOME, garage, both newly painted, new roofs. Fenced front and back. 80 x 140-ft. lot. John Van Dorn, Box 857, Grass Valley, Calif. Ph. 273-3450. Reg. 262119.

ALLIS CHALMER H.D. 5-yard and 1/2-bucket with backhoe, 16 and 24-inch bucket, excellent condition, \$7,500. Pascal Heuga, 273 Tahoe City, Calif. Phone 583-3641. Reg. 1181806.

HEAVY DUTY MECHANIC TOOLS in good condition. For information and inventory contact. J. V. McCaleb, General Delivery, San Joaquin, Calif. 93680. Ph. (209) 693-4441. Reg. 888855.

WOODED LOT-50 ft. x 100 ft. on Pescadero Creek. \$2,500. Mike Kravnick, 3585 Irlanda Way, San Jose. Phone: 266-7502. Reg. No. 595211. 9-1

1961 FORD tractor 851 diesel with Ford loader, McGee scraper and wheel weights. Licensed, low hours. \$2,150. Guy B. Sparks, 675 Longbar Rd., Oroville, Calif. Reg. 107981. 9-1

18-FT. NOMAD travel trailer self-contained. Trade equity for camping equipment including tent or \$150, take over payments. John T. Ellithorpe, P.O. Box 1223, Patterson, Calif. Ph. 209-892-8087. Reg. 845383. 9-1

1965 MUSTANG, big engine, 4-speed stick, 17,000 miles. Take over pmts. Small dn. Aqua color. \$450 below wholesale. Contact the Credit Union, 473 Valencia St., San Francisco. 9-1

FOR SALE-12-rm. house, 3 baths, gas kitchen, 3 fireplaces, partly carpeted, 1/2 basement, fenced, landscaped. At 20th and Noe. \$28,500. "Pop" Claude Scantlin. 20th and Noe. Ph. VA 4-3744. Reg. 702303. 9-1

DESPERATE: Must sell or have repossessed FHA appraisal \$24,350 home. Will sell for \$21,000, or \$3,350 below appraisal. 1885 Moor Mont, across from Cottonwood Mall, Salt Lake City. Jerry Hicks, 587 E. Portal, Manteca, Calif. Ph. collect, 323-3659. Reg. 1121863.

BACKHOE, CASE 530 w/front loader, good condition, \$3,750. Call 224-1801. Napa, Calif. Frank Von Druka, 1346 Milton Rd. Reg. 579349.

3 BDRM HOUSE, fenced, shady lawn, garden spot, concrete patio, quiet rd. close to town. Assume loan, pay equity. L. Mundinger, Rt. 1, Box 194G, Lodi, Calif. Reg. 883978.

COOK SEMI TRAILER, 18 yd. demo side to 40 yds. Excl. 110x20 tires, new brakes, comp. w. hyd. tank, pump and pto. box good. \$2,100. Rick Seim, 701 Pepper Dr., San Bruno, Calif. Ph. 589-1225. Reg. 977680.

OWENS CRUISER, 1959. Depth sounder, head, sink, stove, fire ext., full canvas, \$2,800. Curtis Marlin, 80 Cypress Dr., Fairfax, Calif. Ph. 454-7815. Reg. 854-269.

1955 ALJOA 8x20-foot trailer house, good condition, \$1,000. See at Volta, across from school, Hubert Thompson, P.O. Box 225, Los Banos, Calif. Ph. 826-1444. Reg. 1141954.

HEAVY DUTY 1/2 H.P. bench grinder, \$50. 12-volt Bon Aire Auto Cooler, \$25. Bill Meisenheimer, 350 Judah St., San Francisco, Calif. Ph. 681-4519. Reg. 486183.

3 BEDRM. house, carpets, drapes, water softener, built-ins, large lot, 1/2 landscaped. Appraised at \$18,850, will sell for \$16,850. Home in Granger, Utah. Contact Parley White Investments in Salt Lake City, or Keith Burris in San Francisco, 431-1568. Assume 6 per cent commercial loan.

4-W drive 1953 Jeep station wag. Good cond. Reasonable. Ph. 443-0467. W. Coppler, 5282 Miner Rd. Livermore, Calif. Reg. 911132.

1964 Kit-Trojan 18x55 2-bdrm. expando, \$4,000 equity. Will trade equity for acreage, take over pmts. \$57.63 a month. John M. Eckstein, 645 Stanford Way, Sparks, Nev. Ph. 359-0729. Reg. 1117454.

