

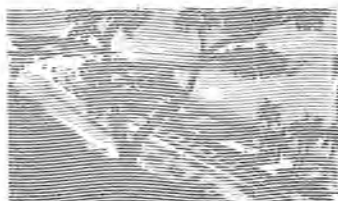
Your Vote Counts On Nov. 8

ENGINEERS

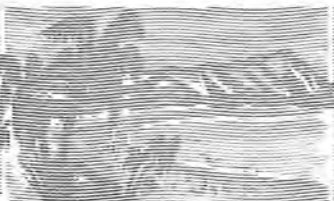


NEWS

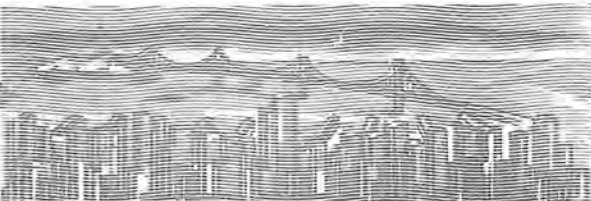
PUBLISHED TO PROMOTE THE GENERAL WELFARE OF ALL ENGINEERS AND THEIR FAMILIES



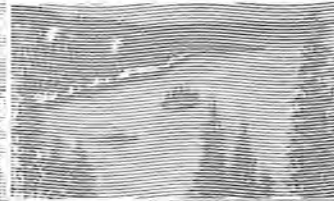
GUAM, WHERE AMERICA'S DAY BEGINS



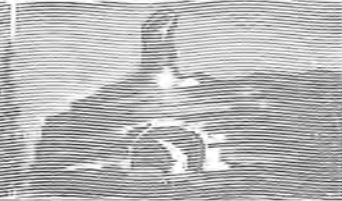
STATE OF HAWAII, THE 50TH STATE



NORTHERN CALIFORNIA, THE GOLDEN STATE



NORTHERN NEVADA, THE SILVER STATE



UTAH, THE BEEHIVE STATE, HEART OF THE ROCKIES

Vol. 25 — No. 11

SAN FRANCISCO, CALIFORNIA



November, 1966

Guam Right To Work—LBJ Upholds the Veto

WASHINGTON — President Lyndon B. Johnson has upheld the veto of Gov. Manuel F. L. Guerrero, Guam, on the controversial "right-to-work" measure, passed by the Island's legislators.

The issue, falling under control of Section 14 (b) of the Taft-Hartley Act, would have become law if the 90-day period in which the President had to act, would have run out.

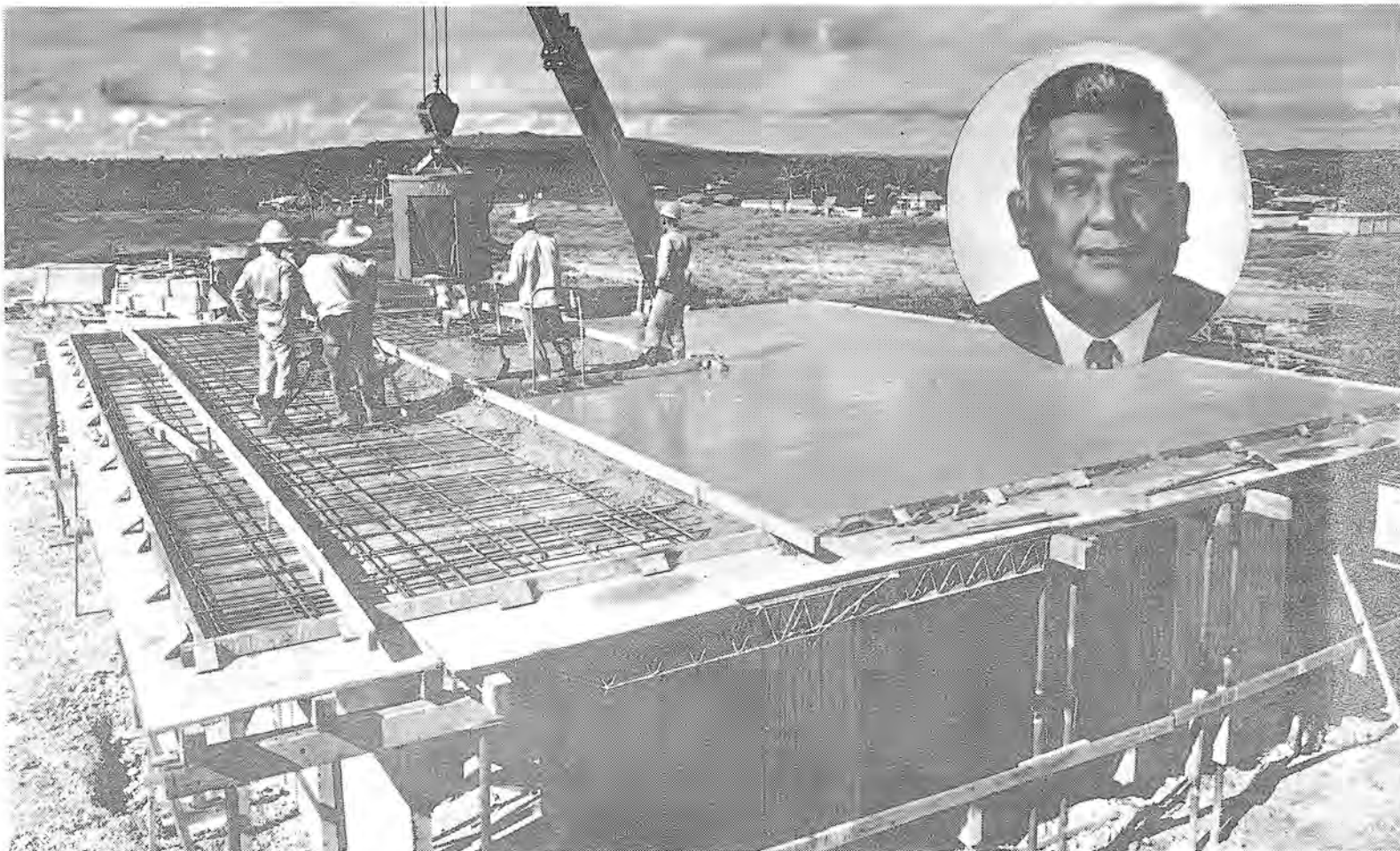
The President's reasons for upholding the veto were outlined in a letter to the governor. He said in the letter in his opinion the bill would inhibit development of the free collective bargaining necessary to protect and advance the welfare of working men and women on Guam.

The controversial measure had been passed by the Territory's legislature earlier this year, after which Gov. Guerrero immediately vetoed it, but the legislature overrode his veto, making a final decision necessary by the President.

Johnson hailed Guerrero for his leadership and good judgment, which he said had "encouraged, supported and strengthened" the progress being made on Guam.

The President's decision to take action and uphold Gov. Guerrero's veto was strongly recommended by Secretary of the Interior Stewart L. Udall.

Udall said that although the bill purported to guarantee the "right-to-work," its provisions did not in



President Johnson has upheld Gov. Guerrero's (inset) veto of the right to work bill passed by the Territory's legislature. The

fact grant anyone the right to work. Nor would disapproval of the bill result in depriving anyone the right to work.

Organized labor has continually charged that right to work legislation gives non-Union workers the same benefits in wages, fringe

veto will permit continued economic gains on the island. Had the bill passed, Union shop would be outlawed there.

benefits and other conditions as dues-paying Union members. But it goes deeper than that. Many leaders feel right to work

laws are an out-and-out fraud, keeping wages and fringe benefits below livable standards in many

See LBJ on Page 2

Brown's Record Deserves Your Vote



GOV. EDMUND G. BROWN
... record of note

November 8 will be a critical day in the history of California, not only for members of organized labor, but for all of California's people. Nov. 8 is the day voters will decide who will be the next governor of the largest and most rapidly growing state in the nation—when the voters will select those men and women who will represent them for the next two-to-four years in various segments of government.

On the line is the two-term tenure and record of Incumbent Gov. Edmund G. (Pat) Brown, who

has in the past, beaten William Knowland and Richard Nixon.

His challenger this time is Actor Ronald Reagan, who has attacked the record of Pat Brown, which is a remarkably good one.

Incumbent Brown's strongest case against his opponent is Reagan's inexperience in government and the belief that the state's future would be unsafe if Reagan were to win.

For the record, let's examine Incumbent Gov. Brown's record.

Under his leadership and with the assistance of Lt. Gov. Glenn

Anderson, the most massive water project in the history of the world has been undertaken, with the forecast that by 1990 some 90 million more acre feet of water will be needed to supply California's population in 1970. This gigantic, multi-million dollar project has provided hundreds of thousands of man-hours of work for the members of Local 3.

This project will be under construction for some years to come, providing even more work for the Operating Engineers.

See BROWN on Page 2



LT. GOV. GLENN ANDERSON
... right-hand aide

Memo from the Manager's Desk

By AL CLEM

Fall is here again which is evident by the number of dispatches being issued from various offices. As always, employers are trying to button up as much work as they can prior to the rainy season.

We have been extremely busy during the past months negotiating various agreements covering shops and plants. We have numerous organizing campaigns in progress from Utah to Guam. There will be approximately eight National Labor Relation Board elections during November.

Obviously this much interest by people who are unorganized confirms that your Local Union has a very good reputation for negotiating fair agreements with a minimum amount of industrial strife.

On October 8, a Business Agents meeting was held with 90 people in attendance, including all the Agents on the Mainland, as well as the dispatchers and apprenticeship Coordinators. This, I believe, was one of the most constructive and informative meetings conducted for quite some time. We anticipate holding these meetings from time to time in order for Agents to be fully informed on what is transpiring in the administrative offices of the Local Union.

During the past month I was in Washington, D.C. attending a meeting of the International Pension Trustees. While there I had an occasion to discuss with the General President and the other Officers of our International, the problems we have in Local 3, particularly pertaining to jurisdiction. Jurisdiction is really the lifeblood of our organization and when we talk about jurisdiction, we are talking about job opportunities for the members of our union. I need not tell you that this is the subject we are all interested in and only by working together and keeping the lines of communication open, reporting any violations you may see on the job to the Steward, Business Agent, District Representative or the officers of the union, can we hope to continue to protect the job opportunities for all our members.

It may not affect you today, but somewhere down the line any infringements upon our jurisdiction may affect your job opportunity later.

As you will note on the front page, President Johnson upheld the veto of the right to work bill in Guam. We spent considerable time trying to bring this about but a great measure of the credit goes to our General President Wharton who used his influence in Washington to point out to President Johnson the necessity of his vetoing this vicious anti-labor measure. We also had assistance from Governors of some States where we have jurisdiction, as well as some Senators and Congressmen.

I think the Governor of Guam is to be commended for the stand he took in vetoing this anti-labor measure.

It is extremely gratifying to report that the Stewards meetings have been well attended and there is such interest shown in working together to improve conditions for the members of Local 3. I am confident with this educational program we will all benefit immeasurably.

During the past month we have installed a new and more sophisticated computer known as the IBM 360 Model. We know due to the installation switch-over from one computer to another, many of you were late in getting your dues cards returned for which we are sorry.

We are confident that the product from the new machine will enable the agents to render better service to the membership. It was gratifying to note that there were approximately 5,000 members paying their dues for a 12 months period and, of course, by doing this they effectuate a service for themselves and render a service to the Union. Those who did not take advantage of this service but who now would like to pay their dues for a 12 months period can do so, and in the event that they leave the industry and take a withdrawal card, it goes without saying, the unused portion of the dues will be refunded.

Manager Clem Honored By International, Governor

SAN FRANCISCO—Two recent honors were bestowed on Al Clem, business manager of the Operating Engineers Local No. 3. The first was an appointment to the Board of Trustees on the International Pension Trust Fund, the second, a commendation by Gov. Edmund G. (Pat) Brown for Brother Clem's foresight and guidance in inaugurating an effective Apprenticeship and Journeyman trainee program.

Brother Clem was made a member of the International Pension Trust Fund Board at the convention held in September in Las Vegas.

His nomination was made by Newell Carman, General Secretary-Treasurer of the International Union of Operating Engineers.

The appointment clearly establishes Brother Clem as an outstanding leader in the area of

welfare for the men of the construction industry. Retirement benefits have long been the goal of this able and dedicated leader. In his drive to become the business manager of the largest building and construction trades local in the world, Brother Clem advocated that members of Local 3 be given such a program. At present, Local 3 has one of the most effective retirement pension trust funds in the entire labor movement.

Gov. Brown, in citing Brother Clem for his foresight and leadership in establishing training programs for future and present Engineers, said:

"As governor of the great state of California and a longtime personal friend, it is my sincere pleasure to honor you, the officers and members of the world's largest building and construction trades local union

—Operating Engineers Local Union No. 3—for an outstanding contribution to society in inaugurating a remarkable Apprenticeship training program and a Journeyman training program whereby many of our young men, some underemployed, have an opportunity to become skilled or more skilled wage-earners.

"These outstanding programs have also given those same young men a chance to become more useful citizens in our communities. Without these programs many workers would have to look outside their interests for employment, or would have little opportunity to learn their chosen trade.

"To you, Al Clem, who saw the growing need for training operators and created these outstanding programs, my sincere congratulations and heartfelt thanks."

Brown's Record Deserves A Vote

Continued from Page 1

In education, California need take a back seat to no one. There are no tuition charges in any of the state's institutions of higher learning, a record unmatched anywhere in the world.

Our state parks and recreational areas have been improved and expanded, providing a retreat for the busy working people of our state.

The conservation program included in the parks and recreational programs has made California a more desirable state in which to live.

Incumbent Gov. Pat Brown, a long-time friend of Local 3, has also implemented one of the most advanced freeway and Interstate highway programs in the entire

nation, creating further work for the men in the construction industry. Our freeway system has been hailed as an outstanding example of meeting the needs of the mounting traffic problems in a rapidly growing state.

Let's also consider the Consumer Advisory Council, which has done exhaustive research in the area of packaging uniformity and merchandising in our retail outlets. Through the efforts of the council staff, selected by Incumbent Brown, such things as the "Truth in Packaging" bill went to Congress, making it just a little easier for the consumer to select the best buys on the grocers' shelves.

But just as important as the past record is that of the future,

proposed by Incumbent Gov. Pat Brown. His foresight into future needs of California cannot be argued. He is aware of the problems in the labor movement, in conducting business, in providing ample housing and employment for the masses, and assuring the working man a chance to better himself. He has sought new industry for the state, making it one of the most industrialized in the nation. If California were a nation, it would rank seventh in over-all production.

His experience has taught that there is no substitute for experience. We would recommend that all thinking Californians return Pat Brown to the Governor's Chair for the further growth and development of this great state.

San Jose Jobs At Peak

By BOB SKIDGEL, LYNN MOORE, WM. HARLEY DAVIDSON, CECIL PRESTON AND BOB LONG

SAN JOSE—A peak employment level has been reached in the Monterey area, and large jobs are the order of the day.

Granite Construction Co. continues to pick up sizeable contracts. This week the State Department of Public Works awarded this company a \$3.2 million pact for completion of Highway 20 near Nevada City.

Granite, with Gates and Fox and Gordon H. Ball, is in a joint venture for construction of the Tehachapi Mountain tunnels for the state water project to be com-

pleted in July, 1969. The bid was \$29,394,648.

Deadline for entering bids on Monterey Urban Renewal Agency's proposed \$3 million waterfront tunnel project was Oct. 31. The tunnel will run from Washington Street to Lighthouse Avenue, and is designed to eliminate a traffic bottleneck on the major route between Monterey and the Pacific Cove. It forms the northern boundary of the 45-acre Custom House.

The Urban renewal plan calls for a 1,000-foot excavation and construction of another 1,000-foot approach ramp. Some 96,000 cubic yards of earth will be removed.

A low bid of \$109,850 was received October 13 for landscaping of Highway 101 near Salinas. Low

bidder, according to the State Division of Highways was Takehara Landscaping Service, Sacramento. The contract calls for planting 1,965 trees, 1,463 shrubs and 374,300 groundcover plants on 3.6 miles of highway.

J. T. Smith, Santa Barbara, has begun construction of parking lots, camp ground roads and sewage disposal ponds at the San Antonio Lake in southern Monterey County.

An award went to Collishaw Sprinkler Co., Inc., Santa Clara, for curbs, gutters, sidewalks, rock retaining walls, paving, etc., at the Havana-Soltz park. The bid was \$258,858.

In the Santa Cruz area, the outlook is promising with numerous

See EMPLOYMENT on Page 7

LBJ Upholds Guam 'Work' Veto

Continued from Page 1

sections of the country. Such laws are regarded as an invitation for some companies to exploit the working man, and to move from a strong Unionized area to a right to work area, where it can gain cheap labor and make bigger profits.

Some moves by companies have

left countless workers out of work, adding greatly to the tax burden of the working society.

The officers and agents of the Operating Engineers Local No. 3 have hailed the decision as a great victory for the working man and woman in Guam. It will bring the standard of living a step closer to other areas in the nation.

Union scale wages will now be more readily available for the work force. Fringe benefits will be more in line with other areas, and working conditions will be improved as companies sign agreements with the Unions.

The President's decision must be viewed as a tremendous victory for all of organized labor.

EDITORIAL

PRIDE IN EDUCATION

Californians have reason to be proud of the educational facilities in their state. The nine-campus University of California is the largest in the nation and ranks among the world's finest. The state college system, a tuition-free system, can hold its own with any in academic circles anywhere.

But higher education is faced with a critical need for added facilities to meet the needs of a growing and progressive state, and a brunt of the war-baby boom, which will send an additional 30,000 students clamoring to campuses throughout the state in the next two years.

The universities and colleges must be ready.

California's voters will have before them on Nov. 8 a proposition which will assure the readiness of our colleges and universities for that critical student influx.

The proposition is labeled Proposition 2, a \$230 million higher education bond issue.

If the bond is passed, another \$100 million in federal matching funds will be added, bringing the total to \$330 million. The funds are to be divided equally among the nine campuses of the University of California and the state's colleges.

The bonds would be a general obligation upon the state and the per capita annual cost over the 25-year life of the issue have been estimated at 49 cents.

Hopefully, this would be the last time voters would be asked to approve such a massive issue for education. The legislature has taken steps to meet our building needs in the 1970s by dedicating greatly increased portions of the state's tideland oil revenues for higher education construction.

But the bond goes further than the education of our youth. This massive program would require the most skilled of workers to construct the new facilities to meet the growing needs of our youth. Many jobs would be available, providing further economic assistance for our members.

Such a proposition would take the slack out of the sagging building industry. It would again inject spirit into the overall economy and reduce the out-of-work lists throughout our northern California jurisdiction. At least two years of work would be available for many Engineers.

The need is apparent. Californians must not neglect either their working force or their youths, who are our most precious asset. The Operating Engineers News urges approval of Proposition 2.

5 JUDGES DESERVE A 'YES'

Voters in the November Election will have an opportunity to approve the work of five men whose judicial ability has contributed much toward putting California's Supreme Court in the front ranks of the nation.

The five, Chief Justice Roger J. Traynor and Justices Marshall F. McComb, Paul Peek, Stanley Mosk and Louis H. Burke, will have their names on the ballot. A "Yes" vote will assure the state of continued excellence in the field of jurisprudence.

By any standard of comparison the California Supreme Court has a national rating of which all citizens should be proud. Its opinions on important issues are often cited by high courts of other states and federal courts, as aids in deciding the issues before them.

A member of the Nation's highest court has been known to say California Supreme Court decisions have been upheld 90 per cent of the time in criminal and civil matters by the U.S. Supreme Court.

This record will be left in the hands of California voters in the election.

The officers of the Operating Engineers recommend that all five justices receive a "yes" vote for retention.

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APPRENTICESHIP CORNER

Employers Like The Beginners

By DANNY O. DEES

SAN FRANCISCO—Apprentices continue to find employment throughout the jurisdiction of the Operating Engineers Local No. 3, and from reports we have been getting, the employers who are participating are pleased with the results. Naturally, in a program of this type, there are problems, but for the large part, things are going smoothly, providing a great deal of incentive for the new men entering the industry.

In Eureka, there are a few boys who have not been working steadily, but for the most part, our enrollment has had a good year.

In the way of classroom attendance, there are cases where disciplinary action may be forthcoming. It is distasteful to have to call an individual in for action, but such will be the case if certain individuals continue to miss classes.

As of October 10, there were 30 indentured apprentices in Eureka, with three working who are from different areas. Jobs at some sites are spotty, with three or four-day work weeks, but at least, they are providing payrolls. In spite of the shortage, the boys are showing an intense interest in the program, wanting to become highly qualified Operating Engineers.

In Redding, Roy Houck and Sons Co. has two

apprentices working in the shop on the Hornbrook Freeway project. These men are getting a variety of experiences on such equipment as Michigan scrapers, Caterpillar tractors and Bacyrus Erie draglines. Apprentices are also working on the trimmer and paver for Fredrickson and Watson on the Corning Canal.

Management has commented that the boys are safety conscious, and show a willingness to work hard.

In Nevada, winter is creeping up, and our "desert rats" are beginning to look more like Eskimos. Temperatures have fallen to as low as 11 degrees.

A near-fatal accident occurred here recently, when Charlie Johnston, Carson City, fell 20 feet while working on a hot plant. He sustained head and back injuries, but is recovering at his home.

Sacramento jobs are not too plentiful, especially for Apprentices. At present, 34 are working on various jobs, with seven on the out-of-work list.

Good reports have been filed on our working Apprentices, and employers are rapidly beginning to realize their importance to the industry.

We are still in need of Journeymen to serve on the Educational Advisory Committee. This committee serves an important purpose in the program, especially in establishing the curriculum for training.

Half Of BART
Now Under
Construction

SAN FRANCISCO—Nearly half the Bay Area's new 75-mile rail rapid transit network is in construction stages.

Contracts totaling \$220 million for 34 miles of the system have been awarded in the three-county area.

They include contracts for subway work, key connecting links the four mile underwater trans-Bay Transit Tube and other work in the three major cities, San Francisco, Oakland, and Berkeley.

The tube, which will be the world's longest, will be fabricated from 57 individual steel and concrete sections, the second of which was launched the last week in October from a San Francisco shipyard.

Groundbreaking ceremonies were held recently in Berkeley for a subway station. That city's voters have approved an additional \$20.5 million to finance underground work on two and a half miles of the system.

BART officials say they expect to award some \$600 million in construction contracts in the next two years.

The latest contracts for construction of a one-mile section of subway tunnel in the upper Market Street and Mission area, San Francisco, and two similar portions of subway in Berkeley have been let.

Costs On Food Vary

By SIDNEY MARGOLIUS

You won't have to pay more for food again this month. But you won't be able to save much on this year's record-high eating bills either. While meat supplies are increasing seasonally and livestock prices have declined, retailers are cutting their prices slowly.

Some stores are reducing prices more reluctantly than others. One phenomenon that became noticeable is that there is a bigger variation in meat prices charged by different stores this year.

While the variation usually may be eight to 16 cents a pound on various cuts, you can find some stores charging as much as 16-20 cents more for the same cuts. This is especially true on pork cuts, and pork supplies are larger than a year ago.

For smoked shoulder, one of the best values, the usual spread among stores is only about six cents a pound, but this year a spread of up to 14 cents was found. Prices range from as little as 45 cents a pound to as much as 59 cents.

Among the more moderate-cost beef items, the spread has also become noticeable. Boneless beef stew may vary 10 cents among different stores. This year's variation is as much as 20 cents in some cities, with some stores charging as little as 79 cents, others as much as 99. For boneless chuck, the more usual variation of 16 cents a pound now has become as much as 24 cents. Even the more-usual spread of eight cents on hamburger has widened to 10 cents.

What this means to you is that you do need to do more comparison shopping this year, and rely on specials. Shoe leather is still cheaper than meat. Supermarkets are doing more price juggling than ever, each offering some specials but keeping prices up on other meats and poultry.

When you shop for your Thanksgiving turkey you may notice a wider variation in prices. Despite the record-breaking production of turkeys—11 per cent greater than last year's huge crop—prices so far are as high or higher than they were last fall, especially for the medium-size birds.

Best buys this year are on large turkeys—over 16 pounds.

In broilers and on eggs, supplies are larger than they were last year, but prices are higher. The difference in prices among stores is greater on poultry than any other item. Some stores are charging as little as 30 cents for broilers and 49 cents for roasters; others as much as 49 cents and 69 cents.

You can hold down your costs to some extent, and also help beat down higher prices by shopping more stores selectively.

November is a good month to shop for women's and children's coats, with Veterans Day sales offering reduced prices.

Any man expecting to buy a suit should take advantage of November sales. You will save two ways—because of the sale reduction, and because men's suits are scheduled for another price increase next year.



No Bad News In Berkeley BART

By ED HEARNE, TOM CARTER, BOB HUEBNER, FRED GONSALVES, NILES COX, GUY JONES AND JACK BULLARD

OAKLAND—Recent headlines in a prominent Bay Area newspaper said "Big Berkeley Vote Buries BART Tracks."

Bad news? Absolutely not. The best possible news was the vote which approved a bond issue to put the BART tracks underground through Berkeley.

Engineers will find added employment. Rapid Transit officials told Berkeley City officials it would cost an additional \$20.5 million to put the entire line underground. The voters approved overwhelmingly.

Border to Border, the subway through Berkeley will probably mean a 15-month delay in construction so that the transitions to aerial structures can be designed. The construction will mean about five jobs for Operating Engineers, for every one when aerial structures exclusively are used.

Construction contracts let to date total \$190,249,295, according to figures released by BART officials. This is \$4 million less than the original estimates, but officials still insist the entire system will be operational by 1971, the original target date announced in 1962. The first trains are expected to be in operation in a portion of the system by 1969.

A milestone was reached recently when officials at the Livermore Radiation Laboratory agreed to discuss problems with our business representatives before taking disciplinary action with employees. We have definitely improved our bargaining relations.

During October and the first part of November, work has been excellent around the Oakland area. We hope the trend continues for a long time. The trend is welcome since earlier in the year, things got a little slow.

Haas and Haynie Company has broken ground for the Rapid Tran-



The new Grove-Shafter freeway interchange is certain to be one of the most complex structures in northern California. The

sit job in Berkeley with Pitcher Drilling Co. as subcontractor, sinking caissons for water control.

Trans-Bay Contractors are working feverishly at Richmond assembling floating equipment. Thirty heavy duty repairmen are working at this time.

BIG PROJECT

Another big project involves the Grove-Shafter-MacArthur Boulevard interchange, purported to be the most complex in northern Cali-

fornia.

The project is part of the \$23 million Grove-Shafter freeway being built by Guy F. Atkinson. The four-level structure will be 90 feet high with curves designed for maximum speed limits. It will incorporate Bay Area Rapid Transit rights of way making it more complicated for the builder.

In other news, Piombo's job on the intake canal for the Byron Pumping Station is nearly com-

plete. Final checks should be complete within two weeks.

Rothschild, Raffin and Weir's fish conservation screens and debris curtains excavation job has been completed. First concrete for footings is expected to be poured next week.

FINISHING CANAL

Wunderlich's trimmer and paver have completed 70 per cent of the canal in Alameda County. The major part of this section be-

gan in San Joaquin County. Crews are expected to be working during the winter.

Belt Crete Concrete Placement Co., Richmond, is in an expansion program. The company now has 12 Engineers employed.

Pacific Mechanical Co., Richmond, has a maintenance contract with Standard Oil. Several Local 3 members will be employed with Whitey Newsom as master mechanic.

Timely Employment Aids Crews In Fresno Area

By CLAUDE ODOM, LAKE AUSTIN, KEN CLINE and JERRY BLAIR

FRESNO—The employment picture continues to keep pace with construction, as Engineers are finding timely jobs for the season.

Lloyd Rodoni Construction Co. has begun moving dirt on the new Woodward Park in the northern section of town. Their portion of the project will keep approximately 10 Engineers busy for a few months. Some 250,000 yards of dirt will be moved.

Construction of the Pittsburg Plate Glass plant is progressing rapidly with about 16 Brothers employed at present. Tommy Winnett is steward. Operations will begin tapering off after the first of the year.

In the southern area, new jobs are helping keep employment at an encouraging level. Vinell Corporation is beginning to put in a freeway just west of Huron. Some 25 operators should find employment on this project.

Some detour roads will be required and some pile will be

driven before peak operations begin.

Peter Kiewitt and Sons has moved a dragline spread to move dirt scrapers cannot reach. The dragline will be on a two-shift operation.

The tandem 657s are on one-shift, long hour schedule. The trimmer and liner are running long hours on concrete.

Ball-Granite's canal project has had more dirt-moving equipment working than any other job in the Fresno district. It is hoped activity will continue for some time. Brother James Southerland is steward.

The trimmer and liner have set a pace exemplary for other contractors.

Rock sand and gravel plants are working as many hours, possibly more than they were at the beginning of the season. Owl Rock, L. D. Folsom, Sequioa Rock, PCA and Keweah River Rock are all working extra hours. It appears this could be the biggest year in salaries in many years, with prospects for an even larger season next year.

On the Pacheco Tunnel, Dravo is setting up a batch plant for relining. The heading is now well over 7,000 feet with plans to begin cement work in January. Three shifts are employed on a six-day basis.

Hughes and Sons Co. has just finished building an earth-filled dam for Dravo in the San Luis Reservoir. Over 50,000 yards of dirt were moved in the first two weeks with eight brothers running the equipment.

Morrison-Knudsen, Utah Brown and Root have cut work forces to 265 men. Plans are to have all the fill placed on the dam by Thanksgiving. Rocking the slopes and finish work will run into next year, however.

Morrison-Knudsen, Utah has finished relining the San Luis canal reach number two and will finish the year cleaning spoil piles and sloping the outer banks of the canal.

Granite Construction Co. will complete its phase of the West-side water project in about a month. Only one mile remains at present.



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\$70 MILLION VALLEJO JOB

Green Light On Humble Plant

By AARON SMITH

VALLEJO—Construction of northern California's largest oil refinery received the green light with Humble Oil's announcement that C. F. Braun Co., Alhambra, had been given the prime contract.

Subcontract for the \$70 million project has been given Winton Jones Co., Concord, for moving three million yards of dirt.

During a prejob conference with Winton Jones, several other subcontractors were listed, including Roberts Brothers, who will help in moving dirt, Heim Brothers, who will do the clearing and C. A. Magistretti scheduled to do the blasting.

Engineering preliminary work will be done by Riffe and Shipard, with Schwaffel Engineering listed as survey work contractor.

Engineering problems have hampered an effective start, but the wrinkles are being smoothed out, and operations should be in high gear shortly.

At present, Jones has 15 rigs working,

Roberts has 10. Both firms are moving dirt.

Elsewhere, Lummas Construction Co. is tearing up old railroad tracks leading into and through the site for the new refinery. Dillingham Construction Co. will use the old arsenal site as an office.

Travis Air Force Base has been active all year. Bill Gattung has been widening streets from the main gate to the hospital.

Solano Underground Co. has been installing several sewers in Fairfield-Vacaville. Teichert has been working on two small housing projects and a paving job near Nut Tree in Vacaville. Elmer Wendt is moving dirt on the Ulitus Creek Flood Control Project. Brother Ray Scott is Job Steward.

In Napa, Joe Ramos is 50 per cent complete on a sewer project. Murphrey Brothers is nearing completion of a portion of the sewer line on Trancus Ave.

McGuire and Hester Co. is about 35 per cent complete on a concrete pipe trunk line from the disposal plant to Napa.

The firm still has a new disposal plant to

build, to be located behind the Soscol House. Syar and Harms is presently finishing the holding ponds.

In Vallejo, Erickson, Phillips and Weisburg is almost complete on the Sears Point Bridge. The structures on the off ramps remain to be built. Syar and Harms has begun putting sub base on the new approaches.

Court restraining orders have held up completion of both areas. Valley Crest Landscape Co. has begun beautification on the completed section of the marina. Parish Brothers Co. has just begun excavation on the new Magazine Street shopping center.

American Canyon Aggregates has been working Saturdays in an effort to fill orders. Crews have experienced a problem of overburden at the pit. An estimated one million yards of dirt will have to be removed to make the quarry 100 per cent.

Kaiser Steel has cut operations to one shift, apparently on a temporary basis. Officials say they expect to resume a two-shift schedule before long.

Crews Host Year's Social

By RAY COOPER and LEONARD YORK

EUREKA—The social event of the season was held Oct. 15 as 15 Operating Engineers, employed by Eugene Luhr on the Orick River project hosted a dinner party for the management.

The party was in appreciation for a well-run job, which is now near completion.

The party was held at Orick's Community Center where soft music, ferns and candlelight set the scene for a delightful evening.

Cocktails were served before dinner. The ladies received lovely corsages.

STEAKS SERVED

The dinner menu was topped with steaks from the famous O. H. Townhouse in Eureka. Bob Bass was caterer.

MC was Fred Wright, dirt foreman.

After the excellent dinner, couples enjoyed dancing to the Robert Grey Combo, at the Lumber Jack Tavern.

Sixty-one persons were present for the festivities.

During the dinner, short speeches were delivered by the Brothers who worked on the project. Management was represented by Murl Kramer. Greer Coursey represented the Corps of Engineers.

Finance committee was com-

posed of Bob Stiltner, steward; and George Snaderson, grade-checker.

RIGS TRANSFERRED

In the wage-earning news, Green Construction Co. has transferred most of its equipment to the Gaberville job as the Scotia-Pepperwood Freeway job approaches completion. At Gaberville, crews are doing finish work and laying base rock. Mercer-Frazer Co. is right on their heels placing CTB in preparation for hot stuff. It is hoped one phase of this project will be complete before winter sets in.

Brother Jack McLean has the dirt-moving operations on this job, with over half the three million cubic yards of dirt now moved. Some 80 Engineers are now employed.

10-HOUR DAYS

Hughes and Ladd and Gibbons and Reed have started their 74-day project north of Gasquet. Some 42 Operators will be working 10-hour days on a six-day schedule.

Down the coast, Oscar Holmes is busy on the Patrick Creek project. Presently, 12 Engineers are employed. Lester Collins is foreman. The South Fork Road project contracted to Holmes is progressing in spite of difficulties in locating rock. Cliff Percy is steward and has done an out-

standing job for the Brothers.

According to Bill Pierce, project superintendent, Stroco Brundage Inc. has begun operations at Bridgeville. The Klamath Road project continues to sluff off and it seems Bill will have a continuous job there.

On the Orick job now near completion, compliments are in order for stewards Bob Stiltner at the river and Ken Robinson at the quarry. The \$3 million project worked three shifts for three months without a serious grievance.

Ron Renfro, safety committee-man, also did an outstanding job in keeping an eye out for unsafe practices and conditions.

A fast riser recently has been Lewis Mickelson Construction Co. who was recent low bidder on three different projects.

Souza Brothers Co. has begun work on the Redwood Creek, a short job for a few engineers, but on a long-hour schedule.

Winter has threatened in this area as clouds get thicker and appear more often.

We look forward to a more active year in 1967.

Can Rocket Fuel Be Reinforced?

DAVIS—Can solid rocket fuel be reinforced, like concrete?

If so, will it allow missiles to carry larger loads, give missiles greater range, provide portability for limited storage and better ballistic power?

These are questions University of California civil engineers are attempting to answer with slide rules and paper before building expensive test missiles.

Leonard Herrman, assistant professor of civil engineering at Davis, says the research is beginning to fit some of the pieces together. If successful, the new fuel will be more reliable, although more expensive, than present fuels, which sometimes crack and fail.

Other civil engineering professors participating in the study are Robert Taylor, Jerome Sackman and Karl Pister of the University's Berkeley campus. The study is financed by a grant from the Stanford Research Institute.

Red Lights Warn Wrong Way Traffic

SACRAMENTO—Brilliant red lines of light will soon be warning drivers who are headed the wrong way on some California freeways.

This latest device, developed by the California Division of Highways will be found on any freeway constructed in the future and on existing ones where raised reflective markers are being used and installed as replacements for white lines.

State traffic engineers hope the red line will convey the right message to wrong-way drivers and persuade them to stop before they become involved in a head-on collision.

About one of 10 persons killed on freeways die in this type accident—the sort freeways are designed to prevent. The new red line is the latest in a series of devices aimed at stopping such mishaps.

The markers are placed on the road surface in sets. Several

round, dull white button-types are aligned and then augmented with a highly reflective rectangular one. The rectangular marker is split down the center and when approached at night from the right direction reflects are assuring white line. From the wrong direction, it looms up red and forbidding.

Originally, only white reflectors were installed on freeways. They replaced paint because of their superior ability to demarcate traffic lanes at night when pavement is wet from rain, sleet or fog.

Last fall the Division of Highways placed red warnings signs reading "wrong way—Go back" on every freeway off-ramp in the state system. Results indicate the signs are stopping some motorists from becoming wrong-way drivers, but the new technique is designed to turn back those who ignore the warning signs and other features indicating the proper direction of traffic flow.

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SCHOLARSHIP RECIPIENT EXPRESSES GRATITUDE

One of this year's scholarship recipients voiced his appreciation recently in a note to Recording-Corresponding Secretary T. J. Stapleton.

The note said:

Dear Mr. Stapleton:

The school year at Cal has finally started. Your valuable contribution to my funds for attending this great university is coming in very handy. I wish to extend my deepest gratitude to you and all the Brothers of the Union for this good start in my higher education.

Thanking you and the Brothers for this great honor and aid:

I am, very truly yours,
Jim Laufenberg.

Mr. Laufenberg entered the University of California at Berkeley to pursue a career in civil engineering.

PRIME JOB—HETCH HETCHY

Jobs Spotty In Stockton Area

By WALTER TALBOT, AL McNAMARA and JERRY ALLGOOD

STOCKTON — Job opportunities have dropped somewhat recently with the close of many large projects, due largely to the completion of excavation on many jobs. Opportunities on the existing projects are spotty, with most of the jobs being under the \$100,000 figure. Work in progress at this time and which will continue through most of the year includes Burchett and Good's Red Lake Grade job, Fredrickson and Watson's Interstate Route 580, Thomas Construction's New Melones Dam access roads, Dan Mason's Twain Harte bypass, Western Construction's California Aqueduct and Wunderlich's California Aqueduct.

A. Teichert and Son, Clause Wood Co. Certified Pipe and Construction Co., George Reed, W. M. Lyles, Standard Materials and S. M. McGraw were successful bidders on many small projects. The only project of any consequence is the 14.3 miles of Hetch-Hetchy San Joaquin No. 3 pipeline. Vinnell Corp. was low bidder at \$5.66 million. This contract will complete the remaining link from a point near Waterford Road south of Oakdale to the tunnel outlet portal near the La Grange Road in Tuolumne County. The Hetch-Hetchy project is the main water supply for the city and county of San Francisco. The building construction industry is continuing to offer jobs to some Engi-

neers. Modification at the Riverbank Ordnance Depot, Sharpe General Depot, Northern California Youth Authority Installation, expansion of the Johns-Manville plant, Spreckels Sugar plant, Libby-Owens-Ford Glass plant and Site 300 have contributed to the employment situation. Those employers who have been fortunate enough to secure contracts in this industry are A. Teichert, R. W. Hubbard Co., Stolte Inc., F. A. Klinger Steel, Harold Newman, Bechtel Corp., Larry Aksland, Ernie Aksland, H. C. Smith Construction Co., Hansens Inc., Collins Electric, Clow Crane Service, M and M Crane Service, S. M. McGraw Co., Bigge Drayage, Valley Steel Co., Eugene Alves, Ralph Larsen Co. and others.

With winter rapidly approaching, the push in the mountainous area to complete jobs requiring plant mix has been gigantic. Claude Wood Co., Standard Materials, Mitty and Craft and George Reed Co. all have jobs to be completed in the higher elevations. Just a word on job safety. We have had two deaths resulting from industrial accidents. Brothers Johnny King, Donald Manka, Charles Whitman and Gary Lowe all sustained injuries necessitating hospitalization. Brothers Tom Edwards and Larry Evans were killed when the Euclid C6 and pactor rolled and pinned them beneath it. We need not tell you the importance of stressing job safety. It may save your life.

Temperature Dip Puts Chill On Northern Nevada

By NORRIS CASEY, GAIL BISHOP, ROLLAND WELLER AND BUD MALLET

RENO — Cold mornings and snow showers have descended on the northern Nevada area, creating some unemployment for Engineers. But some promise of continued employment remains as several projects are in progress. Nevada Rock and Sand at Deeth will keep a crew working in the pits stripping for the crusher. Company officials say a possibility of keeping a crusher crew as Wells remains. Stout Construction has just about completed dirt-moving on the old lane for Nevada Rock and Sand on the Wells job. Earl Manley Co. will be fighting snow showers within a few weeks in the Ruby Mountains. Winter usually strikes early in that area. MacGregor Triangle Co. will face the same problem. The job will be a difficult one, consisting primarily of silver cuts in rock. The encouraging note is in the crew employed, including Brothers Tony Arthur, Dean Gustin, Glen Eastman, Bill Glennon and Bunnie Bustos.

WORKED SLOWED
In Elko, work has slowed considerably, but prospects of a \$1 million motel to be built soon helps. At Battle Mountain, Helms Construction Co. has moved in to put in the ore dump for Duval Corp. Stevens and Rogers Co. is hanging steel for the mill. Duval Corp. at Copper Canyon has ordered a fleet of 90-ton K. W. Dart ore trucks. We had the privilege of watching the assembly of the first to arrive. This is a big machine which will require a great deal of skill to operate. At Winnemucca, Industrial Corp. is moving nicely with the blessing of good weather. All the CTB should be down by now. This means Burggraff, who will be doing the paving, will finish before bad weather forces a shut-down. At Lake Tahoe and Carson City, employment is a bit brighter. Pestana Construction Co. is making satisfactory progress on

the sewage affluent export line at South Tahoe. From now on it will be drill, blast and muck out until the weather fails. Robert Helms Construction Co. was low bidder on a 2.7 mile segment of Highway 50 between Cave Rock and Glenbrook, Nevada. The bid was \$582,640 compared to Engineers estimates of \$600,000. Five firms bid this job.

ABOUT COMPLETE
TAB Construction is just about complete on the sewer at Alpine Meadows, California. Water lines in Carson City will be completed this week. The first snows have hit, so be extra careful in your driving. Robert Helms Construction Co. has expanded facilities. The company has begun operations of the new \$300,000 hot plant. Its crews are crushing base rock at the job site. Helms is widening the Arlington Street Bridge over the Truckee River, a contract totaling \$73,000. The improvement will relieve traffic during rush hours. Stone and Webster Engineering Co., primary contractor on the Fort Churchill power plant in Yerington, is on schedule. The cooling ponds and foundation importing are nearing completion. Stang Construction Co., a subcontractor, is moving out after completing de-watering.

THREE PROJECTS
Ernest Hahn Corp., prime contractor on three projects in Reno, is satisfactorily progressing on all of them. The walls and roof on the new Montgomery Ward Store are up and grading in the parking areas is underway, presently 50 per cent complete. The Safeway Store in Keystone is just getting underway as excavation has begun. Finally, the new National Cash Register building on Plumb Lane is just getting started. Subcontractors have been employed for all grading and excavation purposes, providing more employment. A new ball mill and concentrator for Anaconda Copper Co., Yerington are being constructed by M. M. Sundt Construction, Tucson, Arizona.

SACRAMENTO RELAXED More Jobs On Horizon

By DAVE REA, AL DALTON JIM GENTRY AND DAN CARPENTER

SACRAMENTO — The work situation is in a relaxed state at present, but several major projects appear on the horizon, and we are keeping alert to their development. Many of the projects undertaken during the summer have been completed and men are hoping for new projects to begin. In the Pollock Pines area, Walsh Construction Co. is working long hours on the Loon Lake Tunnel job. Crews are near completion on the compressor house, parking lot and dry house. The shaft is also under construction. Northrup Construction is the subcontractor on roads, keeping crews busy in an effort to finish the road to the tunnel before the snows fall. The project should be on a three-shift operation during the winter if roads can be kept clear. The nearest town is 40 miles away. Work on Highway 50 at Bass Lake is rapidly progressing under

a contract to Granite Construction Co. One section is open with work being done on the rock cuts. The project is nearing completion. At the White Rock powerhouse, Gunther, Shirley and Lane has a crew working. American Bridge Co. is putting in the pinstock. In a welcome bit of news, the Brush Creek Dam and tunnel will soon be up for bid. The dam will be a 180-foot high earth fill, 450 feet long with a capacity of 1,260 acre feet. In the high country, Granite Construction Co. has begun operations on the Nevada City freeway. Thomas Construction is building the structures. The project is on a tight schedule utilizing the services of 20 Engineers. Granite has moved in a rock plant and plans to bring in an asphalt plant later. Recreation facilities at Jackson Meadows are nearly complete. Some work remains at Faucherie Dam due to weather. Evening and night time temperatures have dipped into the 30s for nearly a month. At the American River,

recreational facilities are being completed on schedule. The area should be ready for fishermen by next spring. The project is still in clean-up stages as crews apply the finishing touches to the Hell Hole Dam Bridge. Workmen have moved out of the Interbay Damsite altogether. Ets-Hokin Corp. is final testing the powerhouse. In the east Sacramento area, the first phase of construction on the new State of California Fairgrounds on Arden Way should get underway soon. Graf and Dubach was low bidder on earth-moving. The bid was \$827,000. Work has been sublet to Elmer Wendt, Rio Vista. This project has been viewed as a vital phase in keeping an encouraging employment figure in the area. Another portion of the project should be awarded early next summer. It will include underground utilities and drainage and some building construction. The fairgrounds are slated for service in 1968.

COPE Endorsements—Utah

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| District 3 Earl N. Dorius | District 12 Merrill Jenkins | District 21 Vernon D. Law |
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| District 9 Wendell Grover | District 18 F. Brinton McConkie | District 27 no recommendation |
| | | District 28 Vernon L. Holman |

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Employment At Peak In San Jose Area

Continued from Page 2

public works projects beginning to open up.

Kester and Sons has started work on the \$59,423 Roxas Street-Alta Avenue-Prospect Heights improvement project. This company has also begun work on Brommer Street in downtown Santa Cruz, with a contract of \$72,467.

JOINT VENTURE

Pestana and Kester teamed up to win a \$66,476 contract for improvements on Pine Street.

Various contractors on the PG and E power plant in Moss Landing are still at peak production with the exception of Rothschild-Raffin and Warrick, now near completion on the phase of the job.

The only major contract still underway in the Watsonville area is Granite Construction's freeway project.

On Nov. 2, the State Department of Highways will award contracts for the North Aptos Underpass, interchange and frontage road facilities.

These contracts will call for 100,000 yards of roadway excavation, 18,200 tons of aggregate sub-base, 13,500 tons of aggregate base, 863 cubic yards of concrete, 127,000 pounds of reinforced steel and 12,275 cubic yards of structure excavation.

NEAR COMPLETE

L. C. Smith is still busy on Highway 9 south of Lockheed. This project is expected to be completed in the near future, but Henry C. Beck gained a contract on the new seven-story Philco Building, which is now underway. The four acres of parking lots will be constructed by L. S. Smith.

Guy F. Atkinson is breaking ground on a 60,000-square-foot building on a 640-acre industrial tract south of Lockheed. Hewlett Packard is adding to its original building in Stanford Industrial Park, and has started another new building on Page Mill Road. Freeman Sondgroth Co. is working on road relocation on Page Mill Road, and also has a crew engaged on the canal in the Campbell area. Two hotplants are on overtime on many jobs in the Los Altos-Mountain View-Sunnyvale areas.

Sakura Construction Co. was low bidder on the golf course, located on the Bayshore Highway. The course will be in the flight pattern at Moffit Field.

CREEK WIDENING

Leo Piazza Paving Co. is still involved on widening Stevens Creek between Lawrence Station and Stelling Road. Piazza's crews are also making sub-grade on the Central Valley Expressway in Los Altos. This company has begun work on the Winchester Road job in San Jose, and was low bidder on the Sunnyvale part of the Central Expressway.

Fred J. Earley Co. has a contract at \$800,000 for extension of San Jose's sewer plant. Work has not yet begun.

L. S. Smith recently received a contract in the amount of \$200,000 for the Alviso marina. Work will consist of dragline work and construction of a parking lot. Earley also has begun a street-capping job in Santa Clara at \$122,000.

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| Anna Kakanamaku | D Katsugo Miho |
| State House of Representatives | 16th District |
| 8th District | D Hiroshi Kato |
| William Amona | D Tadao Deppu |
| James Bacon | D Ted Morioka |
| Ernest Heen | D |
| Hiram Kamaka | D James McGuire |
| | D Thomas Mui |
| | D Frank Judd |
| | D James Loomis |

BART AIDS SURVEYORS

By JACK BULLARD

Portions of the Bay Area Rapid Transit System have been awarded, providing some work for Technical Engineers, which has been most welcome.

Much of this work is in construction phase. At latest information notices, over 50 per cent of the project is currently being built.

There have been some slack areas for Tech Engineers this year. It is no secret the housing business has been stopped, for all intents and purposes. When there are no subdivisions being built, there is no land being subdivided. The high interest rate on investment money has caused the housing cutback. It has also hampered private investment as well.

We can only look to better things in the coming months. The Fed has reported a near-leveling off in interest rates, and it appears a break in the money market may be forthcoming.

If such a break appears, we can expect a resurgence in the housing industry.

STEWARDS' SPOTLIGHT

J.B. Jennings

The new Stewards Manual is off the press and available in San Francisco. The new manuals will be distributed at the various Steward meetings, and in the near future, through the district offices.



Bro. Collingwood when a job terminates and he is no longer an active Steward to contact the Dispatcher in his district. We would like to keep an accurate record of all men who are active and inactive Stewards. This is the most effective way we have of keeping track of our Stewards.

We would solicit your attendance at the meetings in your area. Many informative sessions are in the offing, many have already been held, but we would like to have your ideas and comments on problems and the solutions the Stewards on various projects have found.

If you have not received your new decal please contact the hiring hall or agent. They will be happy to make the decal available to you.

As a Steward you are making an invaluable contribution in time, belief and leadership in your organization, the Operating Engineers Local 3.

You were selected to be a Steward because of your initiative, interest and belief in Local 3. As such, you can play a vital role in promoting the welfare of all members of the organization.

If your employer transfers you to another district, you should contact the agent or dispatch office and inform them that you are the Steward for the company. Also tell them the number of men employed and the district from where you came.

It is important that a Steward know the By-Laws, contract under which he works, Executive Board member and members of the Grievance Committee in the district where he is working.

During October, four Steward meetings were held in San Rafael, San Jose, Oakland and Sacramento, all with excellent attendance.

Stewards discussed a number of issues during the meet-



Left to right, John Self, Arty Anderson, Martin Casey, Ben Marco, John Collingwood and Dan Helan. It's lunchtime on Kiewit's tube.

ings, bringing up a number of contract violation and jurisdictional problems. We would like to stress the importance of members on a job becoming acquainted with the Steward. When you are referred by the hiring hall, make an effort to contact the Steward, showing him your dispatch. Some jobs are spread out, so finding the Steward may take a little time, but he is on the job to help you.

If you have a complaint, do not hesitate to contact the Steward.

It is important that Stewards become familiar with the information included. There is a considerable amount of new material included in this revised edition that will be of great assistance to you in working with your fellow workers.

We would remind Stewards that when a job terminates and he is no longer an active Steward to contact the Dispatcher in his district. We would like to keep an accurate record of all men who are active and inactive Stewards. This is the most effective way we have of keeping track of our Stewards.



Bro. Mantooth



Bro. W. H. White

Stewards

SAN RAFAEL

Ron Butler
Leonard Genetin
Albert F. George
Gale S. Gibbs
C. W. Gubka
Lorn Huddleston
Richard Johnson
Kew King
Louis Lombardi
Sanford D. Mills
William D. Pacheco
Charles V. Snyder
Trevor George Walter
William B. Weldon

OAKLAND

Trice Aigee
John Becker
Audie C. Carroll
Jack L. Cunningham
Collie Debose
Walter P. Fahje
Steve Freitas
Carl V. Haley
Lawrence A. Hanson
Arthur Johnson
James Lafaro
Samuel L. Nettler
David Osbourne
Leonard Perry
Lloyd R. Peterman
William F. Proffitt
Martin R. Radke
William E. Ross
James Rule
Wallace J. Schissler
Virgil Small
R. B. Smith
David Styles
Thomas B. VanDeuren
C. E. Vivion
Henry A. Wallace
Howard Webb
Ivan Weston
Jack Whitefield
Rex Whorton

SAN JOSE

Charles W. Alexander
Ivan E. Blauser
Leeroy Bowles
James J. Breen
Glen Christenberry
George J. Curtis
Billy J. Inman
Henry Johnson
Marvin M. Junkins
Kenneth Kent
Harold E. Machado
Roland K. Mathews
John M. McCracken
Dick Miller
Leonard E. Penrod
Loren Rodoni
Charles F. Schiedel
Lester K. Walker
Bert L. Washburn
Daniel Waters
Donald E. Williams
Oscar Wood
Nolen Young

SACRAMENTO

Russell A. Armas
Ronald Barrows
Raymond C. Basquez
Kenneth E. Bowersmith
Bill W. Carrell
Steven H. Casey
Francis T. Comarsh
Lloyd Cunningham
William P. Gaines
Roy Gorton
John A. Johnson
Kenneth Keithley
Francis Kemper
Henry F. Marsh
Beryl A. Mason
Basil Mathis
Joe Merri
Norbert C. Neid
Marvin Paul
Vernon Rau
Edward L. Sorensen
Clyde A. Stonecipher
James A. Throgmorton
Jack W. Waters
J. L. Wilmoth

Meetings

NOVEMBER

Tuesday 1st, 8:00 p.m.
Santa Rosa
1710 Corbey Ave.,
Bldg. Tr. Temple

Thursday 3rd, 8:00 p.m.
Pollock Pines
Oper. Eng. Hall,
Old Highway 50

Monday 7th, 8:00 p.m.
Marysville
Oper. Eng. Hall, 1010 I Street

Wednesday 9th, 8:00 p.m.
Fresno
Oper. Eng. Hall, 3121 E. Olive

Tuesday 15th, 8:00 p.m.
Modesto
604-10th Street,
Labor Temple Hall #2

Thursday 17th, 8:00 p.m.
Oakland-Walnut Creek
1250 Locus St., Walnut Creek,
Vets Hall

Tuesday 22nd, 7:30 p.m.
Eureka
Oper. Eng. Hall,
2806 Broadway

Tuesday 29th, 8:00 p.m.
Stockton
Oper. Eng. Hall,
2626 N. California

Obituaries

| Name — City | Local Social Security No. | Register No. | Initiation Date | Dues Paid | Deceased |
|-----------------------------|---------------------------|--------------|-----------------|-----------|----------|
| Barrett, Dewey | 3A | 904820 | 10/56 | 12/66 | 10/3/66 |
| Concord, Calif. | SS# 550-18-8640 | | | | |
| Bowman, Paul | 3 | 711934 | 10/48 | 12/66 | 10/2/66 |
| San Bruno, Calif. | SS# 566-10-0704 | | | | |
| Benson, Leonard | 3 | 987165 | 10/58 | 9/66 | 10/5/66 |
| Salt Lake City, Utah | SS# 526-16-9244 | | | | |
| Davenport, Thomas | 3 | 1025352 | 11/59 | 12/66 | 10/15/66 |
| Concord, Calif. | SS# 533-30-5689 | | | | |
| DeMello, Manuel | 3D | 1052252 | 9/60 | 9/66 | 9/5/66 |
| Kurtistown, Hawaii | SS# 576-14-9349 | | | | |
| Deniz, John | 3A | 1175257 | 9/64 | 9/66 | 10/13/66 |
| Santa Rosa, Calif. | SS# 575-09-0660 | | | | |
| Domrose, Edward | 3A | 689123 | 7/51 | 12/66 | 9/16/66 |
| Carmichael, Calif. | SS# 530-09-5702 | | | | |
| Edwards, Thomas* | 3 | 993923 | 11/58 | 9/66 | 10/5/66 |
| Merced, Calif. | SS# 546-40-2532 | | | | |
| Elliott, Roger A. | 3 | 1219563 | 11/65 | 9/66 | 10/6/66 |
| W. Sacramento, Cal. | SS# 565-54-9319 | | | | |
| Evans, Larry* | 3 | 999127 | 3/59 | 9/66 | 9/30/66 |
| Modesto, Calif. | SS# 558-12-4753 | | | | |
| Goodlin, A. A., Jr. | 3 | 900146 | 9/56 | 12/66 | 10/ /66 |
| Redwood Valley, Cal. | SS# 548-36-5253 | | | | |
| Harmon, Augustus | 3E | 868831 | 1/56 | 12/66 | 10/8/66 |
| Westwood, Calif. | SS# 450-20-0641 | | | | |
| Humphrey, Eddie | 3D | 1181891 | 11/64 | 9/66 | 9/3/66 |
| Fresno, Calif. | SS# 446-01-0641 | | | | |
| Hyden, William, Jr. | 3 | 1059603 | 12/60 | 9/67 | 9/30/66 |
| Oakland, Calif. | SS# 521-16-3034 | | | | |
| Lee, Robert E. | 3D | 1159627 | 4/64 | 12/66 | 10/18/66 |
| San Jose, Calif. | SS# 547-12-6303 | | | | |
| Nosenzo, Guido | 3 | 635542 | 2/50 | 9/66 | 10/7/66 |
| San Francisco, Calif. | SS# 721-07-7635 | | | | |
| Johnson, Tharron | 3 | 908581 | 11/56 | 9/66 | 9/28/66 |
| Project City, Calif. | SS# 499-10-1357 | | | | |
| O'Bryant, W. F. | 3 | 581504 | 6/43 | 9/66 | 10/3/66 |
| Gravelley, Ark. | SS# 452-10-8124 | | | | |
| Olsen, Alfred | 3 | 683287 | 6/51 | 9/66 | 9/27/66 |
| El Sobrante, Calif. | SS# 565-07-6802 | | | | |
| Ortega, Ray | 3 | 244906 | 4/37 | 12/66 | 10/2/66 |
| Tracy, Calif. | SS# 558-01-9886 | | | | |
| Stevenson, George | 3 | 688954 | 7/57 | 9/67 | 10/3/66 |
| Santa Rosa, Calif. | SS# 548-03-9196 | | | | |
| Toomer, James | 3 | 750416 | 10/52 | 9/66 | 9/13/66 |
| Ogden, Utah | SS# 529-14-0423 | | | | |
| Wells, Melvin E. | 3A | 625951 | 9/49 | 6/67 | 10/3/66 |
| Fresno, Calif. | SS# 552-16-1263 | | | | |
| Wheaton, Allan | 3D | 1059693 | 12/60 | 12/66 | 10/2/66 |
| Smartsville, Calif. | SS# 558-01-9451 | | | | |
| Young, Walter | 3 | 732140 | 6/52 | 12/66 | 10/16/66 |
| Hayward, Calif. | SS# 559-10-4351 | | | | |
| Ziemer, Frank | 3 | 1006786 | 6/59 | 12/66 | 10/10/66 |
| Arcata, Calif. | SS# 548-03-5632 | | | | |

*2 Industrial Accidents.

71 Deceased Members August thru October, 1966—5 Deaths as result of industrial accidents.

ENGINEERS NEWS

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



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SACRAMENTO PRIDE

Metropolitan Airport—A Modern Facility

SACRAMENTO—The new Sacramento County Metropolitan Airport is rapidly approaching the stage when it will become serviceable.

At present, work is far enough along that a projected opening date of September, 1967 has been established.

The new airport, which met with considerable opposition in and around Sacramento, will be one of the most modern facilities in the entire nation.

The old airport will become a major general aviation airport.

5-COUNTY SERVICE

The new facility is designed to provide a major airline passenger and freight terminal and industrial complex for the entire five-county area with a present population of 850,000 persons.

The property at the airport consists of 2,350 acres. It is located 10 miles northwest of the State Capitol and the downtown area of Sacramento. Essentially all of the properties comprising the air-

line portion have been purchased. Additional land is being purchased for future growth.

On the immediate grounds will be such facilities as a 92-unit motel, which will be built by Mercury International Construction, Los Angeles, two passenger terminals, restaurant and concession facilities, a cocktail lounge and banquet rooms in the Central Public Services building.

TWO FINGERS

Architects Dreyfuss and Blackford are presently designing final

drawings for two fingers extending to the concourses. Escalators will carry passengers to the second level where holding rooms and passenger waiting lounges will be located.

A contract covering construction of the two fingers is slated to be let in November.

A contract to Baldwin Construction Co., Marysville, has been awarded for construction of the two terminal buildings and the central services building. Completion is scheduled for one year from

the beginning of construction, at a cost of \$2.77 million.

Paving of the 8,600-foot runway and taxiways have been completed. Access roads, parking ramps, curbs and gutters are now nearing completion.

A separate contract for an airport fire and crash station and shop building will be let in the immediate future.

When these projects are completed, the first phase will be ready for operation.

Then the second phase will get underway. It will cover facilities for general aviation, including a second runway, taxiways, ramp and aprons. A pilot's lounge and terminal building will also be constructed.

INDUSTRIAL PARK

The third phase will include an industrial park with a separate runway and aircraft facilities, direct to the complex. Access roads will also be included in this phase.

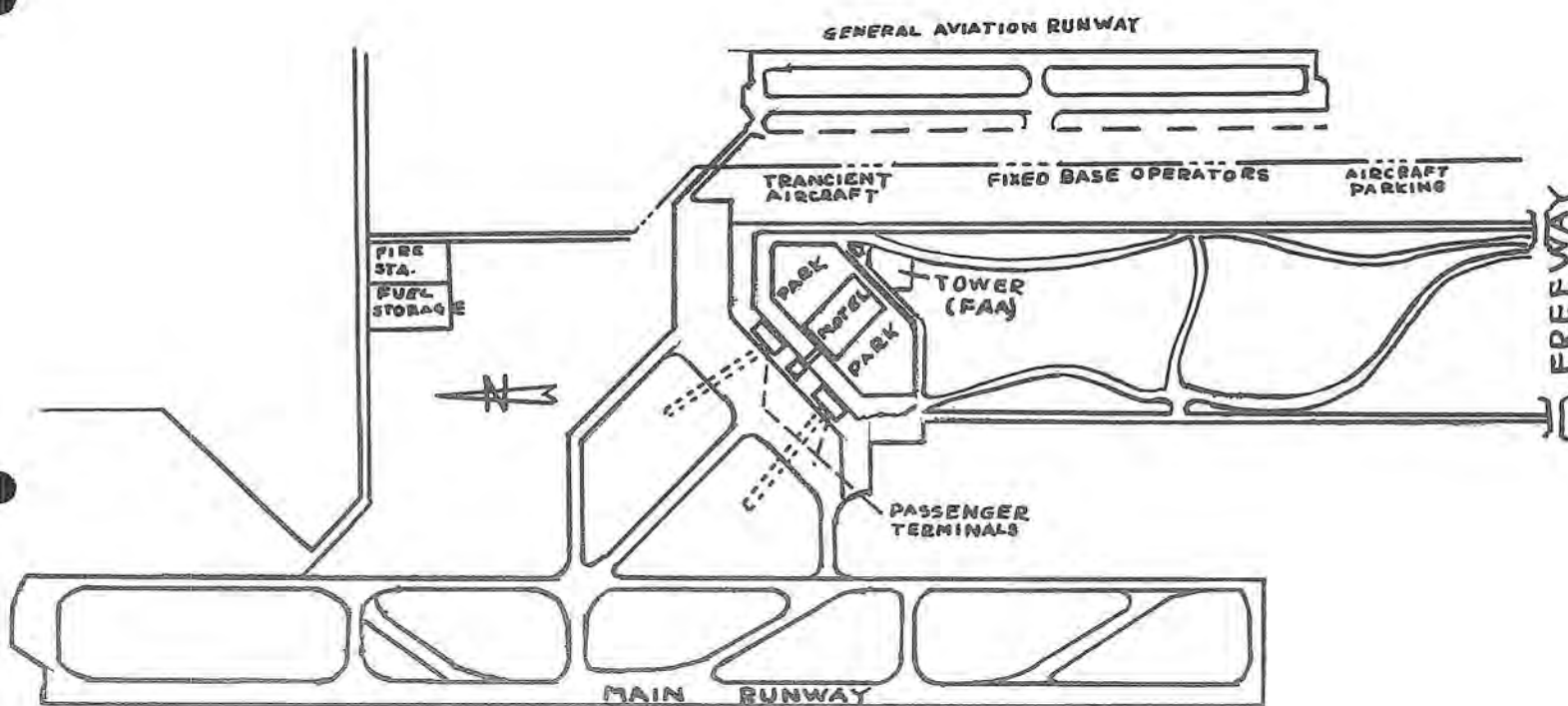
Utilities are all underground including power and telephone. Water and power will be distributed within the terminal area by the county. An emergency 400 K.W. generator is located in the airport power vault to provide standby power for essential services.

Sewage treatment ponds have already been constructed, and the trunk lines will tie into the system to be extended in the future.

At present, much of the acreage will be developed and leased for agriculture use. As development is implemented, agriculture will diminish. It is also proposed that a golf course be constructed in the "clear zones."

Figures show that in 1965 there were 284,000 enplanements at the present airport, exceeding the 1970 forecast.

Total estimated costs through 1969 have been set at \$22.25 million, with a net county cost of \$14.54 million.



Sacramento's new metropolitan airport will be one of the most modern in the nation when it opens next September. Construction of terminal buildings and a motel will begin in the near future. Runways, taxiways are now complete.

YOUR LEGAL RIGHTS

Group Legal Services: Bargain Issue?

How about a New Fringe Benefit—Group Legal Services?

All of us are aware of the benefits that collective bargaining has brought to our daily lives. Programs like health and welfare, pensions and dental care, once labeled a "socialist" plot, are now standard for many Operating Engineers. We now have group hospitalization and medical care for ourselves and families, pensions to supplement our Social Security benefits, and dental coverage to provide adequate care of our teeth. So why not some form of pre-paid legal services to preserve our civil rights, surely a goal just as necessary as the preservation of our health and living standards?

The Federal government, through the "War on Poverty" has set up a limited program of legal services for the poor, administered by the Office of Economic Opportunity (OEO). The wealthy, of course, can afford to purchase the best legal talent available and are able to utilize the built-in safeguards that our system of law provides. But what about the vast percentage of Americans to which

the typical unionist belongs? The quality of professional legal care for this sector is consistently below par, partly through the fear that legal fees are too high and partly through ignorance. Middle income wage-earners have denied themselves an essential protection.

Partly to blame for this appalling situation is the organized bar itself. In a speech by President-elect Earl F. Morris of the American Bar Association at the annual meeting in Montreal, Canada, in August he stated that the bar has "failed in substantial measure to render effective legal service" to the middle class. At the same meeting Richard W. Nahstoll, past president of the Oregon State Bar, said "In my judgment the public need for group legal services can no longer be doubted. Their existence is a fact. Their future development and extension is a fact. Their existence and extension have occurred despite the opposition of the organized bars, and will continue."

Group legal services will undoubtedly serve to increase awareness of legal problems, and a

willingness to seek legal solutions on the part of the not-so-poor as well as the poor. Educational programs and word-of-mouth campaigns, a few dramatic instances of the effectiveness and helpfulness of lawyers in solving problems for ordinary citizens, may help to overcome the apathetic and even hostile attitude toward law and lawyers that characterizes a large proportion of the middle income group.

The expansion of group legal practice will probably have an even more direct impact on the economic condition of the bar—and may even have a beneficial effect on the ethics of the bar.

Many lawyers in the metropolitan centers of the U.S. are economically marginal practitioners. They face an unstable, highly competitive and largely irrational market. Their work often overlaps other occupations, such as realtors, accountants, insurance brokers and others, resulting in intense competition, if not open rivalry with these groups. Their insecurity is further intensified by a weak and intermittent demand

for legal services among lawyer and middle income groups—their practice consists largely of one-shot personal injury, divorce, criminal or real-estate matters. Lawyers who handle these non-recurring matters are forced to continually seek new clients, often finding it necessary to establish illicit connections.

One way out of this clearly unpleasant situation is to seek methods for increasing and stabilizing the demand for their services; and some form of group legal practice may provide a partial solution.

If this requires changes in certain ethical rules it should not necessarily be feared since it may allow for a genuine raising of the ethics of the bar.

Of course, group legal practice may tend to favor certain lawyers by channeling a large volume of cases to those having special ties to unions and other such entities with increasing competitive advantage because of increased efficiency of group practice. One can only speculate as to how serious a problem this may be.

Largest Utah Road Job Begins

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

SALT LAKE CITY—Northwestern Engineering Co., Rapid City, S. D., has begun construction of 4.8 miles of Interstate 15, including eight structures in Salt Lake County.

The largest single item in the Northwestern bid was Portland Cement, to include nine inches of concrete pavement at a cost of \$1,112,400. The next most costly included unclassified roadway excavation amounting to 1,365,550 cubic yards at 47 cents a yard, totaling \$641,550.

The company will construct a divided concrete surfaced freeway from 5300 South to 9000 South, according to terms of the contract with the State Department of Highways. The new section will join the nearly complete Cobbons and Reed project from 3300 South to 5300 South, which cost \$2 million. This segment of freeway should open in the near future.

LARGEST PACT

The new segment now getting underway, the largest single contract for freeways ever let in Utah, will run to the Draper Crossroads.

The Utah Highway Department said bids will be called for another gigantic project, Interstate 80 across the Salt Flats, a project expected to cost \$8 million, according to spokesmen for the Highway Department.

The Department reported that a major link in Utah's interstate system is approaching completion at a cost of \$11,221,300. It includes I-80, from Parley's Canyon, joining I-15 at 2400 South. Also nearing completion are sections of I-80 from Second South to Redwood Road, and the previously mentioned segment of I-15 to 5300 South. The department said 490,446 cubic yards of excavation, 432,000 tons of surfacing material, 30,888 lineal feet of culvert pipe, 4,367,305 pounds of reinforced steel and 6,370,520 pounds of structural steel were used in construction of these jobs. The Department also said eight new interstate highway sections totaling 45 miles in Salt Lake, Summit and Tooele Counties will be open before January.

PLUS MILES

The longest section, almost nine and a half miles, stretches from Delta to Low in Tooele County.

Second longest section, I-80 from Silver Creek Junction to Wanship, Summit County, is slightly over nine miles.

In the Ogden area, lack of funds will delay the raising of the 24th Street viaduct until 1968, according to the Utah Road Commission.

Despite the urgency of the project to prevent "truck scalping," the three-phase program is planned in that vicinity.

The first phase will be a \$500,000 viaduct over the railroad tracks 20th Street and Wall Avenue, programmed for fiscal 1968. Another half million dollars in fiscal 1969 will complete the project, which will include a four-lane highway from Wall Avenue west to Wilson Lane.

RAISE VIADUCT

The second phase will include raising the east end of the viaduct to give trucks ample clearance in at least two lanes of traffic. Complete rebuilding of the viaduct will encompass the third phase.

Important to Ogden's economic welfare was the opening of the extension of Harrison from 20th to 12th Streets. It will bring the entire community, previously divided, together.

An allocation of nearly \$3.5

an equalizing reservoir at Woods Cross, lateral lines at Farmington and the start of a drainage system in the Plain City area.

The \$87,000 allocated to the Pine View system is the final payment on a rehabilitation loan of \$337,000. The work will include renovating the 75-inch Ogden Canyon pipeline, repairs to the north and south bench canals, painting pipeline trestles and outlet tubes in Pine View Dam and sandblasting and painting overhead siphons at the mouth of the

DOING CRUSHING

Western Construction Co., Boise, Idaho, is doing the crushing and graveling, and will do the oiling in the spring. Crews are on two 10-hour shifts, hoping to finish crushing this winter. About five weeks remain.

Strong Construction Co. finished the oil on the Dinosaur Park job. The plant is being moved to Green River.

Corn Construction Co. is setting up a crusher at Dutch John in order to crush gravel for the

slag pile at Ironton for both the 4th South and Ironton access roads.

MOVED TO OREM

M. H. Cook Co. has moved its yard to Orem. Nearly all its equipment is working between Geneva and the Provo Airport.

A welcome change is taking place on North Main Street in Spanish Fork with old super on 8th North being removed and the street being extended to make access to I-15. Much of the street was torn up. The old railroad ties,



The largest single segment of Utah freeway has been let, to run from 5300 South (center of picture) to Draper Crossroads (not

shown). Work should be underway shortly, adding another important ribbon to Utah's rapidly expanding highway system.

million for northern Utah projects is included in public works appropriations, signed by President Johnson. The bill provides \$3,397,000 for the Weber Basin Project, Bureau of Reclamation, and \$87,000 for completion of rehabilitation work on the Ogden River Pine View system.

FUNDS USE

The Weber Basin funds will be used to complete the Causey and Lost Creek dams, construction of

canyon. The appropriations bill contains \$15.1 million for all Utah projects.

Work in the Uintah Basin has held up better than expected with some late projects getting underway. A few shifts were lost on the Jones Hole access road because of recent snow. Much more of this type weather could stop the project until next spring. Both companies intend to work as long as possible, however.

Dutch John Draw boat ramp and road. The plant will remain until next spring.

W. W. Clyde Co. is completing graveling at Tabiona. Oiling will not be done until spring. Most of the grade crew has been transferred to other jobs. Clyde is also finishing graveling on the Provo Canyon job and has begun oiling. Work has begun on the Springville 4th South access road to I-15. The belt is going in the

spikes and bits of electrical cable brought back memories of the old Banberger Railroad that extended from Payson the Ogden many years ago.

The rail ran through the main streets of nearly every community between and was the main form of transportation along the Wasatch Front before the invention of the automobile. Thorn Construction Co., Provo, is prime contractor.

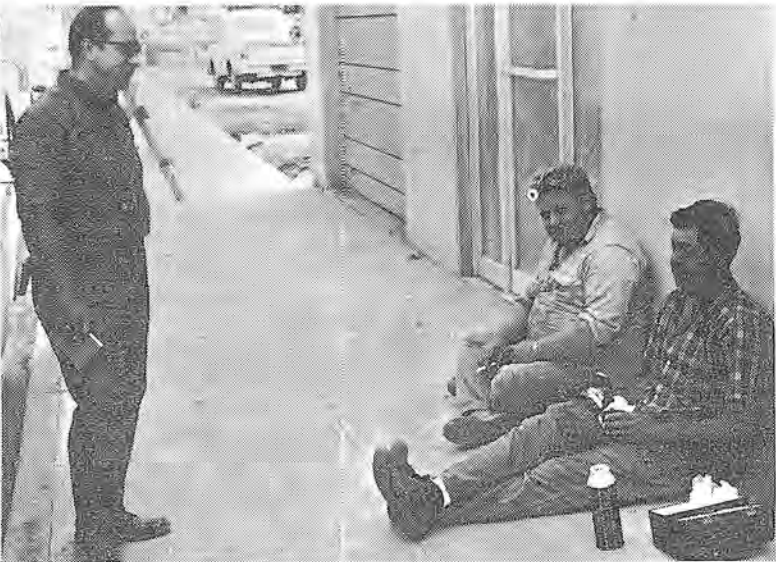
D-Day...



Loader operator Don Leivas chats with foreman Clarence Torgelson while other members of the Operating Engineers donate time toward raising funds for Boys' Clubs in various areas, yearly event.



Brothers Carl Van Horne and Joe Malugani Jr. operate a loader as their donation during Boys' Club day. Some \$3,000 was raised.



Argonaut employees Pete Anderson and Don Leivas take a lunchbreak during D-Day operations. Boys' Club director Archie Avedisian looks.

...Time For Boys

By RUSS SWANSON
and ASTER WHITAKER

SANTA ROSA—It was a day for the youngsters as the Operating Engineers and other construction and trades craftsmen donated their time toward raising money for Boys' Clubs in the area.

The timing was a problem because much construction had been curtailed by a lack of available money for construction, and many workingmen found it tough to give up a day for a charity.

However, more than \$3,000 was raised. Workers donated their day's pay toward the Boys Clubs of their choices.

For Art Siri, those who participated included Joe Pedrini, Ben Reynolds, Tom King, Almer Childers, Carl Freeman. For Argonaut Construction, W. V. Canada, W. D. Jenson, D. L. Leivas, H. D. Seavers, C. C. Torgelson. For Abe Pacific Western, L. S. Kitzmiller, Jack Dial, James Sanders. Rapp Construction, Ralph H. Brigham. Stroco Construction, John Brodnansky, Jack Kirkendall, Jerre Paolini, John Winset. Windsor Sand and Gravel, Joe Malugani Jr., Carl Van Horn.

Once again, the Operating Engineers' image as a charitable and conscientious organization was shown by this outstanding community effort. It is obvious from

the efforts that most Engineers are willing to extend themselves to something worthwhile.

The Executive Board, Local 3, granted approval for the project, as did the Central Labor Councils and the Building and Trades Councils in the areas, all knowing that President Lyndon B. Johnson and Gov. Edmund G. (Pat) Brown had given their wholehearted support to the various clubs.

Because of the efforts of these men, the idea is spreading to other areas of the United States, and the Boys Club head office is in the process of working out details to permit the project to be carried out on a national level.

John Gleason, national director, has been in contact with the AFL-CIO in Washington. All agree the approach is creative, but effective.

Our thanks and appreciation to those who gave of their time and efforts to make the day a success.



Employees of Arthur B. Siri who worked on the Boys' Club D-Day project were Joe Pedrini, Bill Carrillo, Almer Childers and Tom King. Crews donated time to the project, which has been nationally cited.



Argonaut Construction employees spread fill on a road during D-Day operations. Trades Unionists donated time for the project.

700 ELEVATION REACHED

Oroville Dam Crews Commended

By HAROLD HUSTON,
W. R. WEEKS, WM. E.
METTZ AND BOB WAGNON

MARYSVILLE—The State Department of Water Resources has sent a letter of commendation to construction crews on Oroville Dam, who recently reached "Elevation 700."

Rodney Mims, project manager and Bob Fowler, general superintendent, passed the letter on to the 350 Operating Engineers, who were responsible for the achievement, well ahead of schedule. Each man can take a bit of personal pride in this accomplishment.

Had the 700-foot elevation not been reached on time, the Feather River diversion would have been delayed another year.

A record 422,000 yards of material was placed in a four-day period, an average of 100,000 yards each day, and this progress is being maintained on the dam

near complete. The Feather River outlet is 50 per cent complete.

Concrete is being poured daily on the Thermalito Powerhouse, with completion scheduled for next year.

On the fish hatchery, which will be a tourist attraction, Norman C. Peterson Co. is progressing satisfactorily.

POURING DAILY

McNamara and Fuller is pouring concrete daily on the underground powerhouse. Wismer and Becker, Inc. received the \$10 million contract for installation of generators, turbines, switchyard and fixtures. Work will begin about January 1.

In other areas, contract negotiations have been a major issue, pre-negotiation meetings were well attended. Many suggestions were given which were of value in meeting with various bargaining units.

A prejob conference was held recently with Ray Kizer and R. A. Heintz, joint venturers on con-

the shop and in the field.

Spence Robinson has 30,000 yards of excavation for Wismer and Becker, Inc. underway at the Oroville Powerhouse plus a screening plant now in operation on the Feather River.

New York Machine Shop has added more employees to its force at Oroville, which is now completely staffed by competent Local 3 men.

A SAG

On the east side, things have begun to sag as the season closes. Peter Kiewitt has completed the freeway at Orland, and Fredrickson and Watson has completed the freeway at Willow.

Both were excellent projects, and we hated to see them come to an end. Fredrickson and Watson plans to take most of its crew to Redding for another freeway project.

In Arbuckle, most of the dirt has been moved on Gordon H. Ball's freeway job. Crews are beginning

ton City recently cut back from a two-shift operation, but operators should be employed up until Christmastime.

Yuba City Steel Products Co. and Diamond Steel Company, Inc. are working overtime to fill orders for rice farmers. Work should remain steady for some time yet.

The State Department of Public Works have awarded A. Teichert and Sons a \$2.6 million contract for routing Highway 70 from Rio Osa to Highway 65 at Olivehurst.

The project includes an interchange on Highway 65, extension of the freeway from the new interchange half way to McGowan Road, a new section of four-lane freeway on Highway 70 and a new bridge across the Bear River.

22 ENGINEERS

The company presently has 22 Engineers employed, with work slated to run through late 1967.

Also awarded Teichert was a \$341,200 contract for relocation and modification of the state water

Bids on a causeway on Highway 113 south of Yuba City were opened Oct. 29. About \$2.45 million is available for replacement of the mile-long timber structure, built in 1928 with a wider concrete bridge.

The new causeway will be built upstream.

A half mile of approaches connecting existing highways are included.

Butte Creek Rock Co., Chico, was low bidder for relocation of Highway 32 in Chico. A 1.5 mile section will be redone and the bridge across Big Chico Creek will be widened. Walnut Street will also be widened to provide two lanes of traffic in each direction. A nine-block section of Eighth and Ninth Streets will be improved to tie into existing Highway 32. Abandoned railroad tracks along Ninth Streets will be removed and a three quarter stretch of Broadway will be resurfaced.



Crews working on the Oroville Dam have reached "Elevation 700," an accomplishment which received praise from officials.

Note conveyor system carrying material across the river. Lower right, powerhouse is under construction.

spillway. Concrete is being placed in the main channel.

SPILLWAY COMPLETE

Excavation of the lower reaches of the spillway is complete, but some 250,000 cubic yards remain to be excavated on Nob Hill and below the flood gates.

A large portion of the rock was used for riprap on the upstream side, and some of it is being placed on the Thermalito Afterbay reservoir near Gridley.

Guy F. Atkinson Co. is well ahead of schedule on earth and dikes and placement of filter rock and riprap. Structures on the Sutter Buttes and Richfield outlets are

struction of Stampede Dam and roads.

\$9.22 MILLION

The bid was \$9.22 million, and will consist of 1,200 feet of tunnel, spillway and outlet works, a dam containing 5 million yards of riprapped embankment and 700,000 yards of excavation on eight miles of access roads. Al Sanderson will do all the clearing, which has already begun. Early storms in the mountains may affect the project's progress, but the company plans to use some 65 Engineers. Completion is slated for May 1, 1969.

At Chico, Peterson Tractor has a number of Engineers employed in

to lay AS material. Polich-Benedict Construction Co. is doing structural work on this project with a lot of bridge and culvert work remaining.

The Woodland Mill Supply Company's grain elevator is now complete. Two pipeline jobs begun around last Christmas are also coming to a close.

SMALL JOBS

A. Teichert and Sons, Inc. and Lamson Construction Co. have a variety of small jobs in the Yuba City area as crews are attempting to beat the winter rains.

Rock plants and shops are busy. Kaiser Sand and Gravel at Hamil-

project. The bid was approximately three per cent below engineers' estimates.

Relocation work will be done on Pennum Road, 12 miles north of Oroville. Modification work will be done on Lunt Road, 17 miles north of Oroville.

Called for its relocating and rebuilding an improved alignment along 1.65 miles on Bennum Road. Lunt Road will be widened, graded and paved. Some 68,000 cubic yards of excavation, 29,000 tons of base and 5,000 tons of asphaltic concrete surfacing will be required. The job is scheduled for completion in May, 1967.

Dutra Dates To '04— Still Grows

From his attractive office suite above The Point Restaurant Ed Dutra commands a spectacular view of the Sacramento River. Here, where the river is at its broadest, he can look across his desk to the north and see the river where it is joined by Cache and Steamboat sloughs.

From his vantage point along the river he overlooks the Dutra Dredge yard and dock adjacent to Blackwelder Iron Works where his dredges lie in for maintenance, refitting and needed repairs.

The Rio Vista firm, now enjoying a reputation for dredging work from Oregon to Southern California, began in 1904 when Antone Dutra, Ed's father, was working for the Duttons of Dutton's Landing. The firm now does about \$1 million in dredging yearly.

"My dad went to work for the Duttons in 1904," Ed says, "and at the end of a year he owned a quarter interest in a small dredge with a 28-foot boom. This craft was used as a ditcher. It towed an ark behind it for quartering the crew."

With this as a start, Antone Dutra was in the field to stay. Among other dredging operations, he was instrumental in the reclamation work performed in the Vallejo and Napa marshes during World War I. And in 1927 he and two other contractors built the Sears Point Cutoff Road through the marshes near Vallejo.

By 1932 Dutra was dredging almost exclusively for the Leslie Salt Company on the lower end of San Francisco Bay. The salt firm, with over 400 miles of levees in that area, was a full-time customer for the local dredging company.

By 1952 Ed was in dredging work, also, and Leslie hired him as a marine superintendent. He held this post for three years until he bought the Dredge Belmont and took over the firm his father had started years before.

Plans Shape Up For Box Canyon Dam

By TOM ECK, ED DUBOS and LOU BARNES

REDDING—Plans for Box Canyon Dam at Mt. Shasta are shaping up much more rapidly than previously expected, according to information received in our office.

Siskiyou County has hired an engineering firm from the Bay Area on bid for a reported \$500,000 to design and construct the dam, with a bid target date of April, 1967.

The dam will be smaller than most recently constructed, but a most welcome project for our members.

AWARD NEARS

State Inspectors have informed Local 3 that contracts for the next section of the O'Brien Freeway job would be awarded sometime in December. There have been a number of delays on this project.

In other freeway contracts, Roy L. Houck and Sons Corp. was low bidder on the Weed and Gazelle interchange consisting of two overpasses and ramp with an estimated 250,000 yards of muck to place.

The company hopes to complete excavation by January. Plans are to operate on a two-shift basis, similar to operations conducted on the Yreka project, with some 38 Engineers employed.

On the Yreka Freeway job, the project is slowly taking shape. The country is rough, but Houck is pleased with the progress made by members of the Operating Engineers Local 3.

GOOD COOPERATION

Project Manager Jack Brown, a former member of Local 3 and presently a member of Local 701, has given excellent cooperation and has praised the safety program initiated by our Local.

This company has installed a new canopy on a 631 with roll bars which meet the state specifications. Plans are to install them on the rest of the equipment in the near future.

Bids were opened Oct. 13 for a bridge over the Klamath River at a location known as Bluenose.

Most of the roads in that area, back country, are one way as are the bridges.

AN ASSET

The new bridge will be an asset, planned mainly for over-all restoration of flood damage.

The Gibbons and Reed and Hughes and Ladd projects are part of the over-all project. These companies are restoring portions of the roadway washed out in the

1964 floods in the area of Happy Camp and Bluenose, a distance of 25 miles.

Crews are working feverishly to beat the winter weather which is rapidly approaching.

Ray Kizer and R. A. Heintz at Canby are in finishing stages, hoping to finish subgrade on approximately eight miles of two-lane roadway. Plans are to take the crew to another project, the Stampede Dam in the Sierras.

CREWS MOVED

Brookins and Gage has finished the Highway 36 project, sub-contracted from Thomas Construction Co. Crews have moved to Malloy.

G. S. Herrington has also finished on Highway 36.

Hughes and Ladd will move its equipment and crews to Happy Camp upon completion of Highway 36, then on to Crescent City.

Fredrickson and Watson has the Corning Canal in excellent condition. The pavers are operating so smoothly the trimmers have been put on a two-shift schedule. This is good news. Problems had developed in the early stages, but they have been overcome.

WINTER WORK

Fredrickson and Watson's crews have been moving more dirt since two shifts have been engaged on the shovel and one on the Kocal loader. The project should continue during the winter if work progresses to the rock stages soon. The company expects to begin on the cut near the Pit River Bridge.

Tom Davis and C. L. Fogle each have several small jobs in the area, and are keeping men employed.

A. Teichert and Son has been pushing on a few small jobs. The company has just completed the Live Oak School in the Bonnyview area.

PEAK EMPLOYMENT

Guy F. Atkinson, working on the college, is trying to get as many foundations as possible poured in an effort to pave the tilt-ups this winter. Employment is at a peak on this project.

Jason Baker is in good shape with realignment of Placer Street and realignment of some three and a half miles of the Old Oregon Trail Road.

This company's crews are presently finishing the Redding sewer ponds off Metz Road.

Houghtby and Son Co. has moved its crusher from Madera and expects to have it in operation soon.

MEETINGS

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

NOVEMBER

Sacramento—Tues., November 8
Oakland—Thurs. November 10

DECEMBER

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

SAN FRANCISCO
474 Valencia St. 431-1568
SAN MATEO
1527 South B St. 345-8237
SAN RAFAEL
76 Belvedere 454-3565
VALLEJO
404 Nebraska St. 644-2667
OAKLAND
1444 Webster St. 893-2120
STOCKTON
2626 N. California... 464-7687
MODESTO
1521 K Street 522-0833
EUREKA
2806 Broadway 443-7328
FRESNO
3121 East Olive 233-3148
MARYSVILLE
1010 Eye St. 743-7321
REDDING
100 Lake Blvd. 241-0158
SACRAMENTO
2525 Stockton Blvd. 457-5795
SAN JOSE
760 Emory 295-8788
SANTA ROSA
3913 Mayette 546-2487
RENO, Nevada
185 Martin Ave. 329-0236
SALT LAKE CITY, Utah
1958 W. North Temple 328-4946
PROVO, Utah
165 West 1st No. 373-8237
OGDEN, Utah
2538 Washington Bl. 394-1011
HONOLULU, Hawaii
2305 S. Beretania St. 99-0084

Are You Bothered By the Noise?

BERKELEY—A major battle is shaping up within our society—the battle against noise.

So reports Walter W. Soroka, professor of acoustical sciences, and assistant dean, College of Engineering, on the Berkeley campus of the University of California.

Noise—what it is, how we measure it, and some approaches to its control—will be discussed by the University Explorer during a broadcast Sunday, Nov. 6.

Entitled "Noise Unlimited," the program will be heard at 9:30 p.m. over KMPC, Los Angeles; at 9:15 a.m. over KNX, Los Angeles, and KCBS, San Francisco; and at various times on other stations affiliated with the Columbia Broadcasting System.

Bay Could Fill In 2800 Years, Experts Warn

By BILL RANEY, MIKE KRAYNICK and GEORGE BAKER

SAN MATEO—Nature is slowly filling the San Francisco Bay, and if you don't watch it, your descendants will be able to walk across the bay.

Theoretically, the bay could be filled with sediment in about 2,800 years, officials of the San Francisco Bay Conservation and Development Commission warned recently.

They indicated dredging and taking the sediment out to sea or depositing it on dry land could reverse nature's process.

The officials met to vote on possible Bay planning and reports on mud flats, marshes and refuse disposal.

VOTE ON FILL

The commission also voted on an application by the San Francisco Public Utilities Commission to fill 150 acres of seaplane basin and 50 acres at the north end of the International Airport for new cargo facilities.

The commission then considered an application to fill 75 acres to extend a runway at Metropolitan Airport, Oakland.

About six million cubic yards of sediment, silt, clay and sand from lands drained by the San Joaquin and Sacramento Rivers come to the Bay each year.

About 30 per cent of the sediment is carried by the tides to the ocean.

MUDFLATS, MARSHES

The remaining 70 per cent is deposited on the mudflats and marshes or goes into the deeper waters of the bay.

Sediment in the Bay must be dredged continually to maintain navigational channels and harbors. It costs the Corps of Engineers and private companies some \$3 million a year to dredge and maintain 200 miles of deep water shipping channels.

The Commission now seems willing to meet the needs of the Bay, but it is also believed by some observers the deposits are of considerable amounts, above the figures released by the Commission, because of garbage and human sewage dumped into the bay each year.

Population figures indicate thousands of tons a day are dumped, and with the population

expansion, the deposits could be tripled by 1980.

SILT REMAINS

Because of slow movement of the water, most of the silt and other deposits remain in the channels. At present, much of the bay is out of the water at low tide, presenting smelly eyesores, which destroy the area for anything.

When the deposits and sediment are removed, the natural tidewaters will be contained in the deeper channels causing a rapid "running" of the tide.

Such self-flushing would revitalize much of our disappearing wildlife.

The present tidal flats heat up from the sun, forcing the fish to seek cooler waters.

MORE LIVABLE

A program of dredging and maintaining the area would make our homes bordering the Bay more livable. It would also require the services of several workers, creating several additional jobs for members of the Operating Engineers.

Once filled, 25 or more of the building and construction trades crafts would be fully employed.

Such things as homes, commercial buildings, business establishments, etc. would be built. Homeowners would require shopping centers, supermarkets, etc., for better services.

SIZEABLE PROJECT

In other news, the Junipero Serra extension through Woodside has created another sizeable project for our members. It is reported that L. C. Smith, a company which has had slack times in the highway business recently, received the bid.

Other roads, highways and bridges are being built, creating new jobs for Engineers. Piombo's \$715 million Junipero Serra project will be somewhat curtailed due to provisions in the specifications. The San Francisco Water Department is fearful silt from grading would run into Crystal Springs Lake and muddy the drinking water.

It is speculated that in the future, every home will be required to have two water systems—one for drinking and bathing, another for sewage, etc.

It is such thinking and planning that is making California one of the great states in the nation.

CONCRETE EVIDENT

San Rafael All-Out To Beat The Weather

By WAYNE (LUCKY) SPRINKLE

SAN RAFAEL—Local contractors in the area are paving or preparing to pave in an effort to beat the rains. All are hopeful of completing their present jobs before the weather shuts them down.

The tight money situation has loosened slightly, permitting a few contracts to be signed. We are hopeful the trend will continue to permit more work for our members.

Some contracts awarded recently include grading and paving to Ghilotti Brothers. The job is in San Anselmo, at a cost of \$57,715. The company re-

ceived other contracts for \$6,939 for City-Parking lot, \$5,693 to rework Stewart Drive in Tiburon and sewer construction in Corte Madera on an award of \$7,853.

Maggiore-Ghilotti, Corte Madera, received a sewer project at Hamilton Air Force Base totaling \$8,450 and a retaining wall in Mill Valley at \$6,673.

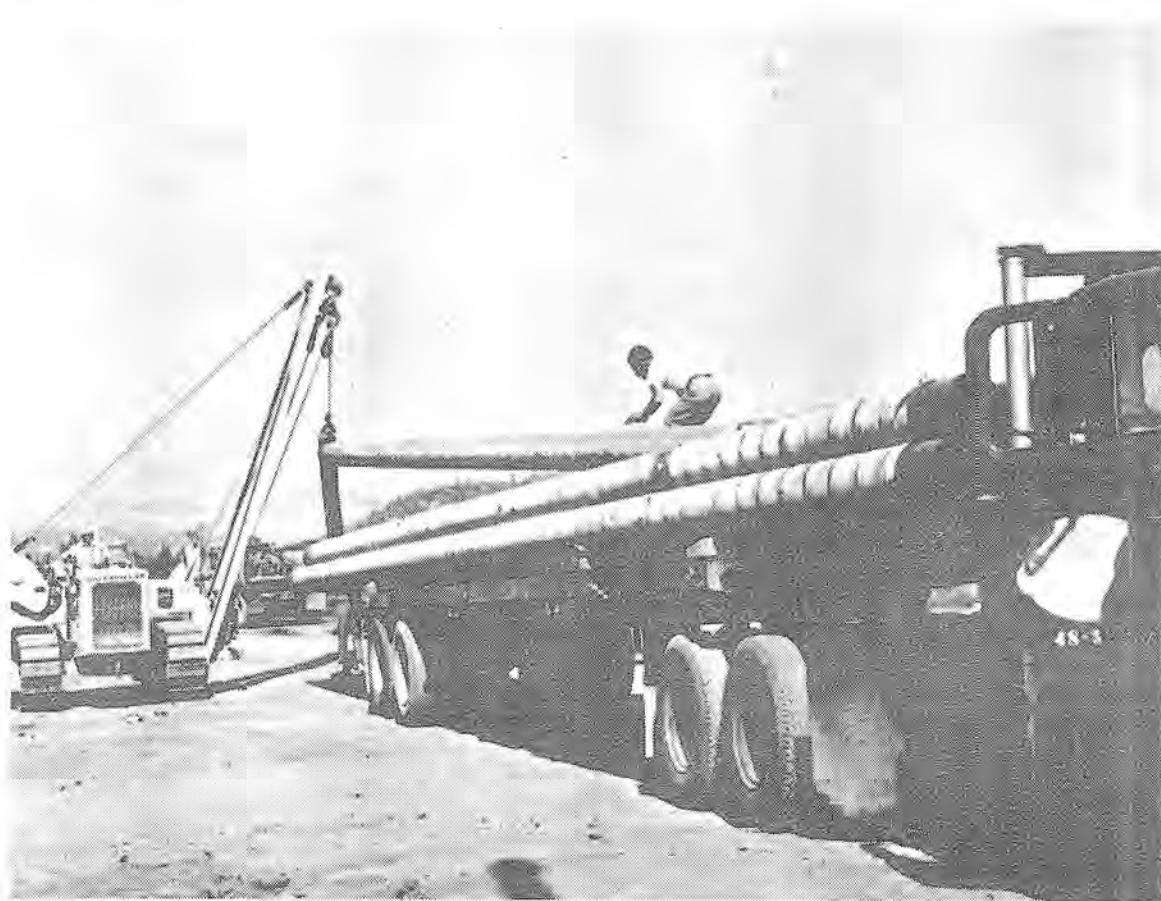
Ceccotti and Son of Marin was awarded two jobs at Larkspur, one on Magnolia and Bon Aire at \$22,476 the other at Doherty Drive in the amount of \$38,663.

At Hamilton Air Force Base, Hayco Inc. received a \$37,955 for prefab metal buildings.

Freeman and Sondgroth still have about 175,000 yards of dirt to move on the Marinello project for Frouge Corporation. The dirt phase is the first part of the project. The Second phase, welcome in this area, should be let this month. The Marinello project appears to be the only large dirt project in the county at this time.

Soiland Company is making noticeable progress on the few jobs it has throughout the area. Its crews are keeping busy.

Merz Brothers should have the San Rafael Park project in Lucas Valley in the completion stages by mid-month.



Crews on the Pacific Gas and Electric gasline get lifts section of pipe off flatbed to ground for materials ready for installation. Sideboom cat installation in trenches. The project is "Go."

Utah Election— Date With Fate

UNITED STATES REPRESENTATIVES FROM UTAH

Utah must return Congressman Dave King to Congress along with his running partner from the first District Keith Melville. The courageous voting record of Congressman King in voting his convictions and not yielding to pressure groups is one that Utah can be proud of for many years to come. Keith Melville, while a newcomer in the political field, has shown an awareness of the problems confronting working people and we can count on his support 100 per cent in our cause.

JUSTICE OF THE UTAH SUPREME COURT

R. L. Tuckett, incumbent, running on this non-partisan ballot has served the people of Utah well and has earned the unanimous respect of those who have practiced before him.

STATE SCHOOL BOARD

Incumbents Backman and Richards and also Mrs. Billings are all worthy of your support. Mr. Anderson, the other candidate is an avowed member of the John Birch Society and is presently their coordinator for the State of Idaho. You will vote for two and any two of the first three would be acceptable. A definite NO on Anderson.

STATE LEGISLATURE (Salt Lake County)

If Utah is to move forward on programs designed for the benefit of the working people we must get behind those candidates whose names are recommended on the preference list. This being the first year we have organized the Senate and House of Representatives under the reapportionment, it is well to vote for the Democratic Candidate so that our friends will be in the majority in organizing the Senate and House so that the more progressive candidates will be in the majority on committee appointments and can support our program and have the support of the Governor.

Still A '49er Group

By KENNETH CLINE

FRESNO—There remains in this area a group of "49ers" who do not play such things as football in the National Football League.

Their efforts are not too well rewarded, but the interest is great.

We found these "goldminers" on the premises of Standard Materials' Riverrock Sand and Gravel Plant, located on the Snelling Highway 13 miles from Merced.

There were few clues to tell us there was gold being dug from the ground, but we noticed a bunch of fixtures under the aggregate and sand boxes.

We asked what the electric motors, pipe, wash tables and

screens were for, and we were told—gold.

The unit is operated when the plant is in process of sizing aggregate and separating the sand from the rock. The maze of pipe is called the Yuba Gold Jig. It separates the black iron from the sand.

The black iron is then run over the Welfley Gold table. The remaining minerals are placed in containers and taken to the laboratory where they are reconcentrated.

Although we were quite impressed with this mining operation, we learned the machinery is still worth more than the amount of gold being recovered.

The machine has been in operation for the past two years.



Utah Construction has a 12-inch suction dredge working at Jenner on the Russian River trying to keep the channel open for barges.

It's PG and E A-Go-Go

By RUSS SWANSON
and ASTER WHITAKER

SANTA ROSA—All of a sudden it is "Go-Go" for Pacific Gas and Electric, on a gasline running from Cloverdale to Ukiah, over a route covering many high peaks. Cost of the project is near \$1 million with construction scheduled to be completed in approximately one month.

Cabildo Construction Co., signatory to the National Pipeline agreement with the Operating Engineers, has apparently worked on pipeline operations prior to coming to this area.

With the time period involved, the project will require the services of several Engineers, many of whom have already been dispatched.

FEW PROBLEMS

Bob Willey is the superintendent, reporting very few problems with the company. That's good news.

The Morrison Kundsens "big fill" which is better known as the Cummings job, is progressing as well as can be expected, with crews still on a two-shift operation.

Unfortunately, an Engineer, who will remain anonymous, left a TS-24 on a hill. The rig traveled some 90 feet, straight down. There isn't much remaining.

Cause of the accident is still being investigated.

Another segment of the Morrison Knudsen Co. has been working on riprap near Island Mountain for Northwestern Pacific Railroad.

YARD MAINTAINED

Claude Meyers has been project manager with Sam Wirkkala as foreman. The riprap operation is completed but the yard is being maintained in Willits. It appears work will be coming up soon.

Granite Construction Co. is still employing a number of Engineers on Highway 20 near Ukiah. Tap Faucey is superintendent, George Tuso is foreman.

The freeway in Santa Rosa is beginning to take shape but traf-

fic is still hampered in town. The freeway is scheduled for completion next year. Bragato Paving continues to use a number of Engineers on the project, keeping traffic problems to a minimum.

Pacific Western has been doing road work in Cotate and on site development at Sonoma College.

AIRPORT COMPLETE

Art Siri has completed work on the Sea Ranch Airport near Stewarts Point. The firm is continuing work on subdivision work throughout the Santa Rosa area.

Kirkwood Bly was low bidder on a sewage plant in Sonoma but work has not yet begun. We understand Wise and McGinty will do the work. Wise and McGinty was also low bidder on road construction in Santa Rosa, and is presently working a site for Lee Brothers new supermarket, site development for a sewage plant. These jobs have injected spirit into the construction industry in the area.

Reichhold and Jurkovitch is skipping from one paving job to another with no end in sight for paving needed in the area. It appears several contracts remain to come.

CHANNEL DREDGING

In dredging news, Utah Construction Co. is still at Jenner, but it appears the one 12-inch suction dredge is not opening the channel fast enough to bring barges into the mouth of the Russian River. Chuck Chandler is back in the area for Utah Construction in an endeavor to open the river.

He has five Cats and a dragline on the job. We are hopeful gravel operations will commence soon.

Remco Hydraulics Plant at Willets continues to progress on government orders. Steward Steve Harkins continues to work extra hours to fulfill his obligation in keeping everything in order.

SEE MEMBERS

Berglund Tractor employees can be seen on more and more jobs. We keep seeing the familiar faces of members of Local 3.

Granite Construction continues to work several Engineers on sub-

division work at Silverado Golf and Country Club and on several roads involved.

Syar and Harms, D. Altermatt and Harold Smith all are making significant progress on various projects in the area and around Lake Berryessa.

Joe LaMalfa continues to bid. He presently has a road job in Comptche and another in Branscomb which means he is working much of the time in the "Boondocks."

Don Down Company has plenty of work on the Sebastopol school site, the Sonoma College and Oakmont Golf Course. His crews are keeping busy. Don is on the joint apprenticeship committee as a management representative. In observing his work, we can readily report he is well qualified.

FIND QUESTIONS

Ernst and Ernst, a testing company, has given an examination to a group of journeymen trainees at Santa Rosa Junior College, in an effort to find out what questions an Engineer who has been working at the trade is able to answer. The results are confidential, but we are grateful to those who participated. It was interesting to discuss the material with the men.

Our thanks to the members for their continued participation at various Union meetings. The regular district meeting will be held December 1, at the Vets Memorial in Santa Rosa. Please try to be in attendance.

UC Regents Endorse Proposition 2

The Regents of the University of California have unanimously endorsed the Proposition 2 higher education bond issue and urged "all voters" to support it in the Nov. 8 election.

The resolution stresses the predicted growth of the State, the California State College System, and the University.

Chancellors of the nine UC campuses have also urged passage of the \$230 million bond issue.

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE

CORN OR BEAN DRILL, one small deep well pump, one 5 kw AC. Generator set Gas. G. M. Cooley, Box 161, San Carlos, Calif., Reg. 538707. 11-1.

FIVE ROOM HOME, Garage, newly painted, new roofs. Fenced front and back. 60x140 lot. John VanDorn, Box 857, Grass Valley, Calif. Phone: 273-3450. Reg. No. 262119. 11-1.

TRAVEL TRAILER, 1964, 14 ft., excellent condition. \$975.00. R. M. Escott, 3 Murray Avenue, Larkspur, Calif. Phone: 461-9286. Reg. 1037458. 11-1.

CASE 420 BACKHOE-LOADER, Rubber Tired, Diesel, less than 700 hrs., like new, \$4500. Gene Whited, 79 La Prenda, Millbrae, Calif. Phone: 697-8619. Reg. 1036941. 11-1.

1965 CHEVROLET PICKUP, 1/2-ton, radio, heater, barden bumper, good condition, \$1600. Robert A. Crow, 6421 Lupine Court, Newark, Calif. Phone: 793-3239. Reg. 811868. 11-1.

HOMELITE GENERATOR, 3000 watts, used very little. \$225.00. Frank W. Wilson, 145 Rose Lane, Los Banos, Calif. Phone: 826-1450. Reg. 388991. 11-1.

1961 CHEVROLET PICKUP, 1/2-ton. 4 speed, long wheel base, barden bumper, Hi-way Cruiser Sleeping Cab. One owner, \$1200. J. V. McCaleb. General Delivery, San Joaquin, Calif. Phone: 693-4441. Reg. 888855. 11-1.

TOOLS, HEAVY DUTY, 3/4 Dr. sockets; Taps and Dies, No. 4-1" SAE & standard; B&D Indust. rated hand grinder; 1965 Home Lite Super XL chain saw w/30" bar (10-20 use). W. F. Rowland, 761 Ulloa, San Francisco, Calif. Reg. 1051543. 11-1.

10 ACRES IN FRESNO, near State College, 3 bedroom older home and 1 bedroom apartment. Presently in cotton. \$25,500 with \$2,500 down and \$125 per month at 6 1/2% interest. O. D. Hardy, 810 N. Pershing Ave., Stockton, Calif. Reg. 509762. 11-1.

BAY CITY CRAWLER backhoe, model 25, 1/2 yard, 35 ft. boom, 1/2 yard, drag bucket and fairlead. Good condition. \$2,350 cash or trade for dump truck or what-have-you. Charles Baldwin, Box 644, Angels Camp, Calif. Phone: 736-2365. Reg. 559667. 11-1.

WELDER, HOBART 300 AMP DC, Chrysler-6 powered, \$295. Charles Gebhart, P.O. Box 395, Santa Cruz, Calif. Phone: 423-3800. Reg. 1229314. 11-1.

CATERPILLAR D8 TRACTOR, No. 2u20589, with No. 25 cable control unit and Cat S Dozer, \$7000 or best offer; LeTourneau-Westinghouse Sheepfoot Tamper, 5x5 \$4000 or best offer. Ralph Plake, Sunnyvale, Calif. Phone: 736-7721. Reg. 877126. 11-1.

HOUSETRAILER, TRAVELEZE, 26 ft., one bedroom, full bath. John Price, 1082 Simmons Lane, Novato, Calif. Phone: 897-1851. Reg. 826877. 11-1.

1 1/2 ACRES, 3 BEDROOM home, double garage, h.w. floors, corner fireplace, pantry, plenty of cabinet space, \$15,500. P.O. Box 145, Cedar Ridge, Calif. Phone: 273-4609. Reg. 1082350. 11-1.

RUSTIC 4 BEDROOM CABIN, Garage, outbuildings, fruit trees, electricity and water on 7 1/2 acres, in Callahan, California. Accessible by car. James W. McLaughlin, Box 34, Fort Jones, Calif. Reg. 1225523. 11-1.

WANTED TO BUY, Electroplating power supply, tanks chemicals, etc. Roy J. Rosin, 869 1/2 Woodside, San Mateo, Calif. Phone: 343-3161. Reg. 1107346. 11-1.

TRADE EQUITY in 2 bedroom home. Nice neighborhood. Close to schools and stores. 66x145 lot, for house trailer. J. T. Brumley, 2621 Norwood Ave., Sacramento, Calif. Phone: 927-1081. Reg. 1130280. 11-1.

FOR SALE OR TRADE, 3 bedroom home, 1 1/2 baths, built-ins, near school, located at Ironwood Dr., San Ramon Village, Dublin, Calif., for truck with transfer dumps. Gary Mathews, Rt. 1, Box 1063, Gridley, Calif. Phone: 3746. Reg. 1159484. 11-1.

3 BEDROOM BLOCK home, attached garage, hobby room, 2 years old, 120 acres, 8 miles to town, modern kitchen. \$75,000.00. John Chandler, Rt. 2, Box 7A, Yerington, Nevada. Reg. 108700. 11-1.

CHOICE VIEW LOT, Slight upslope on paved cul-de-sac, water and electricity to lot, boating, fishing, swimming and riding for owners and guests. Above Sonora at edge of snow area, close to Highway 108. Oliver Atkinson, 77 San Miguel Rd., Concord, Calif. Phone: 686-0874. Reg. 386417. 11-1.

1952 DODGE TRUCK, Utility Body, Du=1 Wheels. Boom, just overhauled. \$400.00. Harold McKillip, 16 Porteous Ave., Fairfax, Calif. Phone: 454-5169. Reg. 1087385. 11-1.

1965 DODGE TRUCK 3/4-ton Pick-up, V-8 engine, 4 speed transmission, hollywood mirrors, radio & heater, new 6 ply tires. Credit Union financing available. J. R. Ivy, treasurer, Credit Union Office, 478 Valencia St., S.P. Phone: 431-5885 or 933-0814. 11-1.

LARGE MALSBERY OSE steam cleaner, A-1 condition, serial No. 3343. \$500.00. **CHEVROLET FLATBED TRUCK**, 6, 1 1/2 ton, good condition, \$500.00. Ray Woody, 1031 E. Monte Vista, Vacaville, Calif. Phone: DI 678-5454. Reg. 347177. 11-1.

THOMAS ORGAN, 25 pedals, built-in Leslie Speakers, Walnut finish, excellent condition. Vernon Voss, 1080 N. Fair Oaks Ave., Sunnyvale, Calif. Reg. 625912. 11-1.

MARQUETTE GAS WELDER, Heavy Duty complete with gauges, two cutting tips, four welding tips, 15 ft. hose, goggles, almost new, \$100. D. R. Guge, Box 184, Camino, Calif. Reg. 1126374. 11-1.

REGISTERED ENGLISH POINTER pups, 12 weeks old, hights blood lines, champion pheasant and quail stock, will show Pedigree Papers also Stud Service. Virgil M. Moore, 1685 Elverta Road, Elverta, Calif. Reg. 752821. 11-1.

37 FOOT TRAILER, has everything, movable, old but sturdy, \$495.00. Craig E. Lighty, 421 North I Street, Livermore, Calif. Phone: 447-1931. Reg. 94550. 11-1.

WANTED 8 PLACE Curta Calculator. Have cash for good one. Needed right now. Craig E. Lighty, 421 North I Street, Livermore, Calif. Phone collect: 447-1931. Reg. 94550. 11-1.

CEMETERY LOTS, Family Plot-4 lots, Garden of Inspiration Skylawn Memorial Park, San Mateo. Selling price: \$1935.00, will sell for \$1600.00. D. Rosecrans, 1425 So. Mary, Sunnyvale, Calif. Reg. 546594. 11-1.

WOODED LOT-60 ft x 100 ft, on Pescadero Creek, \$2,500. Mike Kraynick, 3585 Irlanda Way, San Jose, Phone: 266-7502. Reg. No. 595211. 11-1.

1961 FORD tractor 851 diesel with Ford loader, McGee scraper and wheel weights. Licensed, low hours. \$2,150. Guy B. Sparks, 675 Longbar Rd., Oroville, Calif. Reg. 107981. 11-1.

13-FT. NOMAD travel trailer self-contained. Trade equity for camping equipment including tent or \$150, take over payments. John T. Ellithorpe, P.O. Box 1223, Patterson, Calif. Phone: 209-892-8087. Reg. 845383. 11-1.

FOR SALE-12-rm. house, 3 baths, gas kitchen, 3 fireplaces, partly carpeted, 1/2 basement, fenced, landscaped. At 20th and Noe. \$28,500. "Pop" Claud: Scantlin, 20th and Noe. Phone: VA 4-3744. Reg. 702303. 11-1.

HOME AND INCOME, duplex, each unit two bedrooms, wall-to-wall carpeting, drapes, garage, four blocks to University of New Mexico, H. M. Forrester, 416 1/2 Harvard, SE Albuquerque, New Mexico. Reg. 238285. 11-1.

2 MESSENGER II 2 way radios, 1964 models, \$100 each, includes antennas, lead-in wires, everything complete. Wesley R. Hightower, Box 824, Weaver-ville, Calif. Phone: 623-6650. Reg. 12196096. 11-1.

1965 DORSETT HULL, 1965 65 h.p. motor, very good condition, 12 hours on motor, \$1600 obtain bank financing. Wesley R. Hightower, Box 824, Weaver-ville, Calif. Phone: 623-6650. Reg. 12196096. 11-1.

IHC AUTOMATIC TRANSMISSION, complete, 40,000 miles, free for taking. Warren McElroy, 19071 Barnhart Ave., Cupertino, Calif. Phone: 257-4375. Reg. 1082358. 11-1.

2 BEDROOM HOME, Oroville, California, electric range, oven, rotary antenna, water cooler, 90x184 lot, \$8,000. J. L. French, 373 Bruno Ave., Pittsburg, Calif. Phone: 439-1491. Reg. 904653. 11-1.

18 FT. BOAT cabin motor and trailer, \$900.00. J. L. French, 373 Bruno Ave., Pittsburg, Calif. Phone: 439-1491. Reg. 904653. 11-1.

HEAVY DUTY and automotive mechanic tools, over 650 pieces, excellent condition, many complete sets, estimated value \$1,000, sold completely ONLY. \$375.00 cash. Mrs. Fred Klein, 1460 Darlene Avenue, San Jose, Calif. Phone: 268-1823. Reg. 734156. 11-1.

71 STAR DRILLING RIG mounted on 6x6 3 axle drive, derrick raises by power, 3 bailers, 5 bits, \$5,000. Charles Criswell, 240 N. "A" Street, Tulare, Calif. Phone: 686-5520. Reg. 918845. 11-1.

45 ARMSTRONG on Dodge Semi. \$2,000. Charles Criswell, 240 N. "A" Street, Tulare, Calif. Phone: 686-5520. Reg. 918845. 11-1.

1962 FERRARI, 250 GTE 2 plus 2, Silver gray w/red interior, Cirelli Cincurate high-speed tires, Alternator, 33,000 miles, \$5,000. Stan Krantz, 9 Bungalow Av., San Rafael, Phone: 453-7283. Reg. 44618. 11-1.

CONVERTIBLE DUPLEX, Single House. Zoned for two family, 3 patios, 2 baths, wall-to-wall nylon, distinguished neighborhood, