

Top Pact With GCA In Hawaii

"Serving the men who move the earth!"

ENGINEERS NEWS

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



Vol. 26 — No. 10

SAN FRANCISCO, CALIFORNIA



October, 1967



SENATE RESOLUTION COMMENDING International Vice President and Business Manager Al Clem is displayed by the labor leader following presentation at a recent business meeting. James J. Twombly (right), Regional Director, 10th Re-

gion, International Union of Operating Engineers, James Meehan (left), Director of Education and Research, California State Conference of Operating Engineers, joined in the presentation.

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-through-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 journeyman trainees 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 taut, cost-conscious reins on one of the largest and best

balanced union operations in the fast-growing American west; and

WHEREAS, Born in Colorado in 1904, he moved to California in 1922, and his first union membership was in the Pile Drivers; he joined Hoisting & Portable, Local 59 of the Operating Engineers in 1934, and he has worked on clamshells, shovels, cranes, hoists and piledrivers 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 1958, became Assistant Business Manager in 1959 and was elected Business Manager in 1960; 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

See CLEM page 3

★ ★ ★

Win \$1.71 Package Over 4-Year Span

HONOLULU—The most "definitive" Master Agreement ever negotiated in the Pacific Islands has been "signed, sealed, and delivered" according to an announcement by International Vice President and Business Manager Al Clem of Operating Engineers, Local Union No. 3, this week.

The agreement, negotiated with the General Contractors Labor Association, covers a four-year period and is retroactive to September 1, 1967. It will provide outstanding pension, health and welfare and vacation benefits for construction workers in Hawaii, Guam and all the mid-Pacific Islands "under the legal jurisdiction of the U.S."

Clem said that this Master Agreement "establishes clearly that the Union and an enlightened management group can meet at the negotiation table, and without a single work stoppage, come to a realistic understanding that improves the lot of the worker and the contractor, as well as the public they both serve."

Although the total hourly package will come to \$1.71 hourly over the next four years, Clem said he felt that the real progress had been made in the fringe benefit area of the agreement and pointed out that the following sections were especially gratifying:

SECTION IV EMPLOYEE BENEFITS

A. Health and Welfare—Existing hospital, surgical, and medical benefit coverage under HMSA Plan 9, including the Major Medical Expense Rider to said Plan, will be continued to and including March 3, 1968, and the Employer will pay, on behalf of each eligible participating Employee and his dependents, the full monthly premium for said coverage.

The Employer shall participate

in the Hawaii Health and Welfare Trust Fund for Operating Engineers, hereinafter referred to as the "health and welfare trust fund," under the terms and conditions set forth in the Trust Agreement creating said health and welfare trust fund.

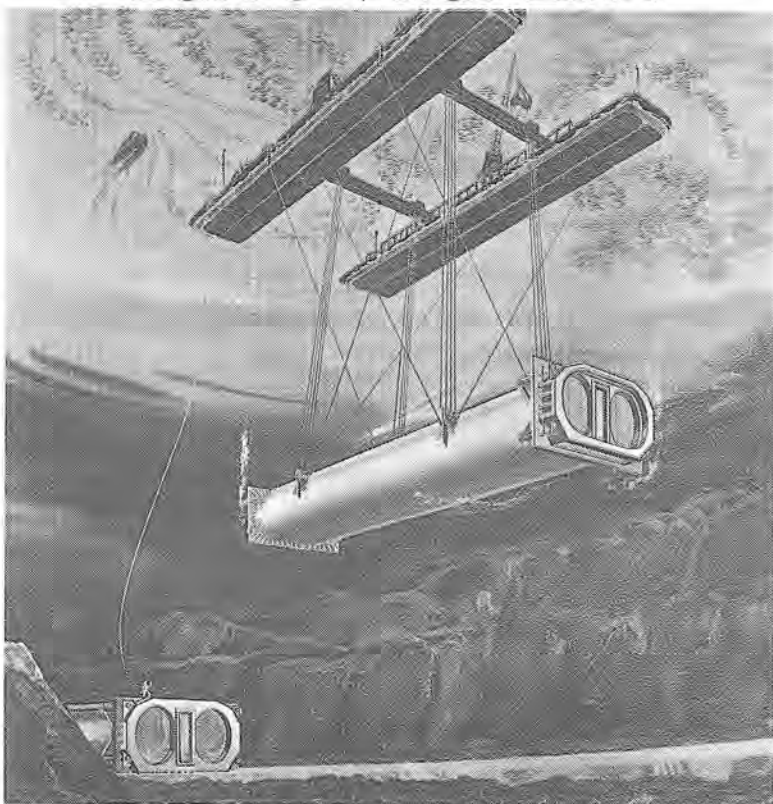
In order to provide funds to apply to the payment of the first month's premium under the aforementioned trust fund arrangement, the Employer shall, effective September 11, 1967, contribute to the health and welfare trust fund 3¢ per hour for each hour worked by each employee covered by this agreement.

Effective March 4, 1968, when coverage under the existing arrangement is discontinued, the Employer shall contribute to the

Cont. on page 5

For
INTERNATIONAL
ELECTION NOTICE
MEETING SCHEDULE
see page 3

Bart's Vital Link



VITAL LINK in 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 Tube being lowered into place. Tube is being constructed of 57 such sections, each of which is built on a shipway, launched and floated out to the site. There it is sunk into a trench in water as deep as 130 feet. The Tube will carry two sets of tracks—for high-speed trains running between San Francisco and the East Bay cities of Oakland, Berkeley and Richmond. It will enable commuters to cross the 5.6-mile distance between downtown Oakland and downtown San Francisco in 8 minutes. For additional story and pictures, see pages 8 and 9.



Collectively Speaking with Al Clem

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 by the members at a special called meeting held in Honolulu, Tuesday, October 3.

Those interested will note that the entire agreement, including the wages, are printed in this issue of the paper. Some of the highlights were as follows:

- Time to be reckoned by the day
- A trustee health and welfare program
- Improved pensions
- Vacation plan
- An employment office assistance program
- An apprentice and journeyman training program
- Improved subcontractors clause
- Improved travel and subsistence section of the old contract

The contract is for a period of four (4) years, to be opened at the end of three (3) years, to negotiate wages and fringe benefits. While it took considerable time to complete the negotiations, I can say without fear of contradiction, this is one of the best contracts that has ever been negotiated by your Union and the Employers. This was brought about without one hour of work stoppage on the part of the Union, and the most outstanding phase of the whole negotiations was that your negotiating committee and the committee from the Employers parted the best of friends after the completion of the negotiations. Of course, it goes without saying, we have much more work in this portion of our jurisdiction to bring the wages and working conditions up to those in California, but with the continued cooperation with the members and the Employers, we are looking forward to accomplishing this goal in the not too distant future.

We were successful in arriving at an agreement covering steel plate and tank erection with the Chicago Bridge and Iron Company, and I am sure that the other tank erectors will want to become a part of this agreement, as they sat in on the negotiations and I am confident their companies will ratify the proposals. The agreement provides for a 40-hour guaranteed work week under certain conditions in the second and subsequent week of employment, the company has agreed to make this agreement available to the Local Unions in the thirteen (13) Western States if they desire to become signatories thereto. This goes a long way towards standardizing the work conditions, the hours and overtime provisions in this industry in these 13 Western States. It also provides continuity of employment for some of the employees of the companies in that the agreement provides they can transfer one (1) Operating Engineer to each job. This agreement expires in September of 1968 and will be open for negotiations at that time.

We were successful in winning elections in a number of firms engaged in the logging industry, and agreements have been negotiated with a number of these (see page 4). They only await ratification by the members, and I am confident they will ratify them before you are in receipt of your paper.

Most of you have read the press regarding the Defense Department announcement curtailing the military construction program, so you know if this threat is carried out the work picture will become darker, and it certainly isn't being made any brighter by the politicians in the State of California. At the present time in many of the areas, we are out of certain classifications for members to be dispatched on jobs, however, this is generally the situation at this time of the year.

Our organizing campaign is proceeding in Guam on schedule. We reached an agreement with Hawaiian Rock and C & R Builders who have approximately 200 employees. We have a tremendous job to do in this portion of our jurisdiction yet.

The strike at the Stuart Radiator in Merced still drags on. This shop was organized quite some time ago and we exerted all of our energies towards trying to negotiate an agreement which would be acceptable to the employees without having to resort to strike, but we are sorry to report that we were unable to achieve this goal. You wonder sometimes what some of the Employers are thinking of when they can pay living wages in San Francisco for the same type of work being performed in Merced at substandard wages. I assume it is a sign of the times that we note that some of the firms are taking a rather hard-nosed stand

See columns 4 and 5 this page

IUOE Talks On Safety

LOOK BEFORE YOU LEAP—
AND THEN DON'T

I wonder how many of you realize that the majority of injuries to Operating Engineers occur while getting on or off equipment. Very few models of mobile construction machinery have other than the most primitive provisions for climbing aboard. Of course, sometimes an individual operator will stick something on the rig to try to make it a little easier, but, in the main, everyone is forced to make do and scramble on or off as best as he can. This state of affairs has been brought to 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, however, 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 neck. Figure out the best placement for a few foot bars and grab irons. Then make sure they are installed. A few minutes and a few cents can make the difference between a healthy pay check and a workmen's compensation claim.

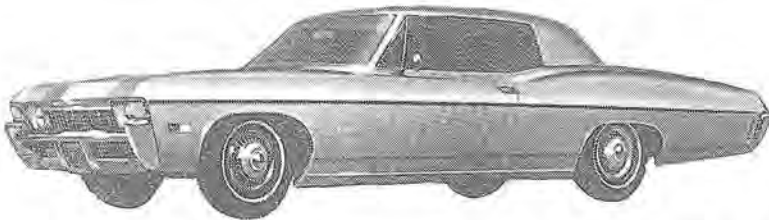
DON'T BE HALF SAFE

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, during that time, undergone a number of rather radical internal changes. The advent of mechanical refrigeration a considerable number of years ago, the packaged boiler, automatic controls, the gas turbine and computers more recently, to mention only a few technological advances, have each contributed to the changes in its own way. But one basic fact, which is the foundation on which the trade rests, is that we are in the business of selling knowledge and skills for the purpose of operating someone else's machinery in a safe and economic manner. Make note of the fact that I put the word "safe" before economic, because that is the real order in which they must come. There can be no long run economical operation of machines or systems without safe operation.

Okay, so we agree that one of the main ingredients of our job is safety-related. We carry the responsibility for the lives and safety of a lot of our fellow citizens on our shoulders. This, of course, means it behooves us to keep our knowledge and skills up-to-date, sometimes not an easy task the way new equipment keeps coming along. But it also means that with our special training and skills we are uniquely equipped to do an even broader job of looking out for our fellow workers in our plants. In addition, there is the fact that many jobs require us, at one time or another, to be in every part of the plant. How many of us take advantage of this to observe the condition of the plant structures and utilities.

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LET YOUR CREDIT UNION SAVE YOU MONEY

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

Example: Chevrolet Impala 2 Dr. Sport Coupe
Equipped with: V/8 Engine
Automatic Transmission
Radio and Heater
Smog Control
White Wall Tires

Manufacturers Suggested retail price	\$3396
Price when purchased through the Credit Union	2810
SAVINGS to YOU	\$ 586
Plus Sales Tax saved on Discount (5% of \$586)	29
Net Savings	\$ 615

Example: Chevrolet ½ Ton Pickup
Equipped with: V/8 Engine
Heavy Duty Rear Springs
Gauges

Manufacturers suggested retail price	\$2615
Price When purchased through the Credit Union	2212
SAVINGS to YOU	\$ 528
Plus Sales Tax Saved	26
Net Savings	\$ 554

Additional optional equipment is available for these vehicles AT DEALERS COST!!!! Other makes and models are available. For more information, contact the loan officer in the Local 3 office in your district or the Credit Union office.

Credit Union meetings during the month of October are scheduled to convene at 8 P.M. as listed below.
Oct. 10th Dist. 2 1444 Webster St., Oakland
Oct. 11th Dist. 8 2525 Stockton Blvd., Sacramento
Oct. 18th Dist. 9 760 Emory St., San Jose
Oct. 25th Dist. 3 2626 N. Calif St., Stockton

Collectively ...

towards entering into or continuing collective bargaining agreements.

At the Remco Company in Willits where we have approximately 150 members employed, there is a move on 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 have to negotiate on a man to man basis*. In this situation, we all know that the Employer holds all the cards. I am sure though 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

Continued on page 7

ENGINEERS NEWS

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Washington News Desk

From the International Union of Operating Engineers

As a construction safety bill sponsored by Congressman O'Hara of Michigan and supported by the AFL-CIO moves through the legislative mill, talk once again is heard about the cost of safety.

Actually, there are several different kinds of costs.

A number of big companies, especially in the construction industry, worry about the initial cost of a safety program—the employment of a safety director and staff as well as the purchase of safety equipment.

The fact of the matter is that the establishment of a safety program reduces costs. There are examples of companies which were able to land big jobs only because a reduced insurance rate that came after they had set up a safety program for employees enabled these companies to submit low bids.

There are other type costs related to construction safety that often do not receive as much consideration as they deserve.

There are the costs to the injured and maimed workers and the families of killed workers—the cost of suffering, the cost of lost wages.

The purpose of the O'Hara Bill (HR 2567) is to provide for the health and safety of all workers in the building and construction industry working on all federal and federally-financed construction projects.

Accidental death rates in construction are many times higher than in industry general. Except for mining, the construction industry has the highest injury frequency and severity rates of any major industry in the United States. Moreover, the rate has been climbing over the years.

Job-connected accidents in 1965 cost the nation 235-million man days of lost production — ten times the loss from labor-management disputes.

The construction industry lost more than 22.5-million man days in 1965. 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 annual rate of absence due to incapacitation among American workers would add \$10-billion to the Gross National Product.

Obviously, there should be less talk and more action about safety.

VITAL LINK in 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 Tube being lowered into place. Tube is being constructed of 57 such sections, each of which is built on a shipway, launched and floated out to the site. There it is sunk into a trench in water as deep as 130 feet. The Tube will carry two sets of tracks—for high-speed trains running between San Francisco and the East Bay cities of Oakland, Berkeley and Richmond. It will enable commuters to cross the 5.6-mile distance between downtown Oakland and downtown San Francisco in 8 minutes. For additional story and pictures. See pages 8 & 9.

Marin's Justice Hall Will Be Ready In 68

By WAYNE (LUCKY) SPRINKLE

The \$9 million Hall of Justice wing of the Marin County Civic Center is 36 per cent complete and is scheduled to be finished late in 1968. Sidney Feller of Greenbrae, County Liaison Representative with the contractor, said 105 men are working on the huge structure. We have 8 operating Engineers working on this job. The new wing stretches 858 feet to the North of the existing Administration Building, which is 530 feet long. The new wing will house courtrooms and the Sheriff's Department, now located in the old courthouse in San Rafael. The extreme North end, which juts into a hill, will be the county jail. Inmates will have an open air exercise area dug into the hill.

There will be no escalator in the new Hall of Justice, as in the Administration Building. Instead it will have seven elevators, plus five staircases. During the last 30 days, the new wing has started to take shape, with the pre-cast column beams and the double concrete supports being lifted into place.

The contract for the job is \$9 million, but with the furnishings, the total could be well above \$11 million.

The General Contractor is Rob-

ert E. McKee of El Paso, Texas.

Work in Marin is at its peak, following are some of the recently awarded jobs:

Sausalito street work contract approved—\$186,974—awarded to Chilotti Brothers for first-stage widening of Bridgeway. Work will start Oct. 1 and take four months. The entire project will widen Bridgeway between Princess and Richardson Streets, and includes a sea walk, a boardwalk, expanded beach and park areas and possibly a fishing pier. Chilotti Bros. also awarded contract for 2.6 miles on Sir Francis Drake Blvd. at White's Hill.

A. J. Bresnan was recently awarded a contract for \$12,412 to install a creek drop structure (rock dam for erosion control) in San Jose Creek, Ignacio. The creek is located between Loma Verde and Raphael Village. Bresnan was also awarded a \$25,214 contract to reconstruct Meyer Road which was damaged during heavy rains last winter.

Marin County has been apportioned \$95,002 as its July share of gasoline and diesel fuel taxes. Also apportioned to Marin was \$21,251 as the county's share of trailer coach fees for the six months of 1967.

Maggiara-Chilotti was awarded

San Mateo Work Picture Much Better

Except for it being the peak of the season, the work picture is little better than last month's report. There are a few new jobs as follows:

Fisk, Firenze 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 Guy F. Atkinson's Junipero Serra Freeway was opened on the 26th of last month with appropriate ceremonies. The South end is still in the finishing stages and will be for a couple of months.

L. C. Smith Co. will be furnishing black top on a section of the Freeway. Night work is a must, as per the specifications.

L. C. Smith's Junipero Serra section in Woodside has much of the heavy work done. Altfillich & Fulton, a sub, has taken his rigs back south.

Piombo is still quite active with 3 to 4 medium sized jobs in the area.

We are glad to hear that the Whipple Road Quarry will get on with producing quality rock in quantity after a shut down of nearly 2 years. Brother Larry Hall will again be the "Quarrymaster."

Hood Corporation's pipeline job at Crystal Springs is at a peak with a great many engineers, moving lots of dirt, laying miles of pipe, perspiring gallons and most of them getting poison oak.

- Foster City's heavy work is at a standstill and we assume will be so for sometime.
- Redwood Shores is still booming.
- Both colleges of San Mateo new campuses are frantically trying to beat the rain.

contract for demolition of the old city corporation yard at \$1,400.

A pre-job conference was held recently with Fillipo Construction re: Marin City Community Center. Work has already commenced and the center will open by March 1, 1968.

Rice-DeMartini-Smith, Inc. recently were awarded contract for \$27,695 for retaining wall in Mill Valley.

Darkenwald Construction at Pt. Reyes National Seashore is moving along pretty smooth, with the exception of running into some mud on their road project. Gravelle & Gravelle are still in there doing the clearing.

Brown-Ely Co. has started their Reed Highlands job, and have a pretty good sized crew on this job. They also are busy on the Novato Airport job, with a good crew of Engineers.

Piombo Bros. with a small crew of Engineers at the site of the new Coca Cola Building at Ignacio.

E. A. Forde doing a job at East Blithdale in Mill Valley, with a very capable crew.

Argonaut Construction Company at the site of San Marin High School in Novato, with a good crew of Operators.

P & H Construction working on new apartments at Larkspur.

- Marine Land will still be building for many months.
- Peter Kiewit is laying C.T.B. with the help of a unique batch plant owned and operated by Universal Transportation System.

CLEM...

presidency of the Contra Costa County Building Trades Council and the Alameda Building Trades Council at the same time; now, therefore, be it

Resolved by the Senate of the State of California, That the Members commend Al Clem for his outstanding contributions to his union and the people of California; and be it further

Resolved, That the Secretary of the Senate be hereby directed to transmit a suitably prepared copy of this resolution to Mr. Al Clem.

The Resolution was read and adopted unanimously and signed by Lieutenant Governor and President of the Senate Robert H. Finch and J. A. Beek, Secretary of State.

Labor Shortages Eased

Despite a resumption in employment growth, the nation's labor shortages eased further in the early summer. A Labor Department report indicates that if the recent 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 1966, a gain of a million members since 1964. The survey indicated that the Teamsters had the largest membership with 1,651,240 followed by the Automobile Workers with 1,402,700 members and the Steel Workers with 1,068,000.

International Convention

ELECTION COMMITTEE

Corresponding Secretary T. J. Stapleton announced this week that in accordance with Article XIII, Section 1(c) of the Local Union By-Laws, relative to the election of International Convention Delegates and Alternates, the Election Committee shall be nominated and elected at regularly scheduled District Meetings during the fourth quarter preceding the election. (See "Meetings Schedule" on page 3.)

There will be one Election Committee member elected from each district by secret ballot of those members present whose last known address 10 days prior to the first District Meeting in October was within the area covered by the District.

Nominees for the Election Committee must be registered voters within the respective districts; must have been a member of Local 3 for one year preceding their nomination and shall not be a candidate or the nominator of a candidate for Delegate to the International Convention.

San Francisco and Honolulu meetings will be held simultaneously with telephone communication between officers in charge of the meetings so as to coordinate the nomination and voting for the Member from District 1. A Special Called Meeting for this purpose is scheduled to be held in Honolulu on October 4, 1967, at 6:00 p.m. The San Francisco meeting will start at 8:00 P.M.

Ghetto Needs

Assistant Secretary of Labor, Thomas R. Donahue, told an audience in Washington, D.C. that the "cry" from the nation's urban ghettos can be met only with "jobs, housing, education, equality, dignity—in short, by the fullest participation in and sharing of America."

MEETINGS SCHEDULE

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

1967—Schedule of Meetings Dates

OCTOBER

San Francisco—Wed., October 4
Honolulu—Wednesday, October 4
Eureka—Tuesday, October 17
Redding—Wednesday, October 18
Marysville—Thursday, October 19

NOVEMBER

Watsonville—Thurs., November 2
Sacramento—Tues., November 7
Oakland—Thursday, November 9
Stockton—Tuesday, November 14

DECEMBER

Fresno—Tuesday, December 5
Santa Rosa—Thurs., December 7
Ogden—Friday, December 8
Reno—Saturday, December 9

Meeting Places

San Francisco
Labor Temple, 16th and Capp
Oakland
Labor Temple, 2315 Valdez St.
Stockton
Engineers Building,
2626 N. California St.
Marysville
Elks Hall, 920 D. St.
Eureka
Engineers Bldg., 2806 Broadway

Fresno
Engineers Bldg., 3121 Olive St.
Redding
Engineers Bldg., 100 Lake Blvd.
Sacramento
C.E.L. and T. Bldg.,
2525 Stockton Blvd.
San Jose
Labor Temple,
45 Santa Teresa Ave.
Watsonville
Veterans Memorial Bldg.,
215 3rd St.
Santa Rosa
Veterans Bldg., 1351 Bennett Av.
Reno
Musician's Bldg., 120 W. Taylor
Salt Lake City
1958 W. North Temple
Provo
125 E. 300 South
Ogden
Teamster's Hall,
2538 Washington Blvd.
Honolulu
YWCA (Community Room)
1040 Richard St.



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 Union 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

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 weatherman starts giving those unwanted weather predictions.

Biggest news in the southern area of District #7 is the start of River-Wesco-Purtzer-Dutton canal job near Gerber. 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 will be moved.

W. Jaxon Baker job on hiway #36 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.

Teichert 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 con-

tract and most of the Brothers 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 homes being built. Next season should show an increased dollar volume in the home building.

Fredrickson and Watson canal job in Corning is winding up 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 shortly. Industrial Asphalt will be moving their hot plant in to make the plant mix for Ted. They have one hundred days to lay 25 miles of overlay—it seems 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 only 1 day ahead working fantastic hours trying to keep out of the way of the paver. If they could only have 30 more days of good weather the driving public would have another 5½ miles of 4 and 6 lane freeway.

Roy L. Houck Sons' are progressing very slowly on their Yreka job on the southbound lane on their freeway project—this one runs parallel with the Klamath River so that they have to install concrete crib walls, also bin walls and rip rap almost the entire section. The company is still working two shifts with operators and mechanics.

Dominion Construction have their problems worked out on the rightaway and will be expanding their crews soon. They will be in full swing within the next two weeks on their transmission line in the Round Mountain area.

New work for the north area should be fairly good for the coming season if present plans materialize. The State has made a change in advertising dates on the Weed and Anderson grade freeway jobs—setting the Yreka section back and the Weed project ahead. Anderson grade is set to be awarded some time in November—this will be another rock job with over two million yards in the one cut and approximately 7 million the entire project. This is a very scenic section of freeway.

Lang and Kirkpatrick are just coming in on their project on the Lookout and Hackmore Road in the lava beds—this will just about get in swing before the snow comes—but of course this will mean considerable work next year.

Local 3 Adds Third NLRB Loggers Test

Operating Engineers Local Union No. 3 has won a third National Labor Relations Board decision in their all-out effort to organize thousands of loggers in California's giant north woods.

International Vice President and Business Manager of Local 3, Al Clem announced that the Engineers will represent loggers at Narbaitz Logging Company in Burney, California in future wage negotiations.

Previously the Union had won elections at Emmitt Baugh and Cascade Logging Companies, two of the largest producers in Northern California.

"Although we are making good progress," stated Clem, "I would like to see a real push to bring all of the 'unorganized' into the fold of organized labor before the snow flies. We would then be able to present the industry with a solid front in future contract negotiations."

Clem pointed out that logging was one of California's oldest and most dangerous occupations, and that workers were still completely without representation. "We have found that these hard-working and dedicated loggers have achieved next to nothing in the way of improved wages, working conditions and health and welfare programs because their dealings with the employer have been on an individual or fragmented basis. At the present time they have less se-

curity than most of the townspeople who depend on the work of the loggers for their community's survival. We expect to change all of that, shortly."

The union leader pointed out that Local 3 has been working very closely with the Teamsters. "We have worked out an agreement with Teamsters Local No. 137 for them to handle the 'rolling stock' while we represent the fallers, buckers, knot-bumpers, rigging crews, road crews, heavy duty repair welders and the grease trucks."

Clem said that Local 3 would continue to offer loggers an opportunity for membership in a "union that takes second place to no organization in the solid and continuing benefits it has won for its membership."

He added that he would be glad to meet personally with any representatives or groups of loggers that sought Local 3's help in winning a fair wage, decent and safe working conditions, as well as health, welfare and retirement programs.

Unemployment for Non-Whites Decline

The employment rate for non-whites dropped to 6.9 percent in August, almost 1 percent down from the May-June rate. However, the nonwhite jobless rate continues to run twice as high as that for white workers.

New Wage Scale Hawaii, Pacific Islands

RATES PER HOUR—Effective Dates

9-11-67	3-4-68	9-2-68	3-3-69	9-1-69	3-2-70
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health and welfare trust fund 18¢ per hour for each hour worked by each employee covered by this agreement.

Thereafter, each Employer covered by this Agreement shall pay into the 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:

21 cents per hour effective September 3, 1968.

B. Pensioned Health and Welfare—Each Employer covered by this Agreement shall pay into the Hawaii Pensioned Operating Engineers Health and Welfare Trust fund for each hour worked by each Employee covered by this agreement according to the following schedule:

1 cent per hour effective March 4, 1968.

C. Pensions—Each Employer covered by this Agreement shall pay into the Pension Trust for Operating Engineers for each hour worked by each Employee covered by this agreement according to the following schedule:

10 cents per hour effective September 1, 1967.
15 cents per hour effective January 1, 1968.
27½ cents per hour effective January 6, 1969.
40 cents per hour effective January 5, 1970.

D. Journeyman and Apprentice Training Fund—Each Employer covered by this Agreement shall pay the following sums 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 hour effective September 11, 1967.
3 cents per hour effective September 2, 1968.

E. Pay in Lieu of Vacations and Holiday Pay and Employment Office Assistance—For the above named purposes, each Employer shall pay for each hour worked by each Employee covered by this Agreement according to the following schedule:

5 cents per hour effective September 11, 1967.
11 cents per hour effective September 2, 1968.

Such 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 made at the times and in the manner provided for by the Trust Agreements creating said Trusts, and each Employer is bound by all the terms and conditions of said Trust Agreements and by amendment or amendments thereto.

G. Fringe Option—Each Employer covered by this Agreement shall pay an additional contribution per hour for each hour worked by each Employee for such Employer under this Agreement, and for each hour due such Employee as shift differential from such Employer as set forth below. At the option of the Local Union Executive Board the payments shall be applied in whole or in part to the Hawaii Health and Welfare Trust Fund for Operating Engineers, the Pension Trust Fund for Operating Engineers or the Vacation and Holiday Pay Plan, or any one of them. Upon the exercise of such option, subject to the effective date hereof, such payments shall become a part of the Funds and/or Vacation and Holiday Pay Plan, as the case may be, and shall be subject to the provisions of the Agreement applicable thereto. The payments shall be according to the following schedule:

10 cents per hour effective September 1, 1969.

SECTION III GROUP WAGE RATES AND CLASSIFICATIONS

(Exhibit A (in part) and Exhibit A-1)

A. On all work covered by this Agreement when performed, and in all instances in which equipment used in the performance of work covered by this Agreement is operated, regardless of when the work was bid or let, such work shall be performed and such equipment shall be operated by Employees obtained in accordance with the provision of Exhibit B of the Master Agreement, in the classifications and at the wage scale as follows:

B. CLASSIFICATIONS

GROUP NO. 1

9-11-67	3-4-68	9-2-68	3-3-69	9-1-69	3-2-70
\$3.71	\$3.82	\$3.94	\$4.06	\$4.19	\$4.33

Rear Chainman (Note 4); Rodman; Partsman (heavy duty repair shop parts room when needed); Repairman Helper; Assistant to Engineer (Oilers, Firemen, Switchmen, Signalmen (Note 1), Brakemen, Deckhands, Tar Pot Firemen).

GROUP NO. 2

\$3.81	\$3.92	\$4.04	\$4.16	\$4.29	\$4.43
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Compressor (Note 2); Mechanical Conveyor (handling building materials); Mixer Box Operator (Concrete Plant); Pump Operator (Note 2); Tar Pot Fireman (power agitated); Hydraulic Monitor; Spreader Boxman (with screeds); Roller (5 tons and under).

GROUP NO. 3

\$3.91	\$4.02	\$4.15	\$4.28	\$4.42	\$4.56
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RATES PER HOUR—Effective Dates

9-11-67	3-4-68	9-2-68	3-3-69	9-1-69	3-2-70
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Engineer Dinky Operator; Head Chainman (Note 4); Box Operator (Bunker); Locomotive (brakeman required); Ross Carrier (const. jobsite); Screedman except asphaltic concrete paving); Self-propelled, automatically applied Concrete Curing Machine (on streets, highways, airports, and canals); Tugger Hoist, single drum.

GROUP NO. 4

\$4.09	\$4.21	\$4.34	\$4.48	\$4.62	\$4.79
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Agri-cat (mini-cat); Straddle Truck (job site); Fork Lift or Lumber Stacker (const. job site); Material Hoist (1 drum); Lubrication & Service Engineer (mobile and grease rack); "A" Frame Truck; Slip Form Pumps; Small rubber-tired Trenching machine & similar small equipment (any assistance in the operation if needed shall be performed by an Asst. to Engineer).°

GROUP NO. 5

\$4.33	\$4.46	\$4.60	\$4.75	\$4.90	\$5.05
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Crushers; Gradesetter (mechanical or otherwise); Concrete Mixer (up to 2 yds.); Mobile Crane Driver; Service Truck Operator; Towermobile; Trencher (under 6 ft.); Concrete Pumps or Pumpcrete Guns; Loader (2¼ yds. and under); Pavement Breaker; Generators, gasoline or diesel driven (100 k.w.); Welding Machines (gasoline or diesel) (Note 3).

GROUP NO. 6

\$4.59	\$4.73	\$4.87	\$5.02	\$5.18	\$5.34
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Combination Loader and Backhoe including Hop-to (up to ½ yds.); Hoist (2 drums); Loader (over 2¼ yd. to & inclu. 5 yd.); Rollers (over 5 tons); Concrete Batch Plants (wet or dry); Concrete Saws (self-propelled unit on streets, highways, airports and canals); Drilling Machinery (not to apply to waterliners, wagon drills or Jackhammers) (Asst. to Engineer required)°; Highline Cableway Signalman; Locomotives (steam or over 30 tons) (Asst. to Engineer required)°; Mechanical Finishers (concrete) (Large Clary, Johnson, Bidwell Bridge Deck, or similar types); Maginnis Internal Full Slab Vibrator (on airports, highways, canals and warehouses); Power Jumbo Operator (setting slip forms, etc., in tunnels); Portable Crushers; Self-propelled Compactor (single engine); Self-propelled Pipeline Wrapping Machine (Perault, CRC or similar types); Small Rubber Tired Tractors; Kolman Loader; Mixer-mobile (over 5 tons); Trencher (6 ft. and over) (Asst. to Engineer required)°; Small Tractor (with boom), (D-6 or similar); Lull High Lift.

GROUP NO. 7

\$4.81	\$4.95	\$5.11	\$5.27	\$5.44	\$5.61
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Instrument Man (Note 4); Mixers (over 2 yds.); Dual Drum Mixer (Asst. to Engineer required)°; Journeyman Trainee; Mechanical Finisher or Spreader (Barber Greene or similar); Mine or Shaft Hoist; Pavement Breaker with Compressor combination (operates 1 or 2); Pavement Breaker, truck mounted, with Compressor combination (Asst. to Engineer required)°; Pipe Cleaning Machine (tractor propelled and supported); Pipe Wrapping Machine (tractor propelled and supported); Pipe Bending Machine (pipe lines only); Self-propelled Boom Type Lifting Device (Asst. to Engineer, except on 12½ ton capacity or less)°; Self-propelled Elevating Grade Plane; Slusher Operator; Trenching Machine (over 8 ft.) (Asst. to Engineer required, except as provided above).°

GROUP NO. 8

\$4.90	\$5.04	\$5.20	\$5.36	\$5.53	\$5.70
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Boom Type Back Filling Machine; Boring Machine Operator; Conveyor Operator (tunnel); Engineer, Locomotive; Finishing Machine Operator (Airports and Highways); Handi-Crane (under 12 ton); No-Joint Pipe Laying Machine; Refrigeration Plant; Saurman Type Dragline (under 5 yds.); Stationary Pipe Wrapping Cleaning and Bending Machine; Surface Heater and Plant Operator; Tri-Batch Paver (Asst. to Engineer required)°; Cast-in-place Pipe Laying Machine; Concrete Batch Plant (multiple units); Mucking Machine (Asst. to Engineer required)°; Portable Crushing and Screening Plants (Asst. to Engineer required)°; Mechanical Trench Shield; Tunnel Badger (Asst. to Engineer required)°; Combination loader and hydraulic backhoe (over ½ yd. to and inclu. ¾ yd.); Hydraulic backhoe (over ½ yd. to and inclu. ¾ yd.).°

GROUP NO. 9

\$4.99	\$5.14	\$5.30	\$5.46	\$5.63	\$5.80
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Do-Mor Loader and Adams Elegrader; Rubber Tired Scrapers (up to 12 yds.); Combination Mixer and Compressor (gunite); Lull Hi-Lift (40 foot or over).

GROUP NO. 9A

\$4.99	\$5.17	\$5.33	\$5.52	\$5.69	\$5.89
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Tractors (with boom) larger than D-6, and similar; Tractors, Dozers, Scrapers, Sheep Foot, Self Propelled Com-

RATES PER HOUR—Effective Dates

9-11-67	3-4-68	9-2-68	3-3-69	9-1-69	3-2-70
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pactor with Dozer and Push Cats; Heavy Duty Repairman or Welder.

GROUP NO. 10

\$5.19	\$5.35	\$5.52	\$5.69	\$5.86	\$6.04
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Chicago Boom; Chief of Party; Crane Operator (not over 25 tons) (Asst. to Engineer required)°; Hoist (3 drum); Koehring Skooper (Asst. to Engineer required)°; Loader (over 5 yds.); Power Shovels, Clamshells, Draglines, Backhoes, Grad-alls (up to 1 yd.); Saurman Type Dragline (5 yds. or over); Euclids, T pulls, DW-10, 20 and 21 similar (with earthmoving equipment up to and including 35 cy. "struck" m.r.c.); Tractors (D-9 or equivalent); Tractor (Tandem Scraper); Locomotive (over 100 tons) (single or multiple units) (Asst. to Engineer required)°; Power Blade Operator; Soil Stabilizer (P&H or equal); Sub Grader (Gurries or other automatic type) (Asst. to Engineer required)°; Track-laying type Earth Moving Machine (single engine with Tandem Scraper); Tractor, Compressor, Drill comb. (Asst. to Engineer required)°; Universal, Liebherr, Linden and similar types of tower cranes (in the erection, dismantling, and moving of equipment, there shall be an additional Operating Engineer or Heavy Duty Mechanic).

GROUP NO. 11

\$5.39	\$5.56	\$5.74	\$5.92	\$6.10	\$6.28
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Cranes (over 25 tons (Asst. to Engineer required)°; DW 10, 20, etc. (Tandem); Highline Cableway; Lift Slab Machine; Power Shovels, Clamshells, Draglines, Backhoes, Grad-alls (over 1 yd. and up to 5 yds.) (Asst. to Engineer required)°; Pre-Stress Wire Wrapping Machine; Automatic Slip Form Paver (concrete or asphalt) (Gradesetter, Screedman, and Asst. to Engineer required)°; Power Blade Operator (16 or over); Earth-Moving Machines (Multiple propulsion power units and two or more Scrapers) (up to and inclu. 35 cy "struck" m.r.c.); Self-propelled Compactor (with multiple propulsion power units); Single Engine Rubber-Tired Earth-moving machine (with Tandem scraper); Tandem Cats; Tower Cranes, Mobile (Asst. to Engineer required)°; Trencher (pulling attached shield) (Asst. to Engineer required)°; Wheel Excavator (up to and inclu. 750 cy per hour) (Asst. to Engineer required)°.

GROUP NO. 12

\$5.65	\$5.83	\$6.02	\$6.21	\$6.40	\$6.59
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Derricks, Drill Rigs (Asst. to Engineer or Fireman required)°; Rubber tired Scrapers (35 yds. and over); Band Wagon (in conjunction with Wheel Excavator); Multi-propulsion Earth Moving Machines (Two or more Scrapers) (over 35 cy "struck" m.r.c.); Power Shovels and Draglines (over 7 cu. yds. m.r.c.) (Asst. to Engineer required)°; (An additional Asst. to Engineer is required if the Shovel or Dragline is electrically powered)°; Wheel Excavator (over 750 cu. yds. per hour (Two Operators and one Asst. to Engineer is required; any additional assistance shall be by Assts. to Engineer).°

HELICOPTER WORK

\$6.21	\$6.40	\$6.64	\$6.82	\$7.08	\$7.30
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Airborne Hoist Operator for Helicopter used on work covered by this agreement.

\$6.33	\$6.52	\$6.76	\$6.98	\$7.20	\$7.42
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Co-Pilot of Helicopter used on work covered by this Agreement.

\$6.47	\$6.68	\$6.90	\$7.12	\$7.34	\$7.56
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Pilot of Helicopter used on work covered by this Agreement.

DIVERS

\$7.33	\$7.56	\$7.79	\$8.03	\$8.27	\$8.51
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Divers (aqua lung).

\$4.99	\$5.14	\$5.30	\$5.46	\$5.63	\$5.80
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Divers (aqua lung) (stand-by)

\$58.64	\$60.48	\$62.32	\$64.24	\$66.16	\$68.08
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Divers (hard hat) (per day).
Receives 25¢ more per hour than the rate of the highest classification of employee being worked with.
Divers (hard hat) (stand-by).

FOREMAN—25¢ more per hour than the rate of the highest classification being supervised.

*In each instance in which one (1) or more Assistant to Engineer is required, subject to the provisions of this Agreement, an Indentured Apprentice may be employed.

C. Operators, Assistants to Engineer and Indentured Apprentices on cranes with booms of eighty feet or more, including jib, shall receive additional premium according to the following schedule: (not applicable to climbing tower cranes)

	Per Hour
Booms of 80 feet up to, but not including, 130 feet.	\$.15
Booms of 130 feet up to, but not including, 180 feet.	.30

See HAWAIIAN CONTRACT page 15

OK \$66 Million For Utah Highways

★ ★ ★

American Bridge Co. Leaves Geneva Steel

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

Utah has been allocated 66 million dollars in federal highway funds for the fiscal year 1969, Sen. Wallace F. Bennett (R-Utah) reported.

The Department of Transportation informed him that this included \$57,375,725 for the Interstate highway system and \$9,046,383 for the secondary highway system.

"Of Utah's 930 miles in the Interstate system, 27.1 per cent is complete, with 203 miles completed to full or acceptable standards and 51 miles completed for standards adequate for the present standards," Sen. Bennett said.

"Another 161 miles is under construction and engineering or right-of-way acquisition is under way on another 285 miles."

American Bridge Company is officially moved out of Geneva Steel with no more work scheduled in the foreseeable future.

We are sorry to see this firm leave for they afforded work for many Engineers over a period of many years. American Bridge absorbed Consolidated Western Steel Company during the past few years and between the two companies has had work in Geneva since 1950.

Robert Helms, contractor from Reno, Nevada, has his crusher going and hot plant set up at Leeds near St. George. Harlow Lee is superintendent and is anxious to get started on the I-15 Freeway asphalt overlay job which should last well into the winter in Utah's Dixie climate.

Carl E. Nelson has a resurfacing job on Interstate 15 near Cove-Fort and has two hot plants side by side putting out as high as 3,400 ton in a long day's run. This company recently signed a short form agreement and the relations should be good with Dick Peterson as part of their management.

Morrison-Knudsen was awarded a 4.5 million dollar job on I-70 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, Asbury Contractors and Chadwick & Buchanan

Inc. of Los Angeles, California on the great Salt Lake Chemical Complex job. There are presently some 150 brother engineers working on this project. The basic roadway construction across the marshy salt flats between Little Valley and Promontory Point is nearing completion. All work on this project including ponding areas and canals are far ahead of schedule.

The Weber State College campus, Ogden, is enjoying expansion. Cannon Papanikolas Construction, Horn & Zwick Construction and Culp Construction all of Salt Lake City are busy on the campus.

In the Salt Lake area, J. B. Parsons Co. is hacking away on their job east of Wendover on Highway 40. This job started early in the spring and has made good progress thanks to the weather man and very little personnel turnover. Each time a M.R.S. unit makes a trip to the fill area he deposits approximately 170 tons of material.

Coming farther east on Highway 40, Healy and Hess are busy on their portion of the interstate at Knolls, Utah. They have a fine crew of Operators on this job, but are having troubles with the dust condition and location of material. Brother Clair Doyle is steward.

Fife Construction has 26 miles of secondary road into the Air Force Experimental Area northeast of Low, Utah. Water is scarce and dust problems exist.

They, also, have another job from Timpie Junction to Burmister. One more contract from Black Rock to Burmister will considerably shorten the distance between Salt Lake and points west. This job is running two shifts and doing well.

At this time, Northwestern Engineering Company has started to finish some of their grade between 53rd So. and 7200 So. on the interstate freeway. This company also has a surfacing job at Wanship, Utah, on the East-West freeway. They have a crusher and hot plant set up in W. W. Clyde's pit between Coalville and Wanship.

S. S. Mullin Company will start their 4+ miles of the East-West interstate between Kimball junction and Silver Creek on September 25 in effort to beat the weather. This job went for approximately \$3,000,000.



PROUD FAMILY poses with 1967 Operating Engineers Local #3 college scholarship winner, Myron D. Cottam (third from left) following presentation of the award at the District Meeting in Salt Lake City, last month. Vice President Dale Marr presented the \$500 check to Cottam as well as a

runner-up award to Joe L. Walker. Brother and Mrs. Doyle Cottam and Myron's younger brother and sister witnessed the ceremony. Brother Cottam is superintendent for V. C. Mendenhall. Myron is currently attending Brigham Young University. The family resides in Escalante, Utah.

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" — fishing, that is, for buried steel bars and pipelines.

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 down trouble in such diverse buried networks as telephone and electric cables, water and sewer lines and even meter stations.

And a Chicago concern—James Electronics, Inc.—has introduced a solid-state direct reading pachometer to locate reinforcing bars, calculate their sizes and measure the thickness of their concrete covers.

Hewlett-Packard's system is being used for troubleshooting by a gas company in Greeley, Colo. The chief engineer there claims that the device has reduced "from 25 to 50 percent" the time it takes to locate, trace and determine the depth of long sections of buried pipe and cable.

The system consists of a self-contained unit generating a 990 cycle-per-second signal. The signal pulses through cable or pipe and is picked up by sensitive hand-held probes. After solid ground contact is made, automatic controls establish the proper output signal level. A flashing light informs the operator of the proper setting. With the circuit established, a light-weight three-ft. probe and 35 m.m. camera-sized 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 down directly over the course of the buried pipe, the receiver unit registers only a null or a sharply reduced signal. Moving the probe to either side of the underground pipe or cable course produces an audible signal. Thus, craftsmen can trace entire courses as quickly as they can walk across open lawns or streets. And, since the inductive probe senses 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.

When the null effect is reached with the probe, one need only measure the surface distance between the two points which equals the pipe's depth.

The James Pachometer is designed for use by building contractors, bridge designers, architects, and even home builders and civil engineers.

The company claims its device

is simple to handle. A magnetic probe is passed across the surface of the concrete structure under examination. The operator observes maximum deflection of the indicator needle. This is an indication of the center line location of a rebar.

With knowledge of the bar size it is then possible to directly read the inches of concrete cover over the specific bar being examined. The makers claim a complete contour of the area can be done quickly. If the bar size is not known there is a two-step technique which can be applied to determine this. There are three separate models for working with various sizes of rebar.

Individuals seeking additional information on the Hewlett-Packard troubleshooter can contact J. T. Evans, Delcon Division, Hewlett-Packard, 333 Logue Ave., Mountain View 94040. Added data on the pachometer may be had from James Electronics, Inc., Instruments Divn., Marketing Dept., 4050 N. Rockwell St., Chicago, Ill. 60618.

Collectively...

Continued

You will note that your agent's telephone numbers are printed in this paper, so if you are working and cannot contact them, feel free to call them at home at any time. (See page 11)

During the past month, I was able to attend the installation of Officers at Local 12 where General President Hunter Wharton performed 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 Twombly. It goes without saying that it was gratifying to note that the team of officers were returned to office by an overwhelming vote, and we can look forward to working together for the duration of their term of office as we have in the past six (6) years. These two local unions have much in common and if we work together, as we should, it will be beneficial to the membership of both local unions.

Regional Director Jim Twombly and I met with a committee from the Ironworkers where we reduced to writing our various problems relating to jurisdiction. As jurisdiction is the very lifeblood of our organization, it is here that we secure job opportunities that rightfully belong to us by the virtue of the fact that they

See COLLECTIVELY page 13

Collectively...

Continued

problems of the Union are discussed at great length. This does not mean we are discontinuing holding meetings where all the agents are in attendance to discuss any problems, but we find that by meeting with a smaller group and changing the make-up of the group from time to time, we are able to discuss the problems more thoroughly. If you have something that is bothering you relating to your collective agreement or problems of a jurisdictional nature, or for that matter, any job or Union problems, contact your Job Steward or your Business Agent so that he may be able to bring these to the attention of the District Representatives, and we can discuss them at these monthly meetings.

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.

See columns 4 and 5 this page

Engineers Lay Vital BART Tube On Bay Floor



FIRST VIEW inside tube of the first section of the underwater Trans-Bay Rapid Transit Tube which will extend along the floor of the bay between San Francisco and Oakland. Two of the 57 massive steel and concrete sections that will comprise the four-mile tube—longest

in the world—have been lowered into position and connected together in a dredged trench near the Oakland shoreline. Others will follow at the rate of one every two weeks until mid-1969.

Some of the largest construction equipment ever built is being employed to sink 330-foot sections of the Trans-Bay Tube into place in a trench across San Francisco Bay.

The Tube will serve as a vital link in the \$1.2-billion San Francisco Bay Area Rapid Transit System. Approximately 3.6 miles long, it will link San Francisco with Oakland, Berkeley, Richmond, and several dozen suburban communities on the East Bay.

Trans-Bay Constructors, a joint venture of Peter Kiewit Sons Company, Raymond International, Tidewater Construction Company, and Healy Tibbetts Construction Company, bid a low of approximately \$89 million to construct the Tube and place it. Finish construction, track-laying and 2.8 miles of approaches will bring the total cost of the project to \$180 million.

TBC is fabricating the steel Tube, in sections averaging 330 feet, on shipways. After launching, a section is floated to a nearby outfitting wharf where about 4,200 cubic yards of concrete is added to form 2-foot-3-inch thick interior walls and trackways. It is then floated out into position and sunk to the floor of the Bay.

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 screed barge, designed to level the gravel bed in the trench before the Tube sections are laid in it.

Tube sections are 21 feet 6 inches high and 48 feet wide. They are binocular shaped, with two trackways—each 17 feet in diameter—to carry trains in opposing directions. Between the trackways are ventilation and utility shafts.

devised to lower the Tube slowly into a trench at the bottom of the Bay. A revolving crane has been mounted on rails, on one barge, to place gravel over and around the entrenched Tube, locking it into place.

Trans-Bay Constructors is excavating the 3.6-mile-long trench with the "Thelma" the largest clamshell dredge on the West Coast. Another dredge barge is equipped with a 200-ton Clyde crane and 13-yard clamshell bucket. Also on the line is a smaller barge carrying a crane with 6½-yard bucket. All are loading into 2,000-yard dump barges.

The trenching is being undertaken in water as deep as 120 feet. The ditch itself will be 70-100 feet deep with a 60-foot-wide bottom. Side slopes are generally 1½ to 1, although in some places they are 2 to 1 with a 50-foot berm.

In all, the contractor must excavate 5.6 million cubic yards of material.

HUGE SCREEDING BARGE

A large and ingenious screeding outfit has been put together by TMC to level the 2-foot foundation course required in the bottom of the trench.

This outfit, floating on two pontoons, stands 44 feet high and measures 85 feet wide and 240 feet long. It consists primarily of an open rectangular frame built of trusses 16 feet deep and 12 feet wide. On a travelling bridge on this framework, the contractor has mounted heavy machinery for lowering and moving the screed along the bottom of the trench.

Three large hoppers are mounted on this bridge, also, with tubes to carry the foundation bed gravel down through the water and to distribute it in the trench.

The entire framework stands on columns which carry it 44 feet above the surface. The columns ride on two pontoons 17 feet in diameter and the width of the barge deck.

The screeding rig is outfitted with a system of anchors, or counter weights, which permit the contractor to pull the rig down into the water until the bottom of the truss framework is riding the surface.

The alignment of the Tube across the Bay changes both horizontally and vertically. Starting from the San Francisco side at minus 88 feet elevation, it slopes downward on a 1.29 percent grade, then up at a 2 percent grade to clear the rising floor at Yerba Buena Island, down again under a shipping channel and up on 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 on shore, 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 bulkheads in the ends. At a nearby outfitting dock, concrete is placed for the interior walls and trackways. When this weight has been added, only about 2½ feet of the Tube is riding above the surface. Tugs push it out to its proper position in the alignment where the placing barge is waiting.

LOWERING A TUBE SECTION

Four 200-ton fall blocks for holding the Tube and lowering it to the floor of the Bay are suspended from the two bridges connecting the two barges. The hooks grab the Tube at two points at each end. A sensitive system of hydraulic controls and strain gauges permit operators to watch the loading on all four points at once and to keep the 330-foot Tube level and in proper position during its descent.

This equipment is so sensitive the contractor could control the longitudinal and transverse position of the first 330-foot-long section placed to within 2/100ths. As construction moves out into the Bay currents, this exactness of control probably will not be possible.

Surveyors work from shore points and a tower mounted on the Tube section to direct the lowering and placing operation. An optical plummet employed through a 16-inch pipe enables surveyors to align the centerline of the Tube with onshore control points.

couplers and employ them to draw the new Tube tight to the old one.

Divers are employed to help guide the Tube into position. Complete decompression chambers are carried at both ends of the 366-foot-long barge into which they can move promptly upon surfacing.

A neoprene rubber gasket around the rim of the 48-foot-wide Tube end is depressed in the coupling process. The contractor then bleeds the water trapped between the end bulkheads of the two sections, and hydrostatic pressure at the other end of the Tube drives it home.

Later the bulkheads are removed, from inside the structure, and permanent steel plate connections welded in place. Grout and tremie concrete are added to complete the joint construction.

The action of the couplings is controlled on board, as are controls which unhook the main falls which hold the Tube when it is resting on the bottom.

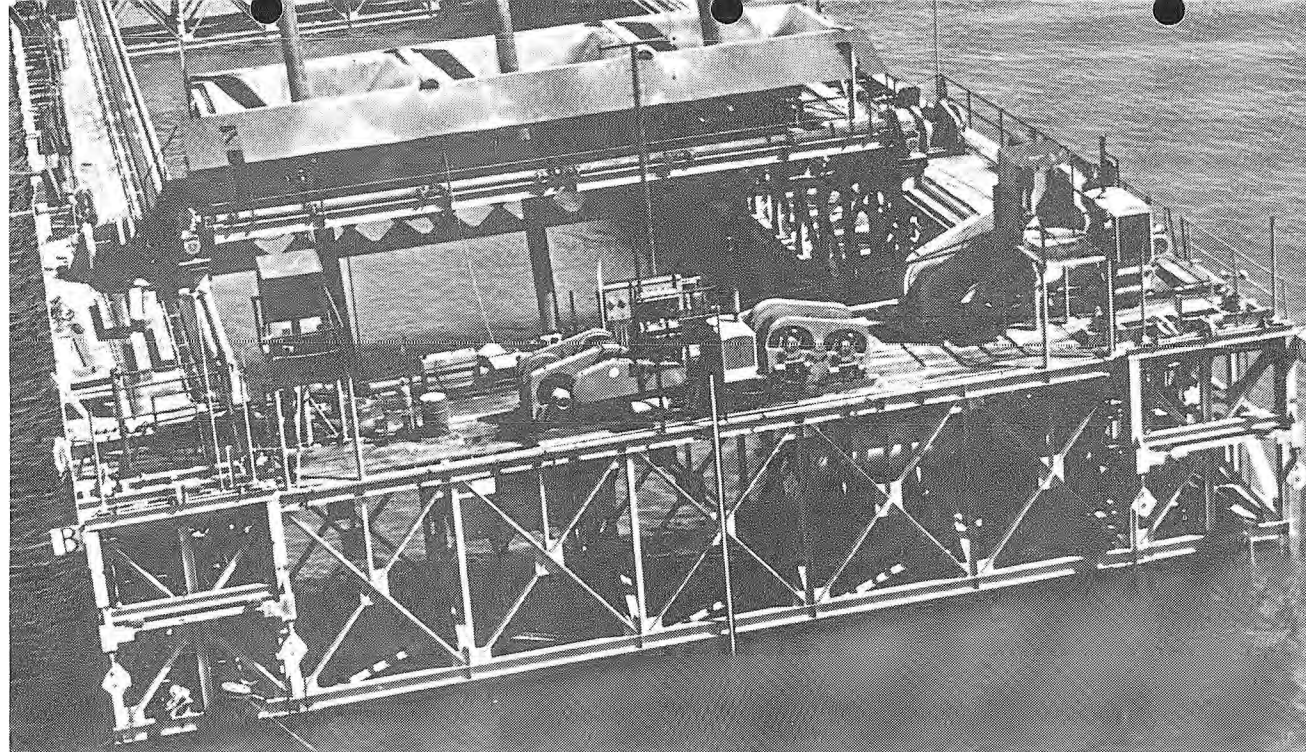
Also unique is the system of lines and anchors which keep the 366-foot-long barge in position on the alignment. Eight of these are employed—four with 8,000-lb. anchors to maintain longitudinal position and four with 25,000-lb. anchors to maintain transverse position.

After a Tube section is lowered into place, backfill material is lowered to lock it into place. A 100-ton Manitowac revolving crane is mounted on the barge for this purpose. Travelling on an elevated track almost the length of the barge, it is used to place ballast into the ballast box of the Tube to sink it initially, as well as to place the backfill.

The Tube will terminate at offshore ventilation and utility structures at both the San Francisco and Oakland sides. Construction of the San Francisco building is part of the TBC contract. This structure, also, was fabricated on a shipway at the Bethlehem Shipyard and is being outfitted. When completed it will be 108 feet tall. It will then be floated out to the site and sunk to the floor of the Bay much like a caisson.

Bids for construction of the





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 5½-yard buckets.

concrete sections is no easy, especially in water 130 feet deep in places. Yet, specifications demand that they be sunk and positioned within 1 inch of centerline.

The floating rig employed to accomplish this task is a catamaran placing barge, composed of two railroad barges, each 38 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

never help keep it about that position, the outfit is stabilized for operation of the screed.

The screed is primarily a steel framework, like a Jersey spreader, hung on cables by which it is lowered. It is moved along its course by means of a travelling bridge on the barge. The screed measures 56 by 13 feet.

In spite of its bulk, the rig is effective, enabling the contractor to produce a course as close as ¼ inch to grade.

Tube through the water. They are equipped with reverse gears for power loading and engine retarders which permit the engine to serve as brakes.

Each section of Tube is equipped with four railroad type couplers at each end built by National Castings Division of Midland-Ross. These are activated 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

tors the low. The firm has been given 38 months to complete the job, by June 1969.

The Tube is the longest and deepest crossing of this type ever attempted. It will be 3.6 miles long between terminal buildings, plus 2.8 miles of underwater and underground subway approaches. It will permit BART's (Bay Area Rapid Transit) high-speed trains to carry passengers from downtown Oakland to downtown San Francisco in eight minutes.



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 into place.

Work Is Booming In Marysville Area

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

We are real happy to report that the work picture in the Marysville District has been the brightest the past month than any time during 1967. This has meant one thing to our Brothers and their families, JOBS. It seemed as though winter was never going to give up, but finally did. Again we appreciate so much all the patience shown by all the Brothers in this area. For those who are on the out of work list we urge you to be available when the dispatcher calls you or leave word where he can reach you. DON'T MISS A JOB.

A hearty thanks goes out to all the Brothers and their families who have donated a pint of blood to the Marysville District Operating Engineers Blood Bank. We presently have 38 pints in reserve and all of us are very proud of this fact. If you would like to donate a pint of blood; please call us as to information on where you can do this. As I have stated before many times; Let's keep our blood bank reserve high in case an emergency arises. Our thanks to the following people who are among those who have donated blood recently; Gerald Davern, Earl H. Garner, Clarence McMurry, Carrol Stott, and Eugene Bigart.

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, 1969, about 2.7 million cubic yards of concrete will have gone into it and it will stretch across the rugged Yuba River Canyon at a height of 645 feet above the stream bed.

The contractor, Perini-Yuba Associated, is about six weeks behind his schedule in pouring concrete, but is still ahead of the schedule called for in its construction contract with the Yuba County Water Agency, although the job is somewhat behind the contractor's own schedule. They expect to make up the time lost by delay in starting the concrete pouring. Pouring will continue through the winter.

H. Earl Parker Co. 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 road will replace a narrow winding section of the old Dobbins-Camptonville 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 contractors remains "rather phenomenal for a project of this size," according to Colin Handforth, manager of the Yuba County Water Agency. There has been only two accidents since the first of the year that resulted in workers losing time on the job. One was the fatal accident and the other involved a broken leg from a fall.

Since work on the \$180 million

project began last June, there have been only five "lost-time" accidents, according to the company. Safety on the job has been the goal of every Brother engineer on this job. We appreciate the cooperation we have been given by all the Brothers working on the project.

As of the end of April, 22.3 per cent of the contract time had elapsed and the job was 23.41 per cent complete.

The House Appropriations Committee approved the annual public works bill without the requested appropriation for Marysville Dam studies.

However, the full \$5,040,000 federal flood control contribution for the Yuba County Water Agency's Bullards Bar project is included in the bill.

The Yuba Sutter Marysville Dam Committee had sought to have included in the measure \$100,000 for beginning studies of the proposed Marysville project which would achieve full flood control of the Yuba River.

Area officials had traveled to Washington to support the \$100,000 request in testimony before the committee, however, the committee approved very few new starts on projects and imposed a further go-slow order on flood control, rivers and harbor work and reclamation projects, according to a Washington report.

In approving the \$4.6 billion annual public works bill, the committee made plain in a report to the House that it would have voted more money except for demands of the Vietnam war. It said studies show that meeting water needs of the 1980's calls for more than twice the current rate of government spending for water development.

A contract for construction of the Belden powerhouse structure on Feather River 50 miles from Oroville was awarded to Rothchild, Raffin and Weirick Inc. of San Francisco. Pacific Gas and Electric Company said the structure will be part of a \$32 million Belden hydroelectric project, but did not announce its cost.

The Belden powerhouse, scheduled for operation November 1, 1969 will become the 67th hydroelectric generating plant on the PG&E system and will contribute 117,000 kilowatts. In contacting this employer, for a pre-job conference, he tells us work will begin in the very near future. This should be a good job for many of our Brothers if they can get far enough along where they can work through the winter months.

Representatives of county chambers of commerce 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 Oroville area include realignment and paving of the five mile link between Wick's Corners, on Highway 70, and Highway 99E; realignment and paving of 8.7 miles of Highway 70 from Palermo Road to the Yuba County line, preparation of plans for widening and improving of 12.4 miles of Highway 70 from Jarbo Gap to the Plumas County line and a call for hearings on a proposed freeway on Highway 70 between Oroville and Sheridan, near Lincoln.

The chamber representatives also decided to ask the state to ex-

tend widening and resurfacing of Oro-Dam Boulevard West from the Willows Road intersection, east to Oroville. Chamber officials said the road work was needed because of increased traffic over the highway from 99E to Oroville Dam.

The recommendations are to be presented to highway officials at a meeting in Oroville May 26th. Officials from adjoining counties will also present their highway improvement requests at the luncheon meeting.

A contract was awarded September 11th to W. H. Lindeman and Son, Inc., Red Bluff, in the amount of \$104,331 for the construction of Oroville Reservoir Service area boat ramp for the State water facilities. The work will include earth work for a concrete ramp, access road, and a concrete parking area.

Also on September 11th an award was made to A. Teichert & Son, Inc. for reconstruction of approximately 2½ miles of Grand

Avenue from Highway 70 intersection through Thermalito at a cost of \$158,588, which will include earth work and grading and paving. Teichert also has the reconstruction of part of east Grand Avenue, which is nearing completion at this time. In addition, \$36,351 for paving of the Biggs-Princeton Road, involving 5,450 tons of asphalt was awarded to A. Teichert for and in the county of Butte.

Another award was made to C. O. Bodenhamer of Chico, of \$50,851 by Butte County for construction of Sacramento Avenue bridge at Sandy Gulch in Chico. This company has almost completed their job on Highway 32, west of Chico, which consisted of bridge and grading and surfacing of approaches across Lindo Channel.

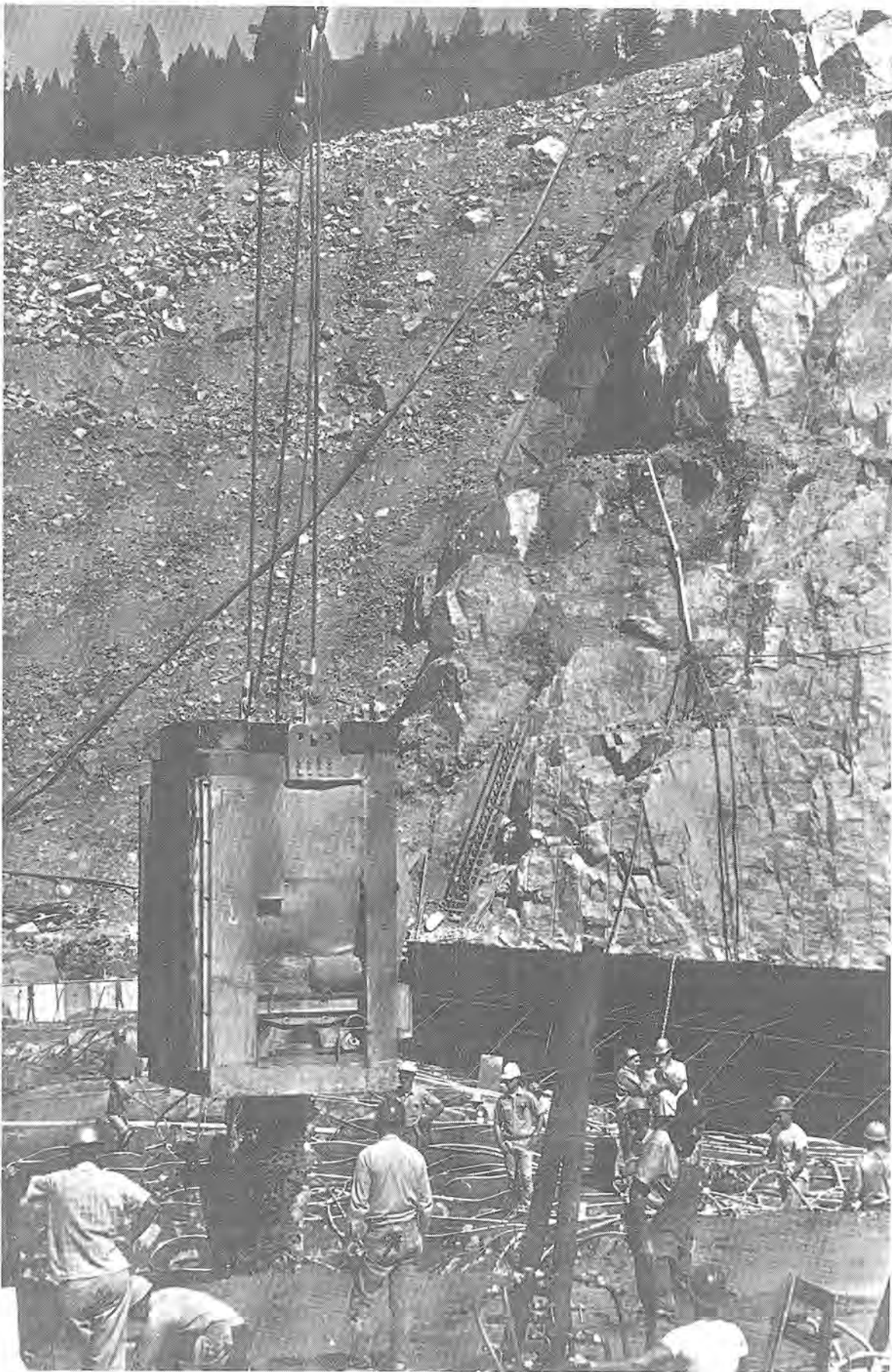
Oro Dam Constructors is still going strong, although lately the project has had several breakdowns due to fatigued machinery, which has ran so consistent over the past five years. The fill crew

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 winter looks good.

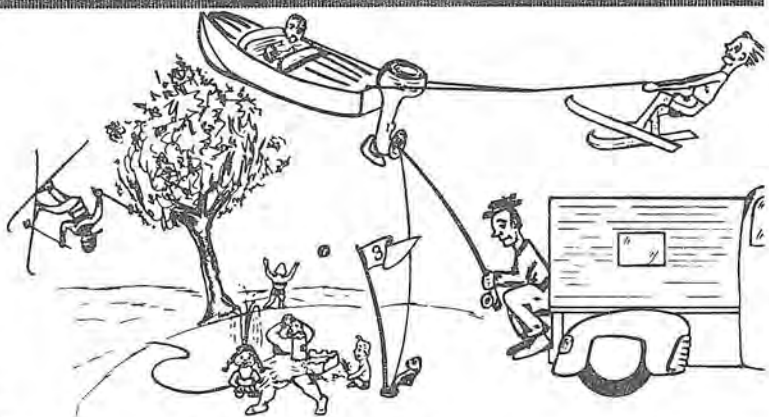
Baun Construction's job in Colusa, at the time of this printing should be topped out. Merrill Dubach has the frontage road cut and blacktopped for C. F. Moseman at the Sutter by-pass. Pomeroy and Gerwick's Manitowoc Crane and Piledriver are on their way back to the bay area after doing the pre-stressed concrete piles for this same job.

Kaiser Sand and Gravel at Hamilton City has just completed setting up of their new crusher for feeding of hot plant for 100,000 tons of blacktop for the canal job in that area. Lima Construction Company's job at Alder Springs will go to late fall and come back for the finish up next spring.



IN THE BOTTOM of the rugged Yuba River canyon a giant concrete bucket has started pouring for the New Bullards Bar dam which eventually will reach a height of 645 feet above the stream bed.

Here, the bucket, which holds eight cubic yards of cement, dumps a load. Contractor Perini-Yuba Associates says pouring will continue through the winter.



At Your Leisure

Business Offices & Agents Phone Listing

CALIFORNIA DISTRICT 1—SAN FRANCISCO

Dispatch Office:
470 Valencia St. (Area 415) 431-5744
A. J. "Buck" Hope, Dist. Rep. 967-2942
George Baker 536-4423
Warren LeMoine 355-0643
Jim Jennings 828-5803
Fran Walker
Trustee & Spec. Organizer 479-6828
Roland Weller 825-0109
Larry Charles

SAN MATEO
1527 South "B" (Area 415) 345-8237
Bill Raney 368-5690
Mike Kravnick 266-7502

SAN RAFAEL
76 Belvedere St. (Area 415) 454-3565
Al Hansen 479-6874
W. A. Sprinkle 479-6734

VALLEJO
404 Nebraska St. (Area 707) 644-2667
Aaron S. Smith 643-2972

DISTRICT 2—OAKLAND
1444 Webster St. (Area 415) 863-2120
Norris Casey, Dist. Rep. 687-8545
Jim Gentry 522-0266
Tom Carter 682-6382
Guy Jones 525-5055
Mike Womack 522-5959
Bob Mayfield 687-9724
Alex Cellini 828-3486

DISTRICT 3—STOCKTON
2626 N. California (Area 209) 464-7687
Walter Talbot, Dist. Rep. 477-3210
Al McNamara 454-0705

MODESTO
1521 K. St. (Area 209) 522-0833
Jerry Allgood 524-6421

DISTRICT 4—EUREKA
2806 Broadway (Area 707) 443-7328
Ray Cooper, Dist. Rep. 443-1814
Leonard York 839-3658

DISTRICT 5—FRESNO
3121 East Olive (Area 209) 233-3148
Claude Odom, Dist. Rep. 439-4052
Bill Relford 924-4478
Ken Green 299-2904

DISTRICT 6—MARYSVILLE
1010 Eye St. (Area 916) 743-7321
Harold Huston, Dist. Rep. 742-1728
W. R. Weeks 743-2366
Dan Carpenter 543-8156
Doug Farley 543-2667

DISTRICT 7—REDDING
100 Lake Blvd. (Area 916) 241-0158
Lake Austin, Dist. Rep. 241-4833
Lou Barnes 243-7645

DISTRICT 8—SACRAMENTO
2525 Stockton Blvd. (Area 916) 457-5795
Dave Rea, Dist. Rep. 624-3241
Al Dalton 644-2555
Art Garofalo 346-8836
Herman Eppler 383-1973

DISTRICT 9—SAN JOSE
760 Emory St. (Area 408) 295-8788
Bob Skidgel, Dist. Rep. 269-8438
Wm. Harley Davidson 724-5490
Lynn Moore 243-6742
Robert Long 248-0252

DISTRICT 10—SANTA ROSA
3913 Mayette (Area 707) 546-2487
Russell Swanson, Dist. Rep. 545-4414
Robert Wagnon 544-6736

NEVADA
DISTRICT 11—RENO
185 Martin Ave. (Area 702) 329-0236
Gail Bishop, Dist. Rep. 831-0609
Bud Mallett 738-6289
Joe Hamernick 882-0388
Ed DuBos 747-3219



GARY RICHARD came up victorious when he speared a forty three (43) inch, thirty and one-fourth (30 1/4) pound Ling Cod while skin diving off the coast of Patricks Point north of Eureka. Gary is Vice President of the Humboldt Skin Divers club. Each year the club gives a trophy for the largest game fish speared for the year; it looks like Gary is a shoo-in for the grand prize.

Union Membership Peak

Dues paying membership in national and international unions with headquarters in the U. S. hit an all time high of 19.1 million in 1966. The previous membership peak was 18.5 million in 1956.

Fly in and see us!

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. Murray Field had a tremendous Fly-In and Air Show, Memorial Day. Another was held in Garberville, July 16, 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 size and terrain of Northern California can be covered by air at a great saving to contractors and business alike.

Three-fourths (¾) of Northern California is covered by forests and mountains. Towns and cities are hours apart. Contractors and logging operations 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 Gas 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 day 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 and aid their jobs away from their offices. Now logging contractors such as Brock Logging Company with their sleek new Piper Cherokee Six are lowering their down time 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?

Humboldts eight (8) airports include: Arcata, Murray Field in Eureka, Rohnerville, Garberville, Dinsmore, 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 via-air.

Work in the Northern end of the district is coming to a fast slow down. Oscar Holmes Company, Nally Enterprises Company and many more are finishing up and the first rain has hit us 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 terribly poor for others but we hope for better prospects next season.

Eurekas' freeway report has been completed and forwarded to Sacramento after years of detailed study. However, no construction money for the estimated \$20 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 earlier.

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, costing \$7½ million is scheduled to start in 1969.

Next year in Humboldt County a 5.6 mile freeway from Trinidad north to tie into the four-lane freeway near Patricks' Point. It will be an estimated \$4,350,000 Project. Two roadside rests will be built in connection with the 5.6 miles of freeway.

Guintoli Lane 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 Pepperwood project, providing a full freeway from Jordan Creek to Dean Creek, should be completed in early or mid November, by Green Construction Company. The extension to this project is being done by Gibbon

and Reed-Huges & 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 tinted a goldenrod hue, which 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 helped 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 \$272,172 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 \$2 million Mad River, Salmon — Steelhead hatchery in the 1968-1969 State Budget will be 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 \$1.1 million.

TO WIN CONSUMER RIGHTS NOW... CONSUMER ASSEMBLY

DON'T MISS HEARING

Surgeon General William H. Stewart
Betty Furness, Special Assistant to the President for Consumer Affairs
Senator Lee Metcalf of Montana, co-author of "Overcharge"
Telling of excessive rates charged by utilities.
Senator Philip Hart of Michigan, chief sponsor of truth-in-packaging law enacted by the 89th Congress.
Former Senator Paul Douglas of Illinois, chief proponent of truth-in-lending legislation in the Senate.
Rev. Robert J. McEwen, director of the Economics Department of Boston College and a member of the President's Consumer Advisory Committee.
Edward P. Morgan, Radio commentator.



NOVEMBER
2-3, 1967

WASHINGTON,
D. C.

SHOREHAM HOTEL

Brother Brookshire Flies Low

★ ★ ★

Brother Gary Brookshire of Visalia likes to highball on or off the job. This 1967 Pontiac Firebird is set up for N.H.R.A. and runs B Stock. The car's low E. T. is 12.20 and the top speed is 114.89 M.P.H.

This car is 100% sponsored by Arnold Wiebe Buick, Pontiac G.M.C. Inc of Visalia. This is the third car Arnold Wiebe has sponsored for Brother Brookshire.

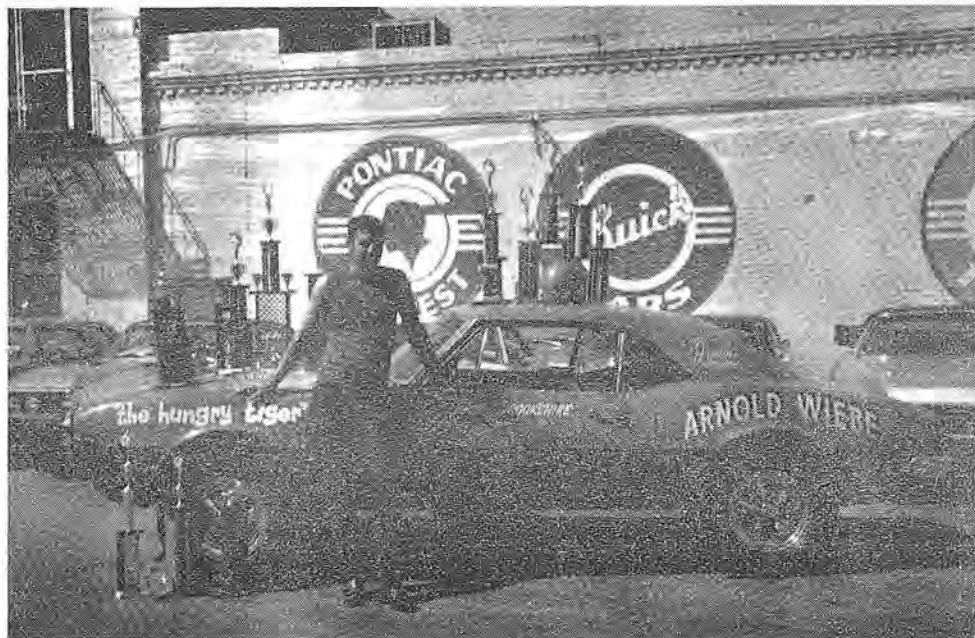
The car has been invited to Las Vegas for a national meet with all expenses paid at the Stardust Drag Strip.

The Firebird has been running strong all season and has lost very few races.

It has a 400 cu. in Pontiac Engine with one four barrel carburetor and a stock Hyd. Cam.

The engine and chassis were set up by Brother Brookshire and all the maintenance and tune up work is done by him also. It has Cragar wheels with M & H Tires and Jardine Headers. The car is raced all over California & Nevada.

Mr. Wiebe has been a real helping hand to Brother Brookshire in giving him an opportunity to have a hobby that he enjoys very much.



Obituaries

Name — City	Local Social Security No.	Register	Deceased
Butler, Henry	3A	1006734	9/10/67
Lucy—Wife	SS # 279-18-5356		
28055 Harvey Ave. Hayward, Calif.			
Conklin, Benjamin	3	549290	9/9/67
Rose—Wife	SS # 498-30-0356		
505 Cypress Ave. So. San Francisco, Calif.			
Ellars, Charles	3	423471	9/20/67
Dorothy—Wife	SS # 481-16-9840		
430 Beach St. So. San Francisco, Calif.			
Gould, James	3	463876	9/11/67
Jewell—Wife	SS # 548-16-3766		
4600 Myers Ave. Eureka, Calif.			
Guterman, Carl	3	320897	9/21/67
H. Guterman—Brother	SS # 477-14-1777		
c/o 474 Valencia St. San Francisco, Calif.			
Hughes, E. O.	3	408836	9/25/67
Katherine—Wife	SS # 556-14-8751		
2828 - 11th St. San Pablo, Calif.			
Irwin, Arthur	3	28868	8/18/67
Norma—Wife	SS # 568-05-3789		
269 So. 2nd E. Provo, Utah			
Juchter, Fritz	3	394354	9/5/67
Ruth—Wife	SS # 566-01-1084		
Aloha Trailer Village Sparks, Nevada			
Lane, Howard	3	1225516	8/27/67
B. Santara &	SS # 546-12-1533		
B. Alexander—Daughters 3640 Floral Dr. No. Highlands, Calif.			
Lloyd, Earl	3	660972	9/11/67
Pearl—Wife	SS # 560-03-4080		
230 Chaparral St. Salinas, Calif.			
McConnell, Harold	3	313282	8/21/67
Mary—Wife	SS # 567-10-8383		
1400 Sharp Ave. Campbell, Calif.			
McGinnis, Ralph	3B	858513	9/5/67
Fern—Wife	SS # 524-28-4070		
103 Shetland Ave. Oroville, Calif.			
Pastorelli, Emil	3	1014491	8/20/67
Esther—Wife	SS # 558-09-6767		
700 Acacia St. Burlingame, Calif.			
Perry, Irving	3	1152747	9/3/67
Bwyela—Wife	SS # 155-03-0099		
15 Laurel St. Gustine, Calif.			
Price, Douglas	3	1133435	8/16/67
Bonnie—Wife	SS # 518-24-9814		
975 So. State St. Clearfield, Calif.			
Smith, Virgil	33	214560	9/7/67
June—Wife	SS # 558-09-6767		
700 Acacia St. Burlingame, Calif.			
Walker, Robert	3	1166749	9/27/67
Florence—Wife	SS # 568-20-9651		
520 St. John's St. Pleasanton, Calif.			
Williams, Omer	3	995983	9/28/67
Vivian—Wife	SS # 568-20-9651		
27507 LaPorte Ave. Hayward, Calif.			
Young, John	3A	912159	9/6/67
Roberta—Wife	SS # 558-24-6617		
5223 McDonald St. Richmond, Calif.			

*2 deaths due to industrial injuries.
July, August, September
64 deceased members.
5 deaths due to industrial injuries.

Widow Thanks Brothers

Mrs. Ida 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 condolences in the loss of her son, Brother Raymond Petersen, who was killed in Viet Nam, while serving in the Armed Forces.



FLOAT LINE is readied for the start of \$1,200,000 harbor dredging job at Noyo Harbor. The project is expected to provide new berthing for some 200 fishing boats and should take up the winter slack for many Brothers in the Santa Rosa-Ukiah area.

New Jobs Are Blossoming In Santa Rosa Harbor Area

There has been quite a change in the work picture since the last writing, due to a lot of new work "sprouting" up all over the place, so to speak.

Noyo Harbor shows signs of activity, with the Pacific Western Dredging Co. of Portland, Oregon just starting. A new home for 200 fishing boats will be the job's objective—Dredge Ridell, under the capable supervision of Herb Anderson, the super, Dan Mellis, the Captain. This \$1,200,000 job will immediately go on a three shift basis. Besides the new berths being put in this 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, also at Noyo Harbor.

Arthur B. Siri and Stevenson are still working steadily at their project at Sea Ranch. This is the one that requires a jacket year round. Not too much difference between winter and summer for our Brothers.

The Guy F. Atkinson Co. on their huge project up on Highway 101 have gone to a two shift operation. They had a very slow start on this job due to waiting for the Thomas Construction Co. doing the box culverts. At the peak of operation, this job will provide work for about 80 Engineers.

Just below the Thomas job is our other big highway project, being done by the Morrison Knudsen Co. of Boise, Idaho. This is also a two shift operation. This project should have the bulk of the dirt moved this year as M & K are trying to get the dirt moved before the winter rains come. If the rains hold off long enough to allow them to get the dirt moved, it will be a finishing spread next year.

The Brooktrails project, a large subdivision and retirement community, has been at a standstill all this year, but the 'grapevine' says they will be beginning a new phase of operations as soon as a new contract can be let. The Lodge, swimming pool, some recreational facilities and some nice homes are already in. Up in the

tall Redwood Country, Brooktrails can eventually be a showplace all its own.

The Warm Springs Dam road relocation site development is being done by the Wunderlich Company of Palo Alto, and is off to a real good start. There are a good number of our Brothers enjoying a good job here. Since this is only the first phase of a tremendous project, we are hoping for a sizeable appropriation next year to enable this project to keep on going, as our community certainly needs it. The Appropriations Committee has asked for \$5,000,000 for next year.

Bragato Paving has just started the continuation of Farmers Lane in Santa Rosa. This is just one of their jobs going. It seems as though every where you look (especially in Santa Rosa) Bragato is busily at work. We are very thankful for this, as they have supplied a tremendous amount of work this year for our men.

Gattung Constr. Co. has about finished their Guerneville road job. They were the successful bidders on a new job in Napa Valley, between Oakville and St. Helena. They are experiencing a little hard luck on their Guerneville road job, as soft spots keep appearing in their sub-grade. We know they

were glad to complete this one, in order to start their new job, as old man winter is not too far away.

Up in Snell Valley, the huge sub-division job that Harold Smith Construction Co. and D. D. Altermatt Co. are doing is progressing rapidly. Harold Smith is about caught up with Altermatt with his paving work. Due to the fact that Altermatt has run into a lot of rock, laying pipe, the paving phase has naturally been held up. With both contractors working together, it seems they about have their problem licked.

We are hoping to have news for you on the second phase of the steel park project at the lower end of Lake Berryessa. The first unit is about completed and we are sure of a contract for unit 2, which is even larger than unit 1. This has been a real good place for quite a number of our Brothers to work.

All of our shops and rock plants are running at full capacity, which is normal for this time of year; as most contractors are pushing for either completion or a good stopping place before the rains start. 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.



DREDGE RIDELL of Pacific Western Dredging Company of Portland, Oregon is slated to dig-in at Noyo Harbor soon. Shown discussing plans for the big dig are job supervisor, Herb Anderson, and dredge captain, Dan Mellis.



TRAIN PATH—Twin Bay Area Rapid Transit subway tunnels are clearly evident at 9th and Oak streets in Oakland. The big ditch in the foreground is the excavation for the Lake Merritt subway station. The squarish-appearing tunnel will be

connected to the station shell. First trains are scheduled to run through the complex in 1969 with the entire system due to be completed by 1971.

San Jose Contracts Run Gamut of Construction

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

The San Jose Redevelopment Center is showing good progress with A. J. Risch Paving Company putting in the streets, curbs and gutters and Pisano Bros., are 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 Bigge Crane & Rigging doing the crane work.

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

Thomas Construction on their Chittenden Pass job have completed the moving 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 fit to put on the second shift.

Harms & Madonna Construction have started work on the Airline Highway in Hollister.

Freeman-Sondgroth 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 Middlefield 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 levees with two Drag-Lines.

On the San Tomas Expressway, Dan Caputo has been keeping three Crane Crews busy pouring concrete and setting panels, with Murato Bros., doing the excavation and back filling.

J. C. Bateman, Inc., are putting the finishing touches to three of their jobs, the Foothill Expressway in Los Altos, the Central Expressway and Winchester Blvd., in San Jose.

Wattis Construction is busy through-out the area, with several parking lots curbs and gutter work and the widening and resurfacing to Schallenger Road. This Firm is also doing the widening and resurfacing of Homestead Road.

Work in the Santa Cruz area is showing good progress; with Bogard Construction the low bidders on a \$805,000.00 contract for the New Probation Center. Virgil Kester & Sons were the low bidders on a contract for the Intersection Change at the Santa Clara County line and Laurel Road. Williams and Burrows are busy on their \$26,000,000.00 contract for the construction of Resident Housing facilities, Dining Hall, Site

Developments and roads for the 4th College for the University of California.

Granite Construction are off to a good start on their recently awarded Airport job at Monterey. This job called for the moving of a million yards of sand. This Firm also has two underground jobs underway in Salinas and were the low bidders on a \$111,950 contract for resurfacing of Davis Road in Salinas.

Virgil Kester and Sons expect completion on the widening of Hecker Pass Road by fall.

Completion of the Watsonville By-Pass Road is scheduled soon after the first of the year. This is a joint venture of Granite Construction and Lew Jones.

Most of the Rock, Sand & Gravel Plants are working at top capacity, with the plants at Aromas going three shifts.

Collectively ...

are set forth in our charter. When we reached an understanding with the various Internationals of Local Unions in our area whereby we can work in harmony, this means that we can devote more time to organizing and negotiating agreements. We have a committee set up to resolve our jurisdictional problems with the Teamsters and I am sure that with the make-up of this committee, we will be able to arrive at an amicable solution.

We have set up a tentative meeting with the Laborers in order to resolve any problems with them and we are looking forward to working these out with all the other Local Unions in the Building Trades.

Many of our members seem not to have a clear understanding of our affiliation with the Bay Area Union Health Center at 715 Bryant Street in San Francisco. The arrangement we have made with BAUHC provides you with free eye and hearing examinations and should you need glasses or hearing aids, they may be purchased at a nominal price. Not one cent of your dues goes into this service, it is a free service that you get because you are a member of one of the many unions doing a volume business with an organization in this highly specialized field. There are three important ways you can help us to retain this service for you and your family: 1) Make appointments well in advance; 2) Be prompt and on time for your appointment or, if something does come up that you can't keep your appointment, please phone BAUHC and tell them as soon as possible; 3) Obtain your per-

Please turn to page 14

Workload Is Stable In Oakland Area

By **NORRIS A. CASEY, TOM CARTER, BOB MAYFIELD, ALEX CELLINI**
EASTERN CONTRA COSTA COUNTY

Several new jobs have been let here in the past month and will keep the work load in this area stable.

The big one just let was taken by Peter Kiewit & Sons. This bid was in excess of \$16,400,000. This big job will have over \$3,000,000 yds. of dirt plus many structures. Other bids let recently were taken by Fred J. Early. This is for the Antioch Water Treatment Plant and related pipeline and other underground work. This all went for approximately \$1,500,000. Gallagher & Burke recently were awarded dirt work and structures on Kirker Pass Road and is expected to get started immediately.

The part of freeway job of Gordon H. Ball's is going very nicely with approximately 70 Operating Engineers on this payroll. Maguire & Hester are subs on part of this project for underground work and Price & Harris Co. are getting started with structure work on this project.

Further East in the county, Parrish Bros. are nearly completed with the Contra Lema Dam. This job has been a steady job for about 16 Brothers.

Stringfellow Construction is just getting on their bank sloping and and rip-wrap of Marsh Creek near Brentwood.

Valley Engineers are expected to wind up their big pipeline job in the next six weeks. Several other pipelines are being done by Alex Robertson, Calrile Corp. and Ramos Pipelines.

Housing projects are also keeping their share of the Brothers going and Martin Bros. of Concord and Roberts Bros. of Antioch are winding up several of such jobs.

We wish a speedy recovery to Brother Bob Abbott of Brentwood who just recently was injured on a job accident and is presently in John Muir Hospital in Walnut Creek.

SOUTHERN ALAMEDA COUNTY

The Altamont Pass Freeway job is moving along ahead of schedule. Fredrickson & Watson is taking advantage of good weather to move as much dirt as possible before winter. At present, they have three scraper crews working nine hours a day plus a Coleman Leader working two shifts.

Fish, Firenee and McLean has finished the paving on the Sunol Freeway and Gordon Ball has a small finishing crew working on two last phases of the job. This section is scheduled to be opened about the middle of October which will complete highway 680 from Highway 80 to Mission San Jose.

Del Valle Dam Project has cut to one shift on the dirt crews and two shifts in the shops. The yardage count at this time is about 4,000,000 yards, and the fill should be in place some time in November.

On September 9th (Admission Day) dedication ceremonies were held at the Delta Pumping Plant in Byron. At this time two of the pumps are in operation with three more to be put in to service late this year. By the end of 1968 there will be 7 pumps in operation. All Rock, Sand and Gravel

people are busy. Most of the operations are on a two shift bases.

With the Brothers taking their vacations, it is also making jobs for a few more Brothers in the area.

American Forge had a layoff but most of their people are back to work again. Their operation will soon be back to normal.

Due to the lack of work in the area, the Equipment Shops are working their regular shifts.

OAKLAND AREA

The work picture holds at a fair standard here in Oakland. We dispatched 40-50 a day to the various jobs we have. We have that many getting on the list daily. So at the end of the month, we still have from 350-400 on our out of work lists. Our members have come in from all over to work here, so we hope the work continues.

Almost all the local work that is going now is in some way related to the Rapid Transit Project. Without this, we would really be in trouble in this area. The Politicians are trying to kill this project. We should all watch this and judge our Political Candidates according to how they vote for our work. The situation is bad and stands to get worse as time goes on.

Work in the Refineries has no future at this time. Most of the Shut Down work is done by in plant personnel so it leaves very little for the companys that normally do this work. Therefore our members who for years have lived from this employment are now looking for other types of employment.

HELP WANTED

The Oakland Office Business Representatives and Grievance Committee has again reactivated the Blood Bank. They are eagerly soliciting all help from the members and their families. If you can and will, Donate Blood or work on this Committee. Please notify this Office. Blood can be donated at the following places:

Oakland: Call 654-2924 for appointment. Center Donor Hours: Monday, 9:15 to 5:00; Tuesday, Wednesday, Friday 8:00 to 3:30; Thursday, 11:00 to 6:30. 6230 Claremont Avenue.

Ashland: Mobile unit third Monday of each month at the Ashland School, 16485 E. 14th Street, from 3:00 to 6:30 p.m.

Fremont: Mobile unit fourth Wednesday of each month at the Thornton Junior High School 445 Thornton Avenue, from 3:30 to 6:30 p.m.

Hayward: Mobile unit second Tuesday of each month at the Weekes Park Community Center, 27182 Patrick Ave. 2:00 to 6:00 p.m.

CONTRA COSTA COUNTY

Concord: Mobile Unit second Wednesday of each month at the Elks Lodge, 3994 Willow Pass Road, Concord, Calif. 3:00 p.m. to 6:30 p.m.

Martinez: Mobile unit second Monday of each month at the Carpenters' Union Hall, 3780 Alhambra Ave. from 3:00 p.m. to 6:30 p.m.

Pittsburg: Mobile unit fourth Monday of each month at the Moose Hall, 12th and Moose Way, from 3:00 p.m. to 6:30 p.m.

Richmond: Mobile unit first Monday of each month at the Machinist Hall, 225-16th St. 5:30 p.m. to 8:30 p.m.

Construction Work In Fresno Busy, Varied

La Grange Dirt Slated For Don Pedro Dam

San Luis Dam Tunnel Hope On 3 Shift Operation Till Early 1968

By WALTER TALBOT, AL McNAMARA, and JERRY ALLGOOD

There has been no significant change in the work picture for this district since our last report. All jobs reported are still in progress with very little personnel 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 this past month were:

Arthur G. McKee Co.—Swift & Co. Meat Packing Plant.

Cecil Sand & Gravel—Concrete Pipe Job—Lodi.

Lord & Bishop—Bridges on Interstate #5.

M. J. Ruddy—Grading & Paving in Ripon.

Larry Aksland—Mosher Creek—Lilval Project.

Cal-Western Constructors—Clearing for bridge approaches.

Fredrickson & Watson—Highway 99, Ripon.

Stanfield & Moody—Grading & Paving—Numerous locations.

S. M. McCaw Co.—Grading & Paving—Stockton.

Ed Wolin & Sons—Housing Project—Valley Springs.

A. Teichert & Son—Grading & Paving—Numerous locations.

T. & T. Trucking—Fill Borrow—Interstate 5 Bridge Ramps.

Tompkins & Gallaven—Storm Drain—Lodi.

C. L. McLaughlin Co.—Housing Project—Valley Springs.

Claude C. Wood Co.—Grading & Paving—Numerous locations.

R & D Watson—Sewer Settling Ponds—Markleeville.

Mittry & Craft—Highway 4 Job—Alpine County.

M & M Crane Service—Truck Crane Service—Stockton.

Lindquist-Rapp, Inc.—Excavating for Swift Co. site.

S & Q Construction—Spreckles Sugar Plant—Manteca.

Guy F. Atkinson Co.—Railroad Siding—Port of Stockton and Don Pedro Dam.

Parrish, Inc.—Drilling on California Aqueduct—Patterson.

Roek Construction—Building Construction—Stockton.

D. Judd Drilling Co.—Caisson drilling—Swift & Co. job.

Wunderlich Co.—Shop repair

work—California Aqueduct Job. W. M. Lyles Co.—Trenching and utility work—Various locations.

Neilsen Sand & Gravel—Housing development—Valley Springs.

R. Gould & Son—Trenching and utility work—Stockton.

D. W. Nicholson Co.—Erection work—Spreckles Sugar—Manteca.

Stobaugh Construction—Trenching—North Stockton.

C. Norman Peterson—Sewage disposal plant—Lodi.

David Price—Agriculture work—Escalon.

Weldwood Structures—Wood trusses and perling erection—Modesto.

Santa Fe Rock—Aggregate Plant—Hughson.

George Reed Co.—Grading & Paving—Numerous locations.

R. B. Gregory & Associates—Landscaping—Modesto.

Fresno Paving—Plant mix overlay—Various locations.

California Excavators—Crane work—Modesto.

Western Contracting Corp.—California Aqueduct—Newman.

Halvorson & McLaughlin—Powerhouse Construction—Mocassin Creek.

Lewis-Nichols—Forest Service Road—Beardsley Reservoir.

Haworth & Nomellini—Road job—Camp Mather entrance.

Paul Birmingham—Technical engineers—Various locations.

Cooley Bros.—Forest Service Road—Cottonwood Creek.

James Melton—Paving job—Modesto.

Vinnell Corp.—Hetch-Hetchy Pipeline job—Oakdale.

Tri State—Service Station site preparation—Modesto.

Thomas Construction—Completing New Melones Dam Access Road.

Schelin Engineering—Technical engineers work in the Twain Harte area.

The Modesto and Turlock Irrigation Districts recently purchased a 634 acre site near LaGrange, from which earth and gravel will be excavated for use as borrow material for the construction of New Don Pedro Dam.

BLOOD CLUB

Due to recent requests made on the Operating Engineers Blood Club by Brother engineers, the reserve is now depleted. We urge those who borrowed to please replace the units used and for new donors to become members.

By CLAUDE ODOM, KENNETH GREEN and BILL RELERFORD

About this time next year, motorists heading for Millerton Lake from Fresno will make the trip on a brand-new 40-foot-wide highway, replacing the old Friant Road from Pinedale onward.

The \$500,000 plus project is set to start about Dec. 1, and should be completed some time next summer.

Fresno headquarters of the State Division of Highways is calling for bids to build the first two lanes of an ultimate four-lane highway between Shepherd Avenue near Pinedale and the Willow Avenue Y, 5.4 miles easterly.

This is a federal aid-secondary project, and is the first construction on the Friant Road in many years. The four-laning probably is many years away.

The project will be on a new alignment, and where the highway skirts the bluffs of the San Joaquin River, sections will be "open" to enhance the view.

"This is part of the scenic easement program for the road," explains Clinton D. Berry, Fresno County's director of public works. The county department designed the new road and will have charge of construction.

Berry explains that approximately 17 parcels of land adjacent to the new alignment, and between it and the bluffs, are being purchased under a federal county matching program. In future years, some of these may become small parks, lookouts or merely landscaped areas.

About \$450,000 will be spent acquiring these easements, of which the federal government will pay half. The total rights-of-way costs approximate \$700,000. There is \$501,700 available for construction, including \$285,178 in federal aid funds, \$100,000 in matching state money, and \$116,522 in county funds.

Berry said the new alignment will not have the sharp curves which exist on the present Friant Road, as well as widen the travelway. Bids will be opened in Sacramento October 18.

In the Fresno metropolitan area Kovick Bros. has approximately 14 brothers employed putting in a large amount of sewer drainage lines. They're working in the Fig Garden area and also on the west side.

William M. Lyles and Haskell, Ellis are also busy at this time putting in sewer drains for the City of Fresno.

Crooks Bros. on Bootjack Road have been held back because of the hard rock. They will have to drill and shoot a considerable amount of the road right-away. They have been working with a skeleton crew. The have laid base rock on a small portion of the project.

Standard Materials in Merced and Los Banos are rebuilding some of the city streets. At the present time they are also working at Castle AFB doing some repair work on the parking areas.

Highway 152, Brewer, Wunschell 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 shortly.

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 out of Los Banos.

McGuire and Hester are in the finishing stages of their algae ponds they are building in Firebaugh.

Dravo 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. Dravo Corp., San Luis Dam, is still on a three shift operation at the tunnel and expect to 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 \$4,788.

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

Peter Kiewit & Sons on Reach #3 have finished their trimming and lining on the slope and they have 20 miles of invert left to do. Brother John Mitchell who is normally in charge of the liner, has been off work due to an operation. All of the Brothers wish him a speedy recovery.

The finish crew with Brother

Terry Neff in charge are making good progress, they have completed 20 miles of O and M Road and beautified the back slope. They still have approximately 53 miles left to do.

Vinnell Corp. on Interstate 5 still have several scrapers, mucking and making sub-grade.

A pre-job was held with P.M.I. Corp. they have been awarded a \$1,400,000 dollars contract at LeMoore Naval Air Station for gas distribution and heating modification.

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

Ball & Granite's finish spread on Reach 5 are 30% completed and the spotlight is on the trimmer and liner crews with Brothers Les Gunn and Manuel Mejia doing the supervising.

All the Brothers in the Rock, Sand, & Gravel industry are pleased with their new agreement and we want to thank the supervision at Owl Rock in Coalinga for knocking their operation off early so the brothers could attend our meeting Sept. 5th.

The mountain jobs around Johnsondale are taking advantage of the good weather. Wm. Murphy is shaping up fast and the brothers are doing a fine job keeping the road into Johnsondale open to traffic.

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

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Continued

sonal membership card by contacting the Bay Area Union Health Center at 415-392-2020 and have it on hand when reporting for your examination. Remember, always, that this fine staff of specialists are not monetarily obligated to you in any way, but will bend over backwards to provide you the best of service if you abide by the rules of common courtesy.

Thanksgiving, Christmas and New Year's are holidays that are just around the corner. Most of us look forward to this holiday season as a time of great pleasure. It can, and should be that, however, all too frequently it is a season of grief for the careless and the uncautious and their loved ones. Make the upcoming holidays not only a season of joy and fun but—a season of safety! Don't let fire or death on the highway make you a "holiday statistic" that leaves your loved ones a legacy of grief! DRIVE SAFE! PLAY SAFE!

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE

1958 MACK Thermadine 205 3 axel tractor, 1956 frameless semi end dump truck, logging truck equipment, G.I. 3-axle water truck, 2-axle lowbed, 1959 white diesel dump, 10 yd., A. C. Grader mod. AD40, compressors, Raymond N. Robbins, Rt. 3, Box 100A, Sonoma, Calif. Ph. 209-532-2547. Reg. 1181676. 7-1.

FOR SALE, Mobile Home Kit—Trojan 10x55 Double Expando. Assume Credit Union contract. For information contact Mr. Ivy. Phone: 415 (Area Code) 431-5895 (8-5 P.M.) or 415 (Area Code) 933-0814 (Evenings).

MOBILE HOME, 8' by 35', 1957 Beacon 2 bdrm, 18-gal water heater, butane or nat. gas F.A.U. heater, \$1,300. Kent Armer, 701 Carr Ave., Aromas, Calif. Ph. 724-0854. Reg. 1091245. 7-1.

15-FT. MERCURY trailer, elect. brakes, 2 butane tanks, clean, good cond. \$600. Gerald Hammerschmidt, 4453 S. Bethel, Del Rey, Calif. 93016, Ph. 805-543-1079. Trailer located at 1229 Mill St., San Luis Obispo, Calif. Reg. 1072423. 7-1.

15-FT. CENTURY boat w/70 h.p. merc. engine. Trailer. All 1959. \$650. Like new Zenith maple stereo w/AM-FM radio, 2 yrs. old. \$350. George Cairo, Ph. 447-5432. Reg. 1006588. 7-1.

FOR SALE, Placer gold mine, Sierra County. About 60 acres, old cabin and plenty water. \$12,000 or \$3,000 down. W. W. Whitman, 5852 Green Glen Way, North Highlands, Calif. 95660. Ph. 332-6111. Reg. 381862. 7-1.

VIEW LOT, 50 x 100 ft. overlooking Half Moon Bay breakwater. Cypress trees on one side. \$5,750, \$2,000 dn. will carry second for balance. R. J. Cranston, 128-5th Ave., San Francisco. Ph. 221-9431. Reg. 1219771. 7-1.

HOUSE TRAILER, 24 ft. 3 rm., toilet, cooler air, awning, alum. 8-ply tires. Good cond. \$1,250. Barry Britton, P.O. Box 143, Brisbane, Calif. Ph. 467-9138. Reg. 1142679. 7-1.

TAHOE PARADISE, level, wooded ¼ acre lot near golf course. Unit 7, water and power. W. P. Wickham, 115 W. McArthur, Sonoma, Calif. Ph. 938-2106. Reg. 1062039. 7-1.

22 FT. COOK SEMI-TRAILER, 18-40 yds., complete with new pump, tank and bolt-on sides, new brakes, excellent 1100 x 20 tires only \$1,650. Rick Seim, 701 Pepper Dr., San Bruno, Calif. Ph. 589-1225. 7-1.

1956 CHEV. 2 ton Tractor, 5 and 2 speed, sleeper cab, saddle tanks, 265 v8, 5th wheel, new paint clean, haul semi trailers or mobile homes. H. S. Martin, 1728 Santa Barbara St., Seaside, Calif. Ph.: 394-6485. Reg. 309676. 7-1.

1964 ALLSTATE motor scooter, 80cc, exc. cond. extra sprocket. 1,200 mi. \$115.00.

1966 CUSHMAN TRAIL BIKE, 8 h.p., exc. cond. \$200. Robert L. Murphy, 742 Dartmouth Ave., San Carlos, Calif. 94070. Phone 593-4305. Reg. No. 1181781. 7-1.

2½ ACRE LOT in Calif. Valley. 45 miles east of San Luis Obispo. Will sell or trade for Pickup or 14 or 16 Camper Trailer for part or cash, \$1,500. W. H. Grather, 825 17th St., Eureka, Calif. Reg. 1199249. 7-1.

2V CAT with 13A Kit, Wet Deck, L. P. Scrapper, 12 to 15 yards. Shelter Cove Lot, single home lot, on ninth golf tee, almost level ground. Ron Gilardi, 604 Elm Drive, Petaluma, Calif. Ph. PO 3-0824. Reg. 1124510. 7-1.

TOOLS FOR CAT Mechanic or Auto Mechanic, rolaway box gauges calipers sockets from ¼ drive to ¾ drive and micrometers. Fred H. Noble, 110 Stanford Ave., Santa Cruz, Calif. Reg. 805882. 7-1.

FOR SALE—¾ Acre, wooded lot near Airport in Tahoe Paradise. Zoned multiple, up to 14 units. William A. Johnson, 4000 East Ave., Hayward, Calif. Phone: 582-3722 or 536-1259. Reg. 889186. 8-1.

FOR SALE, 4 bdrm., 2 bath home & adj. lot. Built-in elec. kitchen with D/W, reffrig & disposal, A/C & central heat, carpets, drapes, washer & dryer. Fenced back yard & covered patio. House leased for \$220. \$30,000. Carol K. Kirk, 5318 Billie St., Fair Oaks, Calif. Reg. 496013. 8-1.

FOR SALE, 1 bedroom furnished cottage. Good neighborhood. Orange trees, shade, cable T.V. Close to stores, park, recreation. Low Taxes. Furnished. \$6,000, flexible terms, less for cash. E. G. Blackman 1115 - 1st Ave., Oroville, Calif. Phone: 533-3208. Reg. 445742. 8-1.

FOR SALE, New wheel, tire, jack for Volkswagen. \$25.00. Philip Schrag, 2315 - 9th Ave., Oakland, Calif. Reg. 1270888. 8-1.

FOR SALE, AFB 4Bbl Racing Carburetor and manifold for Pontiac, 1961 to 1966. 2315 - 9th Ave., Apt. 6, Oakland, Calif. \$20.00. Reg. 1270888. 8-1.

FOR SALE, Antique Dodge Touring Car, 1915. Restored. Lots of parts. Take all for \$2,500. Herb Erickson, 640 Granger Ave., Sacramento, Calif. 95836, Reg. 515902. 8-1.

FOR SALE: 2 bdrm. rustic home. San Leandro area. Near Freeway-hospitals -school-buses. Lg. yard—fruit trees—beautiful Bay view. \$13,900.00 cash or \$1800.00 down with \$12,133.34 bal. Payments \$100.00 per month. Fred G. Johnson, San Leandro, Calif., Reg. 1051308. 8-1.

FOR SALE, 1956 F-600 Dump Truck. 5-speed transmission, 2-speed rear end. Tip trailer for rubber tire backhoe, \$2,250 for both. 1-electric welder, 250 amp., \$300.00. Gordon S. Johnson, P.O. Box 554, Hayward, Calif. Reg. 287678. 8-1.

1963—850 FORD, 10 yd. dump, dual drive, 534 eng. Trans Omatic trans. Very good condition and clean, 1959 Ford ranch. 352 eng., cruise omatic trans, power steering, power brakes, chrome wheels and is clean. Henry P. Sand, Jr., 43242 Osgood Rd., Fremont, Calif. Phone: 656-5023. Reg. 1101983. 8-1.

22' STREAMLINER Trailer fully self contained with twin beds, with Darling circulating heater and air conditioner. 2 axles. Call 448-9325, Code 707, Danny O. Dees, Reg. 272441. 8-1.

FOR SALE, Paving & Grading Business on 3 acres, 2 bedroom house, big shade trees. New shop 35x30. Blade, Loader, 2 Bob Tails, Roller, Dist. Tilt Trailer, chip spreader, welder, torches & tools. Or will sell all equipment less house & lot. Harley Washburn, 1903 - 7th St., Oroville, Calif. Phone: 533-3027. Reg. 399451. 8-1.

FOR SALE, 17 ft. cabin cruiser, glass over wood; Selma trailer with 3 new tires; 1963 Merc 600 outboard motor, \$800. Frank W. Wilson, 145 Rose Lane, Los Banos, Calif. Phone: 826-1450. Reg. 386991. 8-1.

FOR SALE, two and one third acres, two acres standing timber, two bedroom house, good well. Price \$12,500. L. H. Harlow, P.O. Box 313, Fort Bragg, Calif. Phone: 964-4495. Reg. 429142. 8-1.

10 ACRES, \$3,200 full price. Hunting land, small creek, private road, fishing creek nearby, near Mt. Hamilton, San Jose. Anthony Goularte, 455 Oak St., Mtn. View. Phone: 961-3399. Reg. 622749. 8-1.

FOR SALE, by owner: 1-Davis chain type trencher, \$300; 1-Jaeger 1½-in. pump with hoses, \$65; 1-Dietzgen survey transit, \$75; set of Victor gauges, hose, brazetips cutting torch, \$20. Please call Herb Hefstead at SE 1-2048. 2667 - 18th Ave., San Francisco. 8-1.

WILL TRADE Hopto backhoe mounted on 1½ Ford truck, \$2000 as part payment for 977 Cat loader or small crawler backhoe. Bill Yates, P.O. Box 1418, Colfax. Phone: 346-2300. Reg. 598651. 8-1.

FOR SALE or trade, 7½x16 ft. 1966 self-contained Travil trailer, for 8x35 ft. A. S. Chapman, Fair Oaks, Calif. Phone: 961-9630. Reg. 581468. 8-1.

FOR SALE, Cat 10. Good condition. Also 705 B Barber Green mobile ditcher, just rebuilt. A. S. Chapman, 5113 Illinois Ave., Fair Oaks, Calif. 961-9630. Reg. 581468. 8-1.

WILL TRADE equity in three bedroom home for 8x35 ft. mobile home. A. S. Chapman, 5113 Illinois Ave., Fair Oaks, Calif. Reg. 581468. 8-1.

5 ACRES, house, arena, barn with stalls and tack room. ½ acre irrigated pasture. Fred Wilberg, 3645 Primrose Ave., Santa Rosa, Calif. Phone: LI 5-1493. Reg. 1152925. 8-1.

FOR SALE, 28 acres. 14 miles from the heart of Chico on highway 99E. \$18,000 or best offer. John McCanless, 1020 Sarah Ave., Chico, Calif. Phone: 343-4852, after 4 o'clock. Reg. 524687. 8-1.

14 ACRES WALNUTS for sale in Marysville area. Old type home and nearly finished new home. Will sell all or part. Bruce Cameron. Phone 916-743. Reg. 1059589. 8-1.

RETIREMENT HOME, located above flood level on Klamath River at Orleans. New, modern, all-electric, 2 bedrooms, 1½ bath, 1/3 acre. Sportsman's paradise & year 'round living. \$17,000. F. Delaney, Orleans, Calif. Ph. 916-627-3319. Reg. 1219533. 8-1

FOR SALE—64 Ford Major 5000 14½ ft. Ford Hoe. With 12", 18", 24", 30", 36" Buckets & Loader. 65.10-ton Buhl Tilt Trailer. 57 Chev. 2-ton dump truck. \$8,000.00. Reg. 773001. Gay Weir, 3504 Q St., North Highlands, Calif. 95660. Phone: 332-9736. 8-1.

FOR SALE—22-acre parcel choice river-front property (Bear River), 3 mi. State Highway 20—7 mi. Interstate 80. Big trees, electricity, water, hunting, fishing. Less than \$1,000.00 an acre. Harold W. Sousa, 205 Poshard St., Pleasant Hill, Calif. Ph. 934-4097. Reg. No. 754385. 8-1.

FOR SALE—1965 Harley Davidson Electra-Glide, full dress, perfect condition, 14,000 miles, new tires, best offer over \$1,000. Gene Browning, 1891 San Jose Ave., Concord. Ph. 686-5547. Reg. 1121753. 8-1.

FOR SALE—1954 Chev. ½-ton pickup, \$150.00. Good motor & tires. Owner retired. A. L. Pitts, 2111 Pullman Ave., Belmont, Calif. Phone: 591-6635. Reg. No. 309679. 8-1.

MOTORCYCLE, 1967 Bultaco Matador 250 cc. Excellent condition. Many extras, incl. helmet, \$650.00 or make offer. H. Boyd Hughes. Reg. 1076489. 8327 Arroyo Way, Stockton, Calif. 209-477-4759. 8-1.

FOR SALE, good 2 bedroom home, plus 1 bedroom bachelor's quarters. Large corner lot. Two for the price of one, \$13,500. See at 10791 Jackson St., Armona, Calif., or inquire E. T. Ferrell, 37359 Third St., Fremont, Calif. Phone 792-2723. Reg. 429230. 8-1.

FOR SALE OR TRADE, 3-bedroom home in Oroville. Fenced yard, landscaped, screened-in patio. Trade for house near Fort Bragg, Calif., or trade equity for a house trailer. \$11,900 balance. T. M. Lairby, 2148 - 16th St., Oroville, Calif. Register 636228. 8-1.

FOR SALE, Model 28 Caterpillar wide gauge Orchard Model, runs good. Extra set of rails. Track in fair condition. \$450.00. John Silman, Route 1, Box 232A, Morgan Hill, Calif. Reg. 711842.

FOR SALE, Davis Trencher—Track: Homelite Generator — 100-220, 1300 watt; McLaugh Auger, power—two men; Pump Jaeger—1½" with hoses; Toledo Treader—to 2" power; Oster Treader—to 2" power; A.C. pipe cutter; Tap and drill to 2" under pressure; Plumbing tools. Call Herb Nefstead, SEabright 1-2048, after 5 P.M.; also 664-9783.

FOR SALE, 14A D8 wet deck, canopy, cable dozer, hydraulic tilt, double drum, PCU, motor rebuilt, new radiator, clutch, starting motor, paint. Clarence M. Baker, 1254 Orchard Lane, Chico, Calif., 95926. Phone: 342-3185. Reg. 939581.

SELL OR TRADE, Backhoe—Hopto 360—Digs 20", 24" and 42" buckets. Sell or trade for Pickup or Land Sacrifice, \$4900. Harold Woody, 2609 Learned Ave., Stockton California. Phone: 464-3030. Reg. 1265305 1-1.

FOR SALE, 977-H Power Shift Crawler Loader. Late model with side dump and all purpose bucket—rippers and canopy. Good condition. Phone: Edward A. Curtis, Concord, 686-1869. Reg. 1060169.

WANTED: Delco Light Plant, model 2,000. Herbert Higginbotham, P.O. Box 212, San Pablo, Calif. 94806. Reg. 947083.

TWO BEDROOM house, attached garage, fenced back yard, w/w carpets, quiet neighborhood, 3 miles from downtown. Consider trade for Palo Alto area. \$8,950. Vernal Hamburger, 2566 W. Barton Sq., Fresno Calif. 93725. Reg. 620134.

ATTENTION DIRT MEN! Collector wants to buy or trade "old bottles" to complete collection. Hobby. Contact Ben Marco, 234-4096, 110 West McDonald Ave., Richmond, Calif. Reg. 408865.

FOR SALE, 977 Loader with Ateco Rippers, Crankcase Guard, Track Roller Guards, 24 Volt starting system, Standard Bucket with teeth. \$7,500.00. Crankshaft for 220 or 270 Cummins Diesel Engine. \$200.00. W. Mulhair, 97 Southridge Way, Daly City, Calif. Phone: 333-9006. Reg. 1157905.

FOR SALE, Large, 3 bedroom, 1 bath. Adobe brick const. Aluminum roof. 4 acres fenced. Orchard. Good well. Septic. 4 mi. No. of Fallon, Nevada. Kenneth Keener, 3333 Harrison Lane, Carson City, Nevada 89701, Phone: 882-3762. Reg. 1015120.

FOR SALE OR TRADE, 8' 32-1951 Angelus. Excellent condition. New roof coating. New wall to wall nylon rug. Elect. brakes. Tandem wheels. 3 rooms, shower. \$1,500. Want self contained 16'—20'. K. R. Suer, 770 Lincoln, So. No. 23, Napa, California. Phone: 255-0449. Reg. 563247.

FOR SALE, 2 lots 50 x 100 each, Clear Lake Highlands, Calif. \$1,000 each. Make offer. F. E. Meacham, 1108 - 107th Ave., Oakland, Calif. 94603. Phone: 415-569-0699. Reg. 469307.

FOR SALE, CB Outfit—Lafayette HE 20d and Regency Range Gain Transreceivers, Pro 27 Hustler Base Antennae, Turner Plus 2 Power Mike. 96" Fiberglass Whip Antennae. \$250.00. Merle Wagner, 894 Almaden Avenue, Sunnyvale, Calif. Phone: 408-739-4963. Reg. 925143.

FOR SALE, Model T Ford, Front Axle wheels & tires. Ph. 782-9011. D. W. McMackin, 722 Marin Ave., Hayward, Calif. 94541. Reg. 1117492. 9-1.

FOR SALE, Encyclopedia Britannica, 23 Vol. Ind. 4 year books, white & gold. Excellent condition. bookcase darkwood. Bill Thomas, 770 West K St. Benicia, Calif. Phone 707-745-3008. Reg. 1203667. 9-1.

FOR SALE, Ocean Bluff, approximately one acre — outstanding ocean view. 4 miles north "Trinidad", Calif., down road from Driftwood Inn. \$10,000. Consider stock. Lee F. Kirkman, 35 River-view Terrace, Oroville, Calif. Phone 533-4025. Reg. 301425. 9-1.

FOR SALE OR TRADE, Registered English Setter female, 2 years old. Leonard Harvey, 1317 Decker Drive, Roseville, Calif. Phone 783-5439. Reg. 1138464. 9-1.

FOR SALE, 2 bedroom, modern home on approx. 1 acre, hardwood floors, carport, garage, patio, fenced yard. Quiet small town. \$13,000. Ph. 209-245-6972. Daryl Vose, P.O. Box 177, Plymouth, Calif. Reg. 1219723. 9-1.

FOR SALE, Loader 977 H Cat, 3 yd. clam bucket, canopy, winch. \$27,500.00. J. Hohener, 1393 Ruus Lane, Hayward, Calif. 94544, Ph. 415-782-2844. Reg. 1231331. 9-1.

FOR SALE, 1965 Thunderbird dark blue, light blue metallic seats, power brakes, power steering, power windows, tinted glass, factory air. Excellent condition. \$2,450. Jim McGee. Ph. 415-349-3203, 1528 Overland Drive San Mateo, Calif. 912025. 9-1.

FOR SALE, 16 ft. Mercury Ski Boat, 112 h.p. gray marine inboard, new upholstery and finish. \$1800.00 or best offer. Inquire at 341-8673. David Elliott, 3808 Orinda Dr. San Mateo, Calif. Reg. 1226183. 10-1.

19 FT. TROZON CABIN CRUISER, w/new 80 h.p. Johnson motor, speed 33 knots. \$2,500 including trailer. Call 892-5327 or write F. Carpenter, 1104 2nd St., Novato. Reg. 278004. 10-1.

"SHARECROPPERS" Have acreage for retired people with trailers. Free rent, just pay utilities and percent of crops grown. M. A. Rothlisberger, 6 Sierra Circle, Carson City, Nevada, Reg. 1058490. 10-1.

FOR SALE, Mobile Home: 1963 Custom Built Mayflower 8' by 40' two-bedroom partly furnished. Metal awning. Excellent condition. A. Sanders, 3913 Castro Valley Blvd., Castro Valley, Calif. Ph. 582-1156. Reg. 0592939. 9-1.

WANTED: WACKER RAMMER Model 100 and Vibrator Roller 28" walk behind. Andy Liranzo, 2627 Depot Rd., Hayward. Ph. 782-5177. Reg. 1112931. 7-1.

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.

Personal Notes

SAN RAFAEL

Congratulations to Brother Carlos Talamantez and his wife—it's a girl born on August 23—7 lb. 13 oz.

Condolences to Brother Al (Red) Pacciorini on the passing away of his wife.

Our thanks again to Brother Ray Schunk for his donation to our blood bank.

Brother John Dreyer came in to bid us goodbye heading for Guatemala to work as Chief Engineer on Dredging for Dillingham.

Best wishes for a speedy recovery to Brother Elmer Lane, who underwent surgery recently.

SANTA ROSA

Our hearty congratulations to Brother Oren Pollock and his wife who recently became the proud parents of a baby girl named Tammy Elaine, and weighing a healthy 7 lb. 8 oz.

SAN MATEO

We were all saddened by the recent passing of Brother Ben Conklin. He will not be soon forgotten by his Brother Engineers. His skillful ability as an engineer and his devotion to his union will always be remembered.

As this is written we have just been made aware of the sad accident that cost the life of Brother Chas. Ellers on a Daly City site.

STOCKTON

Brothers Jack Skinner, Art Hays and Loren Wolfenbarger are hospitalized as of this report, and Brothers William Chase and M. L. McDaniel have returned home.

A speedy recovery is expressed for Brother Glenn Bennett's wife, who is recuperating from open heart surgery.

SAN JOSE

We would like to thank Brothers Ed Soares, Robert Goodnight and Bill Dalton, who took the time to donate BLOOD to the Engineers Blood Bank. We have been advised by the Red Cross that we are still short 100 PINTS OF BLOOD, to meet our quota. This amount must be obtained by December 30th, if we are to maintain a BLOOD BANK!

MARYSVILLE

Congratulations are in order for Brother and Mrs. Ray Norton. Their first son—born August 9th—weighed in at 7 lb. 7 oz.

Our condolences to the family of Ralph McGinnis, who passed away on September 7th.

EUREKA

We wish to express our sympathy to the family of Brother James F. Gould who was killed September 11, 1967 in an industrial accident.

We send our sympathy to the family of Brother Fritz R. Juchter, who died September 2, 1967.

We also send our sympathy to the family of Brother Irving H. Perry who drowned September 3, 1967 while visiting here from Gustine, California.

Hawaiian Contract

	Per Hour
Booms of 180 feet and over45

In the application of the above, the length of the boom shall be measured from the center of the heel pin to the center of the head sheave pin.

This Subsection C shall be effective as of September 2, 1968.

TRUCK DRIVER CLASSIFICATIONS AND WAGES

\$3.71	\$3.82	\$3.94	\$4.06	\$4.19	\$4.33
A. Truck Driver (Utility, flatbed, etc.).**					
\$4.09	\$4.21	\$4.34	\$4.48	\$4.62	\$4.79
B. Water Truck (sprinklers).					
\$4.09	\$4.21	\$4.34	\$4.48	\$4.62	\$4.79
Dump Truck, 5 yds. & under (water level).					
\$4.33	\$4.46	\$4.60	\$4.75	\$4.90	\$5.05
C. Dump Truck, over 5 yds. (water level).					
\$4.59	\$4.73	\$4.87	\$5.02	\$5.18	\$5.34
D. Tractor Trailer (Hauling Equipment).					

**This classification shall apply to Employees covered by this Agreement only when the unit is assigned and operated on a regular eight-hour basis. When so assigned, it may be operated by an Indentured Apprentice.



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 Bowers Mansion in the Washoe Valley near Reno, Nevada. Built by Sandy and Eilley Orrum 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 Olsen is oiler on the job which is being accomplished by General Contractor Leonard W. Smith. Photos are by Cheri Cross and courtesy of the Nevada State Journal.

Bible, Laxalt Are Speakers At Nevada Union Meeting

By GAIL BISHOP, BUD MALLETT, JOE HAMERNICK and ED DuBOS
RENO

Industrial Construction Co. is on the last portion of the dirt work on their Reno Freeway project. They are moving their Scrapers, some to Idaho and some to Inlay. Pestana Co. has started a new crew farther 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 legs, 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 Brady Hot Springs, have moved most of the members to Ringroad, and have moved the crusher to St. George, Utah.

Anaconda Mining Co., our members are on strike, negotiations went on for three 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 Const. 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, have completed 350 of the estimated 500 service hookups and 18,200 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 ring case model 530 and new model 580 construction king and backhoe.

The superintendent is Dwayne Moyers and the office manager is Glenn Carle.

WINNEMUCCA BID

Two noteworthy items from the Silver State this month: Industrial Construction Co. was low bidder on the 12.6 miles of interstate from Mill City to 13 miles west of Winnemucca. Their bid was \$2,604,000.00.

The other item is not as welcome as the first. The Brothers at

Anaconda Copper, Weed Heights, Nevada operation have joined the other copper workers on the street. The contract ran out midnight of Aug. 31st and at 12:01 A.M. the pickets were marching. Negotiations went on until 5 minutes to 12 midnight, but to no avail. We hope this can be resolved quickly.

The State A.F.L.-C.I.O. met at Incline Village on the 8th, 9th, and 10th of September. Guest speakers included Governor Paul Laxalt, Senator Alan Bible, and Senator Howard Cannon. Much was said by these speakers on the importance of organized labor taking part in State and National politics.

Much good Legislation has come out of labors participation in the political picture and it is of critical importance that we remain active.

Join with your brother engineers in this effort by donating to E.P.E.C. The Engineers Political Education Committee.

Jobs for Veterans

President Johnson has called for 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.

CREDIT UNION

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

HEALTH AND WELFARE- PENSION ADMINISTRATION OFFICE

209 Golden Gate Avenue,
San Francisco 2, Calif.
Phone: 863-3235

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