Boston Whaler Boat, trailer, 65 Merc. motor. Take over pmts., free equity. James K. Whitman, 13352 San Pablo Ave., Space 48, San Pablo, Calif. Ph. 234-3751. Reg. 1053883.

WANTED TO BUY

WANTED TO BUY-Used Victor Cuttinghead, barrel, hoses, gauges. Send model number, price and condition or Phone: 826-1444 nights. Hubert Thompson, P.O. Box 225, Los Banos, Calif. Reg. No. 1141954.

WANTED: One working head with or without pump for 2" line. G. M. Cooley, Box 161, San Carlos, Calif. Reg. 638707.

WANT TO BUY-Mini bike in good cond. Ed Mestek, 248 Sycamore Dr., Antioch, Calif. Ph. 757-3215. Reg. 636394.

RULES FOR SUBMITTING ADS

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

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

Allow for a time lapse of several weeks between the posting of letters and receipt of your ad by our readers.

Please notify Engineers Swap Shop as soon as the property you have advertised is sold.

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

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

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Hawaii Now Organizing It's Concrete Industries

By HAROLD LEWIS, BETY NAKANO, WILFRED BROWN, KENNETH KAHOONEI and WALLACE LEAN

HONOLULU — Organizing is the watchword, particularly in the concrete industry, where we are actively engaged in soliciting members.

We have filed an NLRB petition for Pacific Concrete and Rock Co., Ltd., and have intervened on petitions filed by the ILWU for Pacific Cement and Aggregates, HC and D and United Pacific Concrete Corporation.

Meanwhile, our contract with State Tile is open for renegotiation and the Teamsters are trying to gain authorization cards from Engineers employed by this and other companies in the region.

REFUSE TO SIGN

The Brothers at State Tile seem to be against the Teamsters. Many of them have refused to sign authorization cards or attend the meetings.

Constant raids by other Unions have apparently caused considerable chaos in the concrete industry. It is our strong position the concrete industry rightfully belongs to the Operating Engineers Local No. 3, and we urge our Brothers to support their Local, the Operating Engineers.

Success has been achieved in negotiations with Roy S. Tomihama Tractor Service, Mark Construction Co., Inc., Continental Equipment Rentals, M. T. Equipment Rentals, and the immediate future promises new contracts with Demolition Engineers, Inc., Capitol Engineers, Inc., Canadian Pacific Corporation, and H. Ta-

naka where negotiations are in progress.

A SLOWDOWN

On the construction scene, there isn't too much to observe. Projects earmarked by the legislature are not being put out for bid fast enough to satisfy the available work force.

The nearness of year's end, and the companies' reluctance to begin new projects have added to the problem. Their reasons stem from finances, or lack of them, weather and the forthcoming political race.

On Maui, Land and Construction Co. was awarded a contract for clearing and grading for construction of Maui Community College in Kahului.

FIRST COLLEGE

The college will be the first of a series of community colleges, to be built on each island.

This company is also engaged in the 10th increment of the Kahului Dream City. Construction will begin soon on the Waiehu Beach Road in Wailuku.

Healy Tibbitts Construction Co. is doing the repair work on the Kahului Harbor Breakwater. Concrete tri-bars weighing 30 to 50 tons are being laid. Completion of this phase is within sight. This project was delayed when the main mast of the stiff leg collapsed and killed some operators. The new mast was late in being delivered.

AIRPORT PROJECT

Fong Construction Co. is still working on the Lanai Airport and from all indications, the project should be completed by mid-October.

On the island of Hawaii, newly organized workers at Canadian Pacific voted to walk off the job when their steward was discharged.

The Brothers felt the steward was their leader and was instru-

mental in organizing the company, and that the company was deliberately finding fault to cause his discharge. An unfair labor practices charge has been filed with the NLRB.

DRINKING WATER

The company said in an hour of observing the steward, he drank water too many times, and was "goofing off."

On Oahu, the Hawaii State Capitol is under construction. Reed and Martin has the contract, and is well ahead of schedule. Seven mobile cranes are constantly hoisting concrete on all fronts of the building. The new capitol faces four main streets, including Beretania, Hotel, Richard and Punchbowl.

Hawaiian Bitumuls and Paving Co., Ltd., has been awarded a contract for resurfacing Nimitz Highway from Pacific Street to Richards St. This and other contracts awarded this company are keeping some Engineers fully employed.

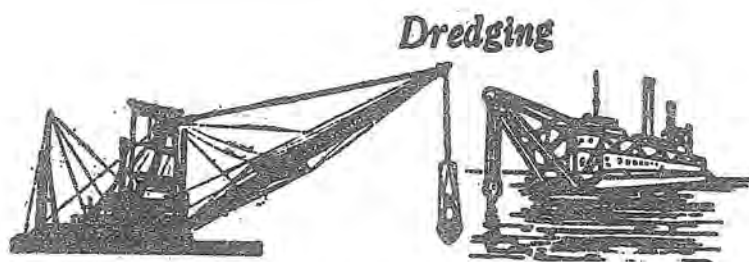
HAULING GAINS

Although the trucking industry has suffered a slowdown, J. M. Tanaka Construction Co. has reported gaining some hauling projects. The company has begun work on the Highway 1 projects at Barber's Point and Waimanalo.

Something for you to consider: Have you heard of Operation Alphabet?

Beginning Oct. 3, KHET-TV, channel 10 and 11 will teach reading and writing through its television facilities. The course will be telecast Monday through Friday from 6-6:30 p.m.

We have available at our Honolulu office, Operation Alphabet Home Study Workbooks. If you wish to participate, contact the Honolulu office for further details.



Dredging

By AL HANSEN

Here is something to look forward to.

A \$100,000 congressional appropriation could set wheels in motion to pump as much as \$1 billion in new industry into Contra Costa and San Joaquin Counties.

The Army Corps of Engineers is seeking the appropriation to complete a study of a channel-deepening project that would run some 100 miles from San Francisco Bay to Stockton.

Several firms with extensive property along the Contra Costa shoreline are waiting to see how Congress views the \$100,000 request before they build facilities which would require a channel deep enough to allow large ships to deliver and transport cargo.

Acknowledging the channel-deepening project is still in the formative stage, L. E. Bossen, Corps of Engineers Planner in Sacramento, said many of the proposed details still have to be worked out with firms which would benefit from it. The \$100,000, if granted, Bossen said, would allow us to sit down with various business concerns and discuss just what they need.

Estimated cost of the entire project would be near \$60 million with a federal appropriation of \$47-48 million and the two counties making up the difference.

Two firms — Sequoia Refinery Corp., Hercules, and Humble Oil at Benicia, have already begun plans to spend some \$133 million to construct new facilities which would be serviced by deep-draft tankers.

At present, there is no concrete indication of when the project will begin. It really depends on how Congress views the plans.

Business Manager Al Clem has been working closely with Gov. Edmund G. Brown in an effort to get the program underway.

A program of this magnitude could provide job opportunities for members for many years to come.

As to work now in progress, Utah Dredging is underway on a project for Trans-Bay Constructors, from the Oakland Mole to Treasure Island. The job should continue for about a year. The "San Mateo" is doing the work.

Bruce Leutholtz is Captain and Harry Reiners is General Superintendent. Work should begin at Bay Farm Island within one or two weeks, and should continue for as much as three years.

The "Franciscan," now in the shipyard, will be out and working in the near future.

United Sand and Gravel is still active with the "Sand-piper" running sand to Redwood City, Oakland, and Sausalito.

Shellmaker Co. is in a slowdown period with the "Vanguard" in drydock at Sausalito. Most of the crew has been temporarily laid off, as has the "Gypsy's" crew. The "Gypsy" is tied up at Las Gallinas Creek. The "Explorer" is presently in Los Angeles moving 1 million yards of material.

San Francisco State Dredge has ample work in and around the water front.

Charlie Hover is also keeping busy in the bay.

Olympian Dredging's "Neptune" was tied up at Rio Vista, but should be out soon. The "Monarch" is still having a lot of work done on her, so it will be quite some time before she goes out. The "Holland" is working on three shifts at Rodeo, and the crew expects to be there for a few weeks.

The "Golden Gate" is also tied up at Rio Vista. Olympian has been awarded a large project for the San Leandro Shoreline Recreation Area, to move 900,000 yards of material. This will keep the crews busy for quite some time.

Associated Dredging Co. presently is in a lull, but looking forward to new jobs presently on the horizon.

The "Orton No. 10" is receiving a new center pin and a

See DREDGING on Page 16

A 'HUMBLE' BEGINNING AT \$70 MILLION

By AARON SMITH

The starting date for the \$70 million Humble Oil Refinery at Benicia draws near, and with it, the problem of moving three million yards of dirt before February.

Actual dirt-moving should be underway by now, but completion of that phase of the operation will require from two to three shifts with an estimated 20 to 30 rubber-tired rigs necessary to complete the job.

Rains will not be considered one of the problems. Soil around Benicia is rocky. Compaction will be of main concern.

Prime contractor is C. F. Braun.

As the city readies itself for the mammoth project, several smaller projects have gotten underway, with more on the drawing boards. The work picture is considered rather bright at this time.

Elsewhere, the bulk of work seems to center in Napa. Independent Construction is building a \$470,000 subdivision near Trancon Avenue. Brother Kenneth Green is Steward.

On Highway 29, Syar and Harms is near complete. The firm is presently blowing and going on the pea farm.

Several rubber-tired rigs are being used to complete the Napa Sewer District holding ponds.

McGuire and Hester has worked to the Kaiser Steel Plant, presently having just five miles of 60-inch pipe to lay to complete its phase of the sewer project.

Ericksson, Phillip and Weisburg should complete the Napa River Bridge by Jan. 1, and approach should be ready to go soon. Syar and Harms is contractor on the approaches.

Kaiser Steel is keeping a crew employed at its Napa plant.

In other areas, Elmer Wendt, Rio Vista, has begun on another phase of Utalis Creek flood control in the Vacaville-Dixon area.

Kadle Construction has completed the ponds on the Elmira sewer disposal plant.

Brother Curley Williams, Williams Construction, has completed the north side of Tennessee Street, and is now moving dirt on the south side.

In Vallejo, several small jobs, under \$500,000 in cost, have been a blessing this year. A number are still to be let, and prospects for continued prosperity remain promising.

STEWARDS' SPOTLIGHT

by J.B. Jennings

The roll of the steward has changed considerably since the idea was originally conceived during the First World War.

What was it like to be a Job Steward in 1915? Let's take a look.

The origin of the Steward program had its beginning during the Clyde shipyard strike in Scotland in 1915. The strike was a result of an unofficial shop steward movement, the steward being appointed by the union or union official. The steward's job was to include checking dues payments and to recruit new members for the Union. He had the task of regularly checking the members' cards and reporting to the Union on the organizational status of the Union.

The Steward was not officially recognized, and often, he was not tolerated, even by members of the Union or the employer. There was no coordination of his activities. He had no rights, only duties. He was generally considered a dues collector.

During the war, women and new workers who had been recruited into industry, disturbed the standards of the crafts. There were many instances of war profiteering at the expense of the worker's wages and working conditions.

Because the Unions too often failed to react satisfactorily to the problems caused by the war, Union members pressed their stewards into taking up the problems. The stewards refused to pledge allegiance to any group of officials in the Union. Their allegiance

was to the workers whom they represented, and they refused to abide by any agreements made by Union officials with industry or the government.

Then, strike movements developed. There were unofficial and primarily protest movements against lack of understanding by Union officials concerning agreements with industry and the government to submit all issues to compulsory arbitration.

In turn, Union officials opposed the steward movement and the unofficial strikes. But the strikers were determined, much to the annoyance of the union. Government officials chose to deal with the unofficial stewards who were closest to the work force, in order to settle strikes. This was the first step to bring recognition to shop stewards.

Subsequently, stewards were accepted by their own trade unions when an agreement was made in December, 1917, with the Engineering Employees Federation to incorporate

See STEWARDS on Page 15



Bro. Paoli



Bro. Green



Bro. Beshears



Bro. Norwood



Bro. Clark



Bro. Covey



Bro. Dixon

Shellmaker Dug—Chickens Did The Rest

By AL HANSEN

(Editor's Note: The Engineers News will run histories of Dredging Companies as a special series until the firms working in Local 3's jurisdiction have been covered. Hope you enjoy them.)

Shellmaker, Inc.—a California corporation organized in May, 1939, got its name from its original business—dredging and processing seashells in upper Newport Bay for use as poultry food supplements.

By means known only to themselves, chickens are able to as-

simulate the calcium from seashells and place it neatly around their eggs. Crushed seashells harvested by the company were known as The Hen's Teeth Brand Egg Shell Maker. Annual production ran around 25,000 tons until 1962 when the company became strictly engaged in dredging contracts.

The company's main offices are in San Francisco. The firm operates a maintenance and overhaul yard at Newport Beach, a yard at Richmond and another at

Rio Vista. It owns and operates two 16-inch dredges, the "Vanguard" and the "Explorer," one portable 12-inch dredge, the "Vagabond," and two portable 6-inch dredges. The company also has two 36-foot dredge tenders, the "Chaser" and the "Robin," and three 24-foot launches as well as miscellaneous scows and barges.

Superintendents with 15 or more years service with Shellmaker include Bob Kaltsuks, Bob Hunt and Woody Hadley.

Other members of Local 3 who spend most of their time employed at Shellmaker are Lars Worre, Jack Daugherty, Ray Friar, Alden Hones, Charles Center, Jack Gibson, Sidney Lee, Robert Martin, Jerome Booth and Ken Kelley.

The "Gypsy" is presently being skippered by Willie Kuwicka.

The company recently received a contract for dredging 1.6 million cubic yards of material in connection with the THUMSCO project at Long Beach.

STEWARDS' SPOTLIGHT

Continued from Page 14

their duties and offices the Union agreement.

The next big push in the system occurred in America with the rise of the CIO. Industrial Unionism was the objective of the founders of the CIO. The Union movement was handicapped by the craft unions and the system of a "walking

delegate." Both features were conducive to a rigid bureaucracy and a leaderless rank and file. The CIO was quick to utilize the steward system, in the early days of organization in the plant. The steward was a key figure in developing and organizing his work group into a dynamic unit. He was an organizer, a dues collector, a grievance handler, group department spokesman, counselor, politician, disciplinarian, and the vital communications link between the rank and file and top Union leadership.

In a meeting in Vallejo recently, stewards from that district met to discuss the problems and accomplishments in that area. Present were 13 Stewards. Business Agent Aaron Smith, Business Agent Warren LeMoine and Steward Coordinator Jim Jennings.

Brother Jennings told stewards the new program recently initiated by Brother Al Clem in Local 3 could be a driving force in making the organization a more autonomous unit, with better representation.

He said in Al Clem, Local 3's business manager, the organization has a leader of rare quality, who is interested in the members' welfare and that of their families on and off the job.

"It is the obligation of the officers and members of Local 3 to protect the jurisdiction of the organization. That is why a good, strong program is

important to all of us. Brother Clem realized this when he established the Steward program. He realized members of the craft are in close contact with the other members and could gather information that a district representative or business agent wouldn't have time to gather. The representatives have too many jobs to cover, so it is up to the members and stewards to keep him informed," Brother Jennings said.

He said although stewards were given time to check on certain complaints and conditions on a job, it should not be construed as a license to loaf.

Stewards in attendance at the Vallejo meeting were Kenneth Green, Ray Beshears, Jack Norwood, Marion Clark, Richard Covey, Lester O. Dixon, Carlton White, Frank Enright, Lewis Dexter, John Lindahl, Wayne Desnoyer, Harold Bennett and Angelo Paoli.

Meetings will be held throughout Local 3's jurisdiction on a periodic schedule, Brother Jennings said.

Stewards will be receiving new decals for their hard hats in the near future. These decals are available in each district office, if stewards do not receive them in stewards' meetings. A place for the steward's name is included on the decal.



Bro. White



Bro. Enright



Bro. Dexter



Bro. Lindahl



Bro. Desnoyer



Bro. Bennett

FLOOD REPAIRS EASE LACK OF BUILDING

By RAY COOPER and LEONARD YORK

EUREKA — Storm damage repair work is helping ease the lack of construction caused by the tight money situation in this district.

These repair projects are offering employment for several Engineers, who are doing repairs for: Jim Johnson, Gaberville, doing work on Sprout Creek and Camp Kimtu Road. Souza Brothers, repairing damage at Maple Hills, Salmon Creek and Thomas Roads. Thomas Construction Co., which is clearing away the Paul Mudgett Bridge, washed out by the 1964 floods. Thomas is also removing the Richard Fleisher Bridge, built in 1916.

AMPLE JOBS

Bull Creek activity is producing ample job opportunities for Engineers. Souza Brothers will complete rock slope protection by the end of October, according to Superintendent Ray N. Bertelsen. Rock was laid from the creekbed 12 feet up the slope to protect redwoods along the creek in Rockefeller Grove.

In the southern area, storm damage repair bids are in the offing. On the Avenue of Giants, nine locations were damaged in the 1964 flood. Repairs should be completed in time for next summer's heavy traffic.

SLOPE PROTECTION

Bids were opened Oct. 5 for rock slope protection at Myers Flat. Repair bids will be opened Oct. 26 for work on Pesula Road, south of Weott.

A new bridge, scheduled for construction at the Fish Creek-Eel River south fork junction, is also open for bids.

The new bridge is to be 13 feet higher than the old structure, mainly to provide for higher flood levels. The new approaches will also be elevated.

Although these jobs are considered small, they will offer steady employment.

NORTHERN HEADLINERS

Storm repair work is also headlining the job lists in the northern area.

Bids on permanent repair work at Willows Creek-Weitchpec Road were opened Oct. 5. A lot of temporary work had been done following winter storms, but long-range permanent repairs will get underway soon.

LAST 2-LANER

The last major portion of two-lane highway between Trinidad and Gaberville will be eliminated in the near future when construction, now underway, is complete.

A bridge will be built over Dean Creek and the new road to Gaberville. Another section connects the existing freeway at Englewood with the two-lane with a two-lane road south of the Scotia Bridge. Both segments are scheduled for completion in late 1967.

In Eureka, the District Traffic Safety and Operating Improvement Program has provided a new job. Widening and resurfacing on Broadway between Harris and Del Norte will give motorists an escape to the left and help reduce rear-end collisions. The project is under contract to Mercer Fraser.

Personal Notes

NEVADA

Brother Cliff Luzier has been in bed with a back injury. Brother Ed McLaughlin, an Anaconda Copper employee, is recovering from a broken knee cap.

Brother Bill Gillespie, Anaconda Copper, has been off the payroll with a back injury. We wish speedy recoveries to each of you.

HAWAII

Our condolences to the families and friends of Brothers Albert Mersburgh, who died on Sept. 18 from a long illness, and Manuel DeMello, who died in an automobile accident on Labor Day. Brother Mersburgh was an employee of Hawaiian Dredging and Construction, and a member in good standing of Local 3 since 1964.

Brother DeMello was a welder at Hilo Transportation and Terminal Co.

UTAH

Brothers Devar Gardner, Merl Johnson and James Toomer passed away recently. Our sympathies to their families and friends.

We wish a speedy recovery to Brother Richard Strange who is in the hospital for another back operation.

Brother Clive Cheshire suffered a serious injury on the job. We hope to have him back on the job soon.

The Provo blood bank is deplete, so donate some blood today. The bank is in business to serve you.

STOCKTON

Brother John Ainsworth is recuperating from cancer surgery. The treatment was said to have been successful. Our best to Brother Ainsworth.

Brothers Herbert P. Sweet, Ernie Dugan, Bob Madewell, Claudy Evans and John R. Owens were either hospitalized or under a doctor's care during the past month.

SAN JOSE

We extend our best wishes for speedy recoveries to Brothers Thomas Browning, Leo Burke, Del Armer and George Valdespino.

Our sympathies are extended to the families of Brothers Leon Cantrell, Fred Kline and George Russell who have passed away.

Congratulations to Mr. and Mrs. Billy Dalton who welcomed a 7½ pound daughter, Mary Lee.

Brother Cecil Smith is back in San Jose after a tour in Viet Nam. He says working in California is much more pleasant than working in Viet Nam.

SACRAMENTO

The members of the office would like to express condolences to the families of Brothers William F. McNamara and John J. Connelly, who suffered tragic losses recently.

SAN RAFAEL

Congratulations to Brother Dave Costello and his wife, new and proud parents of a 5 pound, 13 ounce boy, born August 21.

Best wishes to Brother Buck Buchanan who is in Petaluma General Hospital.

A speedy recovery to Sandy Mills, just out of the hospital. Brother Lorry Azevedo, an apprentice with Ghilotti Bros., suffered a boating accident. We hope it is not too serious.

The Brothers employed by Ben C. Gerwick donated Sept. 24 to the Petaluma Boys Club. The pay they would have received will go directly to the club.

FRESNO

Sincere sympathy to the family of Brother Millard Webster, who died in September.

REDDING

Brother Glen Hardwick is back in the hospital for major treatment. He would enjoy seeing some of the members. Our best to him.

W. A. Schuette is also in the hospital again for more work on his damaged hand. He should have it fixed up shortly, and will return to work in the near future.

Ken Bertram is still on the sick list. Hope to see him at work soon.

EUREKA

It is with great sorrow we report the deaths of Brothers William Hanley, Charles DeBacker, and Sam Shenk.

Brother Hanley died after a lengthy illness. Brother DeBacker was killed in an accident and Brother Shenk died after a heart attack.

Also, our sympathies to Brother D. Darrow, whose stepson Paul Timmerman was killed in an auto accident, and Joseph T. Smith, whose wife, Julia, died following an illness.

SAN MATEO

Brother Henry Caub is in Sequoia Hospital where he underwent surgery. Brother Charles Moutrie is doing well. He also had surgery performed on him.

Brother Perry Cox is on the road to recovery, and should be working shortly.

Apprentice Brother Barry Mattson is short a few fingers, but is expected to return to work soon.

We were all saddened by the deaths of Brothers Alec Shkatsky and W. R. "Bill" Schoppe.



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You Can Collect

Most of us, at one time or another, have loaned money to friends or relatives, or have sold goods or services on promises that the money would be paid. But woefully, we have later realized the receiver has left us holding the proverbial empty bag.

What recourse do we have in trying to collect?

For large sums of past-due money, the best thing to do is hire an attorney to file a suit.

But for small sums, the law provides a Small Claims Court, where collections can be made in an inexpensive manner.

People can file a small claims petition at the cost of \$1. A case is begun by the plaintiff making a declaration on a form provided by the court, and generally prepared by the County Clerk with information supplied by the plaintiff.

A date is set for the hearing and a copy of the declaration and order delivered to the defendant. All costs must be prepaid, but generally become part of the judgment awarded by the court.

In filing a claim, be sure the defendant resides within the judicial district or the action is on an account or contract where the defendant contracted to perform the obligation.

Be sure you have demanded payment before filing papers.

If you are not 21 years of age, a special form must be prepared for the court.

Claims may be filed for collection of up to \$200. However, a claim may be filed for larger amounts, but the balance over \$200 must be waived. Separate claims cannot be filed for split collections, where the total is greater than \$200.

A person cannot sue on an assigned claim. He must be the original owner of the claim.

Salaries cannot be attached until a judgment is rendered.

If the defendant is served and fails to appear, a judgment cannot be obtained unless a declaration is filed stating the defendant is not in the military.

A defendant may file an appeal, provided notice is filed within 20 days of the date of the judgment. A plaintiff has no right of appeal.

A service of declaration cannot be served by the plaintiff. It must be served by a marshal, who will make his return of service official; by any person over 18 who is not a party to the declaration or by certified mail, which must be received by the defendant in person.

Defendants must be served at least five days before trial date if served within the county and 15 days before trial if served outside the county.

A judgment, which is the amount the court awards, is payable immediately, or within the terms agreed upon by the court. Judgments usually include all costs involved. Payment should be made directly to the winning party and not to the court.

A demand should be made on the losing party to pay the judgment. The demand may be made by telephone or letter. If payment is not made, the following may be applied:

Apply for a writ of execution, which will cost \$1.

To use the writ, the following must be furnished the marshal:

1. Name and address of the party's place of employment or location of his bank account or other assets, and a levying fee. Ask the marshal how much is required.

In applying for an abstract of judgment, tell the clerk why it is required. The abstract is for attachment of wages of a person employed by the city, county or state, or to file with the county recorder in the county where real property is located so property cannot be sold without making payment of the debt.

You may apply for an order of examination.

If you do not have the information required for use of an execution or abstract the order of examination will require the party to appear in court to answer questions about his employment and assets.

The plaintiff must arrange to have the order served on the party and must pay the proper costs of service.

DREDGING

Continued from Page 14

few other repairs while the "Solano" and "Delta No. 1" are in Suisun City reworking the Yacht Harbor.

Dutra Dredging still has a crew at Foster City. The shop, pumping station and levee crews are all working.

The "Papoose" is still tied up at Pittsburg, and the "Rogue" is expected to join her. Hope things break loose for these rigs soon.

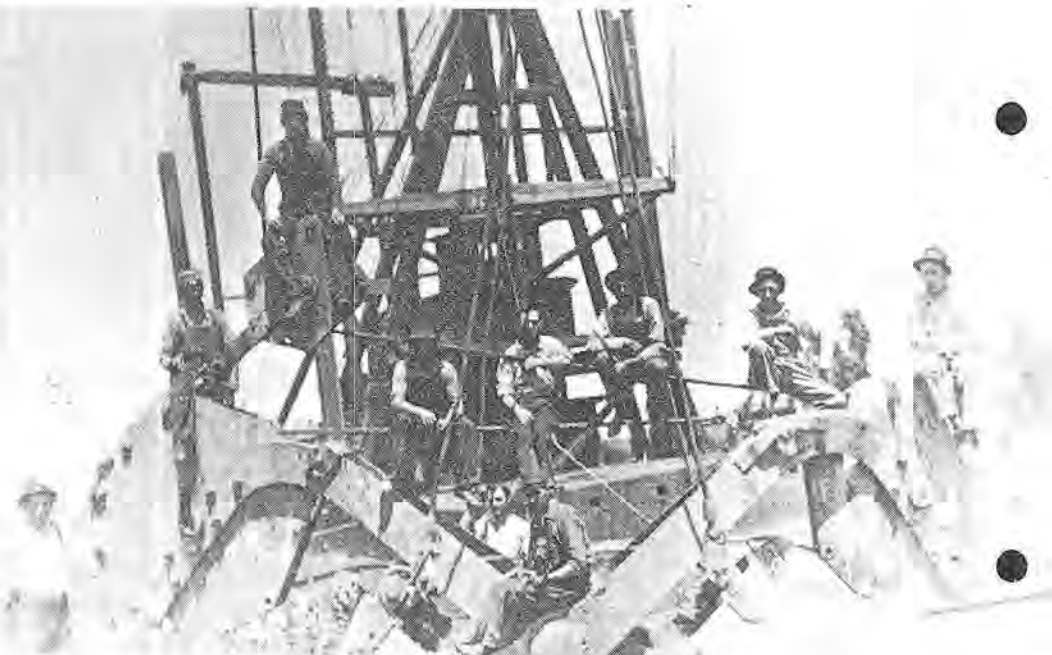
At Jenner By the Sea, Utah Construction and Mining Co. is setting the wheels in motion. Superintendent is Don Higgins, who many dredgemen will remember. He has been around for many years.

The company has a No. 12 sucker in the area, to be used on gravel in the Russian River. Willie Kuwica is Captain of the "Hoquiam." He says it will be starting three shifts as soon as possible.

Any dredgemen interested in overseas work should contact Utah, Martin and Day, or Kaiser-Zachary and Dillon at the Navy Building, El Camino Real, San Bruno.

If you require more information concerning overseas opportunities, please contact me.

OLDTIMER'S CORNER



Jack Stokes, oldtime dredgerman, helped in 1914. Dredges had 220-ft. booms. One break in a pair of dredges on Feather River as above, was designed for digging hardpan

S. J. (Jack) Stokes, 3640 Kirkham, San Francisco, got his water legs early. He worked as a leverman on the "Armour" in 1914 on a large tract of land between the Feather River and the Sacramento River.

He says the Sutter Basin Land Co. had two dredges built, each with 200-foot booms. Brother Stokes also helped break in the second dredge, the "Gerber."

The bucket pictured above was especially developed for digging hardpan at Sutter Basin.

Brother Stokes says levermen worked from 6 p.m. on Sunday to 6 p.m. on Saturday, with three shifts of levermen and two shifts of firemen and deck hands. Levermen received \$75 a week plus found, firemen and deck hands \$45 a week plus found.

Levermen worked six hours and were off 12, while firemen

and deck hands worked six hours on and six hours off.

The bucket in operation is a four and a half yard clamshell.

Brother Stokes is a charter member of Local 493, where he was a steam operating Engineer in Chicago.

SWEET SMELL OF SUCCESS? PURR-FUMED ROAD FOR NUTS

LONDON — Onlookers in the downtown area could well have claimed to have seen everything recently when David Iredale set out in his car, driving slowly around, sprinkling perfume on the road.

He said he was using the perfume as bait in an attempt to lure Piki, a Siamese cat with a kink in his tail.

Piki, Iredale said, belongs to his mother-in-law, Mrs. Helen Anderson.

She left the cat in his care while she went on vacation in

France.

The cat disappeared two weeks ago, and Iredale has made a fragrant effort ever since to locate the missing feline.

He alerted police and distributed 2,000 leaflets giving the cat's description—even sent dogs on the trail, but no luck.

Why the perfume?

"My mother-in-law never wore any other kind. Piki may smell it and come running to us," he said.

Sounds like a federal offense for "katnipping" to us.

Brother Says Many Thanks

The Reno Office, Operating Engineers Local 3, has received a note from a member on leave of absence to fulfill his military obligation, thanking the organization for providing him with the tools to do a job.

The note said:

It has been five months since you gave me a leave of absence, so I may serve my military obligation to our country. Upon leaving the country soon for assigned duty, I want to take this opportunity to thank Local 3 for accepting me as a member, for providing a job, for the tools to learn a trade.

My three years as an operating engineer not only helped me in furthering my college education but has given me the confidence and knowledge to execute my present duties in the U.S. Army.

Gentlemen, I thank you and the International Brotherhood of Operating Engineers of which I am proud to be a fellow brother.

The note is signed by Pvt. E-2 Michael D. Miller.

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