SENATE RESOLUTION COMMENDING Interna­tional Vice President and Business Manager Al Clem is displayed by the labor leader following a presentation at a recent business meeting. James J. Twombley (right), Regional Director, 10th Re­gion, International Union of Operating Engineers. Clem (left), Director of Education and Research, California State Conference of Operat­ing Engineers, joined in the presentation.

BART’S VITAL LINK

State Senate Lauds Clem For Contribution To Labor

A joint resolution of the State Senate and State Legislature commending International Vice President and Business Manager Al Clem was adopted unanimously in Sacramento recently.

Introduced by Senator George R. Moscone of San Francisco, the resolution commended Clem for his "out-spoken and forward-looking leadership" during a 33-year career in the California labor movement, and for his recent election as Vice President of the International Union of Operating Engineers.

Full text of the resolution stated:

WHEREAS, Al Clem, an up-throught-the-ranks "hard-hat," has become one of California’s most forward-looking and outspoken labor leaders and has been named Vice President of the International Union of Operating Engineers; and

WHEREAS, He is Business Manager of the over 32,000-member Operating Engineers, Local No. 3, with jurisdiction over Northern California, Northern Ne­vada, Utah, Hawaii and the Mid-Pacific Islands, and thus joins the ranks of a growing national hierarchy of tough union pioneers who have pushed their organizations into the mainstream of the nation’s 60 billion annual construction program; and

WHEREAS, He is a 33-year veteran of the California labor movement, has been credited in recent years with pioneering many of the training, safety, education, credit union savings and scholar­ship programs that have since be­come a permanent part of union organization; and

WHEREAS, Unlike many other unionists, he has not resisted auto­mation, but has sat down with in­dustry and government to plan and put into operation a program of journeymen trainers that up­grades not only the skills, but the paycheck and availability of work for members and from the union’s almost fully automated head­quarters in San Francisco, Clem holds fast, cost-conscious reins on one of the largest and best balanced union operations in the fast-growing American west; and

WHEREAS, Birth in Colorado in 1905, he moved to California in 1922, and his first union membership was in the File Drivers, he joined Hoisting & Portable, Local 59 of the Operating Engineers in 1934, and he has worked on clam­shells, shovels, cranes, hoists and pile drivers and is familiar with steam, gas and diesel equipment; and

WHEREAS, Shortly after Local 3 was formed by merger in 1941, he was elected to the Executive Board on which he has served ever since and for 15 years he was District Representative in charge of the Oakland office and he was appointed Local 3 Financial Sec­retary in 1959, became Assistant Business Manager in 1959 and was elected Business Manager in 1980; and

WHEREAS, In addition to his union dedication, he gives freely of his time to such civic activities as the State Building Trades Coun­cil, of which he is a past Vice Pres­i­dent, and at one time he held the
The past month has been an extremely busy one. We have been tied up a great portion of the time with negotiations with the GCA in the state of Hawaii where we finally consummated an excellent agreement, which was ratified unanimously, and I'm sure it goes without saying, we have much more work in this portion of our jurisdiction yet.

Collectively Speaking

with Al Clem

JUO Talks On Safety

LOST BEFORE YOU LEAP— AND THEN DONT

I wonder how many of you realize that the majority of injuries to Operating Engineers occur while getting on or off of equipment. Very few models of mobile construction machinery have other than the very simple mechanisms for climbing aboard. Of course, sometimes an individualoperator is talking himself in the rig, trying to make it a little easier, but, in the main, everyone is forced to make do and assemble as or off as best as he can. This state of affairs has brought about the attention of the manufacturers time and time again, and they are finally beginning to realize they’ve got to do something about it. In the meantime, thousands of Operating Engineers will suffer painful and disabling injuries.

Everyone should take a hard look at his rig and see if the addition of a few hand or foot holds can’t make the difference. It’s your own leg, your own back, your own health and possibly your own life. Forget about the best placement for a few foot bars and grab bars. Make sure they are installed. A few minutes of work and a few cents can make the difference between a healthy pay check and a worker’s compensation claim.

DON’T BE HALF SAFE

The public image of the stationary engineer has gone through several different phases since the trade came into existence along with James Watt’s steam engine. Of course, the trade itself has undergone a number of rather radical internal changes. The advent of mechanized safety- related situations, health and welfare and a decent living wage.

Very many of you are thinking of when they can pay living wages in San Francisco for the same type of work being performed in Merced.

Collectively...

towards entering into or continuing collective bargaining agreements.

At the Remco Company in Willits where we have approximately 300 members employed, there is a move now to try to convince these good Union members that they should decertify and revert to the status where they would be at the mercy of the Employer and hence to negotiate on an individual basis, in this situation, we all know that the Employer holds the cards, I am sure through that when these members employed by the Remco Company are apprised of the facts that they, as all other Union people, will realize the benefits of the Union whereby they secure pensions, health and welfare and a decent living wage.

We have instituted a procedure whereby we are holding monthly meetings with the District Representatives and one or two of the Business Agents from each district in which the
**San Mateo World - Much Better**

Exempt for it being the peak of the season, the San Mateo World is seeing a little better than last months report. There are a few new jobs as follows:

- Fish, Firemen and McLean has two paving jobs at the airport and in Redwood City to add to their other work.
- Ralph Larsen & Son will build the new San Carlos City Hall to the tune of $1,300,000.
- The North section of Cuy F. Almond Highway in San Mateo County was opened on the 20th of last month with appropriate ceremony.
- The new building phases will be in the building stages and will be for the courthouse and the Sheriffs new beams and the double concrete will have seven elevators, plus staircases. During the last five years the county jail and the Sheriff's new cells are dug into the hill. There it is sunk into a trench in water as deep as 10 years. 2 years, Brother Larry Hall will again be the "Quartermaster." Holiday construction is over and the safety is over.

**VITAL LINK**

A new $1.2 billion rapid transit system being built in the San Francisco Bay Area is a 3.6-mile underwater crossing of the Bay. This project, costing $180 million, is now underway.

Above is an artist's drawing of one of the 330-foot sections of the Francisco Bay Area is a 3.6-mile underwater crossing of the Bay Area. The construction industry lost more than 22.5-million man days in 1967. For every disabling injury, the average time lost by a construction worker is 134 days.

President Johnson has pointed out that a reduction of only one day in the normal rate of absence due to incapacity among American workers would add $10 billion in Gross National Product.

Obviously, there should be less talk and more action to cut down on the safety.

**Labor Shortages**

Despite a resurgence in employment growth, the national labor shortage continued in the early summer. A Labor Department report indicates that the labor shortage pickup in economic activity continues, a resurgence in demand for all kinds of workers can be expected.

AFL-CIO Membership

A Labor Department survey shows that AFL-CIO affiliates had 16,150,000 members in 1964. The survey indicated that the national average labor shortage in 1964 was 1,402,700.

**Ghetto Needs**

Secretary of Labor, Thomas F. Donahue, told an audience in Washington, D.C. that the "key" from the nation's urban problems is the solution to the "job" problem. Housing, education, equality, disease, and many other problems will follow the partial participation and sharing of America.

### MEETINGS SCHEDULE

**All Meetings at 8 P.M., except**

**November 6, 7, 8, 9, and 10**

**San Francisco**

- Tuesday, October 4
- Wednesday, October 5
- Thursday, October 6
- Friday, October 7
- Saturday, October 8

**Sacramento**

- Monday, October 3, 4, 5
- Tuesday, October 4
- Wednesday, October 5
- Thursday, October 6
- Friday, October 7

**Fresno**

- Monday, October 3, 4
- Tuesday, October 4
- Wednesday, October 5
- Thursday, October 6
- Friday, October 7

**Stockton**

- Monday, October 3
- Tuesday, October 4
- Wednesday, October 5
- Thursday, October 6
- Friday, October 7

**Santa Ana**

- Monday, October 3
- Tuesday, October 4
- Wednesday, October 5
- Thursday, October 6
- Friday, October 7

**Anaheim**

- Monday, October 3
- Tuesday, October 4
- Wednesday, October 5
- Thursday, October 6
- Friday, October 7
The work in the Redding area is at a peak with many of the jobs working long hours in an attempt to get the projects completed before the weather starts giving those uncounted weather predictions.

Biggest news in the southern area of District #7 is the start of River-West-Pomer-Butter-Dutton canal job next Gener. This job is being manned as fast as the equipment is serviced after being shipped in from other areas.

Shops are busy with the usual activity that goes with starting a new job and it looks like the shop work will go on shift work. The peak time of employment will probably be next season when the bulk of the dirt work done and the bulk of the dirt will be moved.

W. Jaxon Baker job at Hwy #30 in Red Bluff has the biggest part of the dirt work done and the finish grade crews are ready to start on this project as soon as they finish on Highway #44 in Redding.

Trichert and Sons' overlay job should be completed soon. This job will be a big improvement for this area both in traffic and new business. Men working on the paving had many problems, but Operating Engineers overcame them all.

The Rock-Sand and Gravel Industry is enjoying the new contract and most of the Jethros in this part of the business are working extra hours.

The truck crane rental business is slow but the underground work seems to be on the upswing with new telephone lines going in and the new tract houses being built. Next season should show an increased dollar volume in the home building.

Fredrickson and Watson canal job in Comstock is coming up well and about the only jobs left are the clean-up crews.

Ted Watkins Company up on the Klamath at Happy Camp are working long hours setting up their crushing plant—they should be making plant mix aggregate short. Industrial Asphalt will be moving their hot plant in to make the plant mix for Ted. They have over 100 employees on site to lay 25 miles of overlay—50 operators they are working against impossible odds—but here's hoping.

Fredrickson and Watson working on Highway 99 north of Redding have their concrete spread going full blast as the storm clouds gather over—sure hope they beat the weather as the finish crews are ready only 1 day ahead working fantasic hours trying to keep out of the way of the paver. If they could only have 30 more days of good weather the finishing public would have another 2 miles of 4 and 6 lane freeway.

RUGGED 966 CAT equipped with logging device moves in to snake-out a giant timber at Fisher Logging Company in the woods near Chester, California. Once pickup is made log is chain secured and lifted aboard logging truck. Local 3 is currently conducting an organizing drive in the woods of Northern California and has won NLRB elections at three major companies.

Jobs Race With Winter
In Redding Work Peak

By LAKE AUSTIN and LOU BARNES

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GROUP NO. 3

B. Exhibit B of the Master Agreement, in the classifications to. The payments shall be according to the following schedule:

1 cent per effective March 4, 1968.

C. Furlough-Each Employer covered by this Agreement shall pay into the Pensions Fund for Operating Engineers for each hour worked by each Employee covered by this Agreement according to the following schedule:

10 cents per effective September 1, 1967.
15 cents per effective January 1, 1968.
27.5 cents per effective January 1, 1969.
40 cents per effective January 5, 1970.

D. Journeyman and Apprentice Training Fund-Each Employer covered by this Agreement shall pay into the Journeyman and Apprenticeship Training Fund for Operating Engineers for each hour worked by each Employee covered by this Agreement according to the following schedule:

2 cents per effective September 11, 1967.
3 cents per effective September 2, 1968.
4 cents per effective September 2, 1969.
5 cents per effective September 2, 1970.

Each of the above payments shall be made in accordance with and in the manner set forth in Exhibit C of this Agreement.

F. The payments set forth in A, B, C, and D above shall be subject to the provisions of the Agreement applicable thereunder and to the Trust Agreements creating said Trusts, and each Employer is bound by all the terms and conditions of said Trust Agreements as amended or amended thereto.

GROUP NO. 4

EXHIBIT D

D. Each Employer covered by this Agreement shall pay into theing Hawaii Health and Welfare Trust Fund for Operating Engineers for each hour worked by each Employee covered by this Agreement according to the following schedule:

$0.69 $0.51 $0.44 $0.48 $0.42 $0.79

45 cents per effective October 1, 1967.
30 cents per effective October 1, 1968.
20 cents per effective October 1, 1969.
15 cents per effective October 1, 1970.
10 cents per effective October 1, 1971.

Operating Engineers shall be bound by all the terms and conditions of the Agreement applicable thereunder and to the Trust Agreements creating said Trusts, and each Employer is bound by all the terms and conditions of said Trust Agreements as amended or amended thereto.

GROUP NO. 5

A. Each Employer covered by this Agreement shall pay into the following schedule:

$0.33 $0.40 $0.46 $0.50 $0.55

3 cents per effective March 1, 1967.
4 cents per effective March 1, 1968.
5 cents per effective March 1, 1969.
6 cents per effective March 1, 1970.
7 cents per effective March 1, 1971.

GROUP NO. 6

A. 3 cents per effective September 1, 1967.

GROUP NO. 7

A. Each Employer covered by this Agreement shall pay into the following schedule:

$0.41 $0.45 $0.49 $0.53 $0.57

2 cents per effective March 1, 1967.
2.5 cents per effective March 1, 1968.
3 cents per effective March 1, 1969.
3.5 cents per effective March 1, 1970.
4 cents per effective March 1, 1971.

GROUP NO. 8

A. Each Employer covered by this Agreement shall pay into the following schedule:

$0.99 $1.04 $1.09 $1.14 $1.19 $1.24

$1.29 $1.34 $1.39 $1.44 $1.49 $1.54

GROUP NO. 9

A. Each Employer covered by this Agreement shall pay into the following schedule:

$0.99 $1.04 $1.09 $1.14 $1.19 $1.24

$1.29 $1.34 $1.39 $1.44 $1.49 $1.54

GROUP NO. 10

A. Each Employer covered by this Agreement shall pay into the following schedule:

$2.78 $3.00 $3.22 $3.44 $3.66 $3.88

$4.10 $4.32 $4.54 $4.76 $4.98 $5.20

GROUP NO. 11

A. Each Employer covered by this Agreement shall pay into the following schedule:

$3.17 $3.30 $3.43 $3.56 $3.69 $3.82

$4.05 $4.18 $4.31 $4.44 $4.57 $4.70

GROUP NO. 12

A. Each Employer covered by this Agreement shall pay into the following schedule:

$6.84 $7.06 $7.28 $7.50 $7.72 $7.94

$8.16 $8.38 $8.60 $8.82 $9.04 $9.26

HAWAIIAN CONTRACT page 15

New Wage Scale Hawaii, Pacific Islands
PENSION TRUST FUND FOR OPERATING ENGINEERS

INSTRUCTIONS:
1. If your Social Security Number is incorrect, contact your local PENSION TRUST OFFICE IMMEDIATELY. Your Social Security Number is not kept on file with the Trust Fund. We are not responsible for any error you may make in recording your number.

2. The PENSION TRUST FUND OFFICE does not accept CASH. You must submit your application by mail or in person.

3. There is a difference between your Social Security Number and your Federal Employer's Identification Number. Your Federal Employer's Identification Number is not accepted by the PENSION TRUST FUND. Your Federal Employer's Identification Number is not kept on file with the Trust Fund. We are not responsible for any error you may make in recording your number.

4. If you have any questions regarding this application, contact your local PENSION TRUST OFFICE IMMEDIATELY. Your PENSION TRUST OFFICE will be happy to assist you.

CURIOUS CASES

One of the more curious cases handled by the Trust Fund Office involved an individual who had submitted a claim for benefits. The Trust Fund Office received a claim from an individual who had been working for a company in the construction industry. The individual had submitted a claim for benefits, but the Trust Fund Office was unable to locate any records of the individual's employment with the company. After further investigation, it was discovered that the individual had been working on a project that was being coordinated by a joint venture between two companies. The Trust Fund Office was able to verify the individual's employment with one of the companies, but not with the other. The Trust Fund Office was unable to locate any records of the individual's employment with the second company.

The Trust Fund Office was able to locate records of the individual's employment with the first company, but the records did not include any information about the individual's employment with the second company. The Trust Fund Office was unable to locate any records of the individual's employment with the second company. The Trust Fund Office was unable to locate any records of the individual's employment with the second company.

In the end, the Trust Fund Office was unable to determine whether the individual was entitled to benefits. The Trust Fund Office had no way of verifying the individual's employment with the second company, and therefore could not determine whether the individual was entitled to benefits.

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American Bridge Co. Leaves Geneva Steel

By ASTR WHITAKER, JAY NELLEY, TOM BILLS, JOHN THORNTON, WAYNE LASSETTER and RY DEROS

Utah has allocated $66 million in federal highway funds for a 50-mile Route 24 in a long-term run. Wallace F. Bennett (R-Utah) reported that the Department of Transportation informed him that this included $57,375,725 for the Interstate system and $9,438 for the secondary highway system.

Utah's 330 miles in the Interstate system, 27.1 per cent is complete, with 203 miles completely foiled to fall or acceptable standards and 51 miles completed for standards adequate for the present standards. Utah's Interstate is 226 miles.

"Another 161 miles is under construction and engineering or right-of-way acquisition is under way or will be opened at any time." American Bridge Company is officially moved out of Geneva Steel, time is now scheduled in the foreseeable future.

We are sorry to see this firm leave for they offered work for many Engineers over a period of many years. American Bridge abandons Consolidated Steel Company during the past five years and between the two companies has had work in Geneva since 1959.

Robert Helms, contractor from Benfield, has asked his plant to put set up at Leeds near St. George. Herron Lee is superintendent and equipment and machinery started in the J-35 Freeway asphalt overlay job which should have been in the winter in Utah's Dixie climate.

Carl E. Neebs, of a reassuring company in the area near Cove Fort and has two lots of sides by putting out as high as 3,800 feet in a long day's run. This company recently signed a short-term agreement and the relations should be good with Dick Peterson as part of their management. Merton Knollman was awarded a $4.5 million dollar job on 170 employing about 60 members at the crest of the job.

Work in the Ogden area is centered around Gibbons & Reed Co. of Salt Lake City, Adcock Contractors and Chadwick & Buchman. 

Collectively...

... problems of the Union are discussed at great length. They say the only way we are doing business is to keep in touch with the local union leadership and the problems more thoroughly. If you have something that is bothering you relating to your collective agreement or problems of a jurisdiction that is not being handled, you should contact your Local Steward or your Business Agent so that he may be able to bring these to the attention of the District Representatives.

Those of you interested in safety and this is a subject which all should be interested in, having any safety problems on your job should report them to your Safety Committeeman or the Business Agent.

Survey Notes

By Mike Womack

Two comparatively new electronic devices—one of them developed in Mountain View—are proving a boon to contractors and engineers who find they must go "fishing," finding, that is, for buried sewer and pipeline.

The Delcon Division of Hewlett-Packard Co., in Mountain View, is now marketing a 20-lb battery operated system known as the Fault Locator. The device can be used to good effect in tracing underground pipes or cables, even home builders and professional engineers can trace entire courses as quickly as they can walk across open lawns or streets.

And, since the inductive probes sense a null when pointed directly at the pipe or cable, depth can easily be determined by moving the probe at a 45-degree angle away from the cable path.

The J. T. Evans, Deleon Division, Hewlett-Packard Co., is now marketing a 20-lb, 40.5-ton set-up to perform the duties of installing the officers who were elected in the past election. Also in attendance was General Secretary-Treasurer Newell Carman, Executive Vice President Dick Nolan and Vice President Tom McGuire as well as Regional Director Jim Twombley. It goes without saying that it was gratifying to everyone who attended.

The view is now marketing a 20-lb receiver unit are brought into play. The tip of the search-wand contains a specially designed pick-up element sensitive to the inductive field above the pipe. When the wand is pointed directly over the course of the buried pipe, the receiver unit registers a null or a sharply reduced signal. Moving the probe to either side of the underground pipe or cable course produces a audible signal. Thus, craftsmen can trace entire courses as quickly as they can walk across open lawns or streets. And, since the inductive probes sense a null when pointed directly at the pipe or cable, depth can easily be determined by moving the probe at a 45-degree angle away from the cable path.

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Collectively...
Some of the largest construction equipment ever built is being employed to sink 330-foot sections of the Trans-Bay Tube, into a trench near the Oakland shoreline, others will follow at the rate of one every two weeks until mid-1969.

For this operation, Trans-Bay designed and built some massive floating machinery. One of these is the placing barge, as long as a city block, and a 240-foot-long screen barge, designed to level the gravel bed in the trench where the Trans-Bay Trench is now located.

The alignment of the tube across the Bay changes both horizontally and vertically. Starting from the San Francisco side at just over 68 feet elevation, it slopes downward an approximate 1.25 percent grade, then up at a 2 percent grade to 118 feet elevation at the underwater passage point. Starting at 2 percent grade to clear the Pass under Yerba Buena Island, down again under a 3 percent grade to the Oakland side. Horizontal alignment changes twice, and vertical alignment six times.

TBC is using a system of laser beams, installed both offshore and onshore, to keep the barges on the proper alignment. The beams are visible for 7 miles.

The big sections of tube are being fabricated in the Bethlehem Shipyard in San Francisco on shipways and launched with hulls on the ends. At a nearby outfitting dock, concrete is placed for the interior walls and trackways. When this weight has been added, only about 25 feet of the Tube is riding on the boat and the deck is being built out to its proper position in the alignment where the placing barge is waiting.

The equipment used to sink, lower, yard, and guide the tubes is complicated. The system of laser beams, shipways, and trackways are required in the bottom of the trench. The hulls are mounted by heavy machinery, and the barge is lowered to its proper position in the alignment where the placing barge is waiting.

The tube sections are 21 feet 6 inches high and 48 feet wide. They are floated out, with two trackways—each 17 feet in diameter—located in the bottom of the trench. The entire framework stands on the column which carry it 44 feet above the water and distribute it to the tubes.

The tube sections are laid in the bottom of the trench and the columns are lowered to its proper position in the alignment where the placing barge is waiting.

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MAMMOTH FLOATING screed barge used to place two-foot foundation course of gravel in trench and level it before tube sections are placed. Gravel is dumped into three hoppers and carried to the bottom of the trench—

as much as 130 feet below—through the three telescoping tubes. A screed box hung by cables from the barge is used to level the gravel.

PLACING CONCRETE in floating tube section with 100-foot-high rail mounted cranes and 5 1/2-yard buckets.

LAUNCHING FIRST section of the Trans-Bay Tube. The steel sections—averaging 330 feet in length—are fabricated on shipways, launched and floated to an outfitting dock where concrete interiors are formed. They are then floated out to their positions in the Bay and sunk in place.

The floating rig employed to accomplish this task is a catamaran placing barge, composed of two railroad barges, each 36 feet wide. Two trusses tie these units together, providing a "berth" between to accommodate a floating tube section. A system of cables and hydraulic controls has been designed to accommodate this type of outfitting job. Each section of Tube is equipped with four railroad type couplers at each end built by National Castings Division of Midland-Ross. These are actuated by hydraulic rams. The contractor's procedure is to lower the new tube section into line about 3 feet away from the existing tube, engage the

roll through the waves. The rig is equipped with reverse gears, power hoisting and engine retarders which permit the engine to serve as brakes.

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Work Is Booming in Marysville Area

By Harold Huston, W. E. Weeks, Dan Carver, and Doug Farley

We are happy to report that the work picture in the Marysville area has been the best past month than any time during 1967. This has mainly been due to a number of things, but the main reason is that we have been hired by the California Highway Improvement Board to work on the Marysville-Dobbins project. We are also working on the Yuba River Canyon project at about 665 feet above the stream bed.

The first "bucket" of concrete for the massive New Bullards Bar Dam has been poured, (see photo below) and when pouring is completed on the dam in December, about 2.7 million cubic yards of concrete will have gone into it and will stretch across the Yuba River Canyon at a height of 65 feet above the stream bed.

A week ago, Perini-Yuba Associated, is about six weeks behind schedule in pouring concrete, but it still ahead of schedule called for in its construction contract with the Yuba County Improvement Board. The job is the job which is behind schedule, although the concrete is being pumped to the job on Highway 32.

Representatives of county officials and officials of the county department of public works completed their recommendations to the state Division of Highways on future highway projects in the area.

Recommendations regarding the Yuba distribution project include realignment and paving of the five mile section between the Yuba River on Highway 70, and Highway 89, realignment of the 6.7 miles of Highway 70 from the north end of the bridge at Alder on Highway 70, the south end of the bridge at Alder on Highway 70, and the south end of the bridge at Alder on Highway 70.

Here, the bucket, which holds eight cubic yards of concrete, is being filled. Contractor Perini-Yuba Associates says pouring will continue through the winter.

H. Earl Parker is presently working on the new road from Dobbins to the project area and should have it completed and ready for use by the public by October 27. The old road will be replaced by a narrower winding section of the old Dobbins-Campbell Road, and will connect to the old road at the entrance to the project area. When the project is complete in 1970, the old road will be entirely replaced. The new section of road from Dobbins to the project area is a cooperative project of the Yuba County board of supervisors, the water agency and Perini.

Despite the recent fatal accident on the New Bullards Bar project, the safety record of the prime contractor remains "good." The company is not the only one involved in the project, as 16 other accidents have occurred since the first day of work, which was back in the fall of 1967. Since work on the $180 million project began last June, there have been only five "lost-time" accidents, according to the company's Safety Director. The chief reason for the good record is the fact that the Yuba County Improvement Board has been very cooperative in matters of safety.

As of the end of April, 1,005 percent of the contract time had elapsed and the job was 23.41 percent complete.

The House Appropriations Committee approved the annual request of the California Highway Improvement Board for the appropriated amount of the project.

A contract was awarded September 11th to H. Lindeman, a Subcontractor in the construction of the Yuba County Water Resources Board project in the fall.

The Yuba Valley Municipal Power Company has announced that it will continue to work on the first part of the Federal flood control project for the Yuba County Water Resources Board project.

A contract was awarded to A. Teichert & Son, Inc. for construction of approximately 25 miles of Grand Avenue from Highway 70 intersection through Thermals at a cost of $38,568, which will include earth work and grading and paving. Teichert also has the contract for the project at east Grand Avenue, which is slowly completed at this time. In addition, $36,251 for paving of the Baggs-Princeton Road, involving 3,400 gross of asphalt was awarded to A. Teichert & Son, Inc. for the project at east Grand Avenue, which consisted of building and grading and surfacing of approaches along Cindy Chula.

The Yuba County Water Resources Board project is still continuing, although afternoon work has been on going. A contract has been awarded to W. H. Lindeman, Inc., for construction to maintain full flood control of the Yuba River and the Yuba River Canyon Project.

Oro Dam Contractors is still doing well, although recently the company has had a few breakdowns due to the weather, which has rained so consistently over the past few months. The full crew on the dam is still working around the clock trying to complete this huge undertaking sometime in October.

All steel and machine shops of Marysville and Yuba City are at work with full crews, work is up and the weather looks good.

Bass Construction Company's job in Colusa, at the time of this printing should be topped out. Merrill Dabich has the frontage road cut and blacktopped for C. F. Moss at the Sutter by-pass, Tomes and Geritz's Winslowstone Crane and Pleson are on their way back to the bay area after doing the pre-stressed concrete piles for this same job.

Kaiser Sand and Gravel at Hamilton City has just completed their own new sifter for feeding of hot plant for 100,000 tons of backfill for the canal job in that area. Lima Construction Company's job at Alder Springs will go to next fall and come back for the finish up next spring.
Light Planes Play Key Role In Humboldt County’s Plans

BY RAY COOPER and LEONARD YORK

Fly-Ins are the “in” thing in the fast pace of our modern world and Northern California is keeping ahead of this surge for fast transportation fun. Murry Field last year sponsored the first Fly-In and Air Show, Memorial Day. Another was held in Garberville, July 6, and Sunday, September 17, was the date of the latest one at Hoopa Air Field. It was quite a success and attracted a good sized group of flying enthusiasts. And rightly so because the area and towns of Northern California can be covered by air at a great saving to commuters and business alike.

Three (3) of Northern California is covered by forests and mountains. Towns and cities are hours apart, and contractors and loggers operating are far from their suppliers. Air transportation is the logical answer and many companies are taking advantage of the eight (8) airports that Humboldt County operates. Through projected planning and financial assistance under the Federal Aid to Airports Program and State Tax Refund, during recent years, Humboldt County has been able to bring six (6) of its (8) airports to an acceptable standard to cope with the present traffic. This is a big job and will continue to grow even bigger as more companies take advantage of the savings of air travel.

Large companies have long been using air travel to communicate with branch offices far away from their offices. Now logging contractors such as Brock Logging Company with their sleek new Piper Cherokee Six are lowering their doors down and literally and ultimately their expenses with a company plane. For example, a trip to Eureka from logging or construction operations in Orleans takes about three (3) hours by automobile one-way. The same distance is covered in twenty-five (25) minutes by plane. Is it any wonder that air transportation is booming in Northern California?

Humboldt eight (8) airports include. Arcata, McKinley Field in Eureka, Rohberville, Garberville, Crescent, Hoopa and Shelter Cove. Acquisition of airports at Samoa, Ferndale, and Willow Creek are now pending. Aviation Director for Humboldt County, Mr. Dave Zebo, has worked hard and has done much planning to give Humboldt County a well integrated system of airports and services. Join the crowd and take a look at Northern California airways.

Work in the Northern end of the county is in its fast slow down. Oscar Holmes Company, Sally Enterprises Company and Williams Company are finishing up and the first rain has hit so its merely a matter of days now that most Brothers will be fishing on the rivers for Salmon instead of working. It has been a good summer for some and terrible poor for others but we hope for better prospects next season.

Eureka Fly-In report has been completed and forwarded to Sacramento after years of detailed study. However, no construction money for the estimated $30 million project is included in the present eight year program because of four alternate possible routes the freeway may take. It is possible the route adoption can be set for about June 15 of 1968, but not certain.

The eastward extension of the Blue Lake freeway will be expedited by $1 million allocation for a bridge-type structure where a tremendous fill will be required in the Pine Creek area. The main freeway extension project totaling $75 million is scheduled to start in 1969.

Next year in Humboldt County a 5.6 mile freeway from Trinidad north to tie into the real line freeway near Petrolia Point. It will be an estimated $4,350,000 Project. Two other four mile sections will be built in connection with the 5.6 miles of freeway.

Blue Lake overpass will give Highway 299 full freeway status to Blue Lake and Highway 101 full freeway to north of Trinidad. The project will cost $1.4 million in construction.

The new Pescadero project, providing a full freeway from Jordon Creek to Deer Creek, should be completed in early or mid November. The contractor, by Green Construction Company. The extension to this project is being done by Gibson and Reed-Hogan & Ladd. It got a late start but is expected to be completed late next fall with three large structures as the main hurdles.

The two concrete bridges will be tined in goldeneedle, but the engineers said, is more reddish than yellow, mixed into the cement at the plant. Green chain link fence will be employed to brighten the area, located in Benbow Lake State Park.

Work in Humboldt County has Local No. 3 a great deal this year, and will help hold up the work load for 1968.

Local contractors: Mercer Fraser Company of Eureka, Tonkin Construction Company of Willow Creek, and James O. Johnson of Garberville have secured $273,172 worth of county bids.

James O. Johnson was low bidder on 3 county road jobs. The contract was awarded for construction work of storm damage repairs to county roads near Petrolia, Salmon Creek and Garberville.

A proposed $8 million Mad River-Salmon-Steelhead hatchery in the 1968-1969 State Budget is considered here on September 26. The Wildlife Conservation Board will take up the hatchery proposal then, along with other fish and wildlife projects valued at another $1 million.

TO WIN CONSUMER RIGHTS CONSUMER ASSEMBLY

DON'T MISS HEARING CONSUMER RIGHTS CONSUMER ASSEMBLY

Tuesday, October 22, 1967, 7:30 p.m.
San Franciso Auditorium, Civic Center

Free to the pubic! Come and help pass laws for a better life for all.

A panel of expert consumer spokesmen will explain the law and its impact on your life.

Robert S. Beatty, Consumer Advocate

Amy P. Lee, President, C.C.U.

Paul Douglas, U.S. Senator

I. H. Ladd, CTCU

There will be time for audience questions.

Be there! You'll be glad you did!
There has been quite a change in the work picture since the last writing, due to a lot of new work "springing up all over the place", as reported by Harold Smith.

New Harbor shows signs of activity, with the Pacific Western Dredging Co. in Mendo, Oregon, just starting. A new home for 200 fishing boats will be the job's objective. Dredge Riddle, under the capable supervision of Herb Anderson, the foreman, Dan Mellett, the captian, and a total of 1,200,000 job will be made under the supervision of Herb Anderson. The actual construction will give quite a few of our Brothers a good job, hoping it takes up the winter slack season.

As soon as the money comes through so a contract can be let, the plans are to put in a $13,000,000 breakwater for harbor protection, in the Noyo Harbor area. There is only one job of this type in the country, and that requires a jacket year round. Not too much difference between Noyo and Astoria as the need it. The Appropriations Committee has asked for a sizeable appropriation next year for our men.

Brother Raymond Petersen, who was killed in Vietnam, has been at a standstill all year, trying to get the dirt moved, it will be a finishing spread next year. The rains hold off long enough to allow them to get the dirt moved, it will be a finishing spread next year. From the looks of the work picture, there should be a carryover into next year, which will benefit quite a few of our members come next spring. Until next month, remember, safety begins at home.

Widow Thanks Brothers

Mrs. Iris Petersen, wife of the late Henry T. Petersen, has requested that a note of thanks be put in the Engineers News on her behalf, thanking the Brothers for their beautiful flowers and expressions of condolence in the loss of her son. Brother Raymond Petersen, who was killed in Viet Nam, while serving in the Armed Forces.

New Jobs Are Blossoming
In Santa Rosa Harbor Area

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San Jose Contracts Run Gamut of Construction

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

The San Jose Redevelopment Center is showing good progress with A. J. Ruich Paving Company putting in the streets, curbs and gutters and Pisano Bros., doing the underground work. Howard Electric Company were awarded the contract for the electrical work. Cahill Construction Company are well underway on the new Telephone Building with Uligge Crane & Rigging doing the heavy work.

Piazza Paving are busy in several of the new Sub-Division in this area, doing the street and gutter work. Alliances & McKay are doing the sidewalks in "THE VILLAGES" are showing great progress with Piazza Paving doing the House Fad and Street work and Ernest Pestano the Underground work.

This Construction on their Chittenden Pass job have completed the paving of the dirt and are getting ready to do the finish and fine grading on this project. Hollister Sand & Gravel are working at full capacity and have seen it fit to put on the second shift. Harris Bros. & Co. Construction have started work on the Airline Highway in Hollister.

Freeman-knight are showing a lot of activity in the Palo Alto, Sunnyvale and Mt. View area. They were awarded the contract for street work off Dale Ave., in Mt. View, entrance to the new Sub-Division. They are showing good progress on Middelhill Rd. and Central Expressway. This firm were the low bidders on a contract for Lockheed to move 100,000 yards of dirt for the building pads.

L. C. Smith is working behind the Lockheed Buildings Eves and opposite Drake Lines. On the San Tomas Expressway, Dan Capote has been keeping three Crane crews busy pouring concrete and setting panels, with Murato Bros., doing the excavation and back filling.

Source: San Jose Mercury News

Train Path—Twin Bay Area Rapid Transit subway tunnels are clearly evident at 9th and Oak Streets, where the big ditch is the excavation for the Lake Merritt subway station. The squash-appearing tunnel will be connected to the station shell. First trains are scheduled to run through the complex in 1969 on the entire system due to be completed by 1971.
By WALTER TALBOT, AL MCNAMARA, and JERRY ALLGOOD

There has been no significant change in the residential home prices in this district since our last report. All jobs reported are still in progress with no major changes. This, of course, is due largely to the scarcity of work for this time of year.

Numerous small contracts have been awarded since our last report, but these, as a rule, do not afford work opportunities to those unemployed, as they are generally won by those contractors that already have their crews.

Contractors employing engineers and foremen include:

Arthur G. McKee Co. & Swift Co.
Fredrickson & Wolin
California Aqueduct
Lindquist & Roberts

By CLAUDIE ODOM, KENNETH GREEN and BILL REILLOFF

About this time next year, motorists driving along Highway 152 from Fresno will have an easier ride than they have now, as the stretch of road will be completed some time next summer.

The $500,000 plus project is set to be completed sometime next summer.

The Modesto and Turlock Irrigation Districts recently purchased a 634 acre site near LaGrange, from which earth and gravel will be extracted for material for the construction of New Modesto Land and Drainage District.

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BLOOD CLUB

Due to recent reports made on the Operating Engineers Bldg. Club by Brother engineers, the reserve is now depleted. We urge those who have saved to please use the units and new for donors to become members.

Highway 152, Brewer, Winnebago and Small are moving along quite well at this time. They have just completed all of the subbase and will start in on the finish very early.

Granite Construction on the other end of 152, has just finished with the blacktopping and concrete on the first portion of their relocation and resurfacing of 152 miles of Los Banos.

McGuire and Hester are in the finishing stages of their asphalt jobs they are building in Firebaugh.

Davy Corp., at Exchequer Dam has been quite busy reopening the channel. After much work the leakage from the dam is under control. They expect to be there at least another month for the cleanup and finishing touches.

Davo Corp., San Luis Dam, is still on a three shift operation at the dam and will continue until after the first of the year.

Haskell, Ellis of Fresno has been awarded a contract to construct water mains in the Fig Garden area, approximate bid was for $20,000.

Thomas Construction Co. of Fresno has been awarded $300,000 for replacement of bridge approaches in Tulare County.

Peter Kiesow & Sons on Reaches 158 have finished their bridge job and lay by the highway is also quite nice. They have 20 miles of travel left to do by the end of the year. Brother John Mitchell who is normally in charge of the lining, has come down to work off his operation.

All of the Brothers with him have a speedy recovery.

The finish crew with Brother Terry Neff in charge are making good progress, they have completed 20 miles of 0 and M Road and have started the bridge job.

Vinell Corp., on Interstate 5 is still a very busy job, they have approximately 55 miles left to do.

A pre-job was held with F.M. Corp., they have been awarded a contract to build a road in Joshuaan and Sleeping Giant.

Fred J. Early’s Two pumping stations in the Devils Den Area are coming along on schedule and they have about right months before completion.

Ball is our finish spread on Reaches 5 are top completed and the spotlight is on the trimmer and linemen with Brothers Las and Manuel Mejia doing the supervising.

All of the Brothers in the Rock, Sand, & Gravel industry are pleased with their new agreement and we hope to see them use the pre-job at Owl Rock in Calaveras for knocking their operation off early so the brothers could attend our meeting Sept. 5th.

The mountain jobs around Joshuaan are taking advantage of the good weather. Wm. Murphy is shaping up fine and the brothers are doing a fine job keeping their operation in order.

We do not have any information on Lantz Pipeline job yet, but a pre-job was held on the 19th of September.

Collectively ...
FOR SALE:

FOR SALE - 1966 CUSHMAN VIEW LOT, 50 yrs. on 3 acres, 2 bedroom house. big shade planted, with twin beds, with Darling speed transmission. 2-speed rear end. P.O. Tip Johnsen, 1051308. Phone: 582-3722 or 536-1259. Reg. 889186. 8-1.


Operating Engineers Raise the Roof—Brother John Florey was the crane operator on this unusual job which began with raising the roof of the old Dowers Mansion in the Washoe Valley near Reno, Nevada. Built by Sandy and Elley Curnam more than a 100 years ago, the mansion is being restored with funds voted by citizens of the area. The section of the roof being removed was added some 20 years after the original construction and is being removed to make room for the octagonal cupola which decorated the roof of the original mansion. Brother Lester Orrum is on the job to which he is being accomplished by General Contractor Leonard W. Smith. Photos are by Cheri Cross and courtesy of the Nevada State Journal.

Moving?

So you will not miss one issue of Engineers News
BE SURE to advise us of
your change of address.

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SOC. SECURITY NO.

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NEW ADDRESS
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STATE
ZIP

Bible, Laxalt Are Speakers At Nevada Union Meeting

By CAIL BISHOP, BUD MALLETT, JOE HAMELINICK and ED DUBOS

RENO

Industrial Construction Co. Inc., has on the last portion of the dirt work on their Reno Freeway project. They are moving their scrapers, some to Dublin and some to Incline. Pasatina Co. has started a new crew further down the pipeline; they now have 20 men working on this project. Nevada Aggregates have had a busy month. They have 14 Engineers and have been working 10 hours a day for the last month. Rogers Construction has finished the dirt work on the Austin job and are on the last leg of paving, they should be finished within the next month. Sierra Engineering Co. have been busy working in their shop, had to hire more men. Grover Holcomb Co. has almost completed the overpass on the freeway near the Nugget in Sparks. Helms are at the end of the paving at Shady Hot Springs, have moved most of the members to Ringwood, and have moved the crusher to St. George, Utah. Anaconda Mining Co. Our members are on strike, negotiations went on for several weeks and we were at a stalemate, also the first money offer we received was an hour and a half before deadline, and then the offer was ridiculously low.

LAKE TAHOE

Pacific Pipeline Co., of Montebello, Calif., began work for South West Gas Corp., August 1, 1967, installing distribution lines and services between Kings Beach and North Shore, Lake Tahoe. To date, they have completed 350 of the estimated 500 service hookups and 18,000 feet of two inch distribution line with approximately 7,000 feet left to be completed. The job is expected to continue depending on weather conditions for another 5 to 8 weeks.

Pacific Pipeline is employing 11 Operating Engineers, mostly in all phases of the project, under the cooperative of a nationwide effort to give veterans returning to civilian life the greatest possible help in finding jobs. In California, federal and state public Employment Service offices plan to assist an estimated 65,100 veterans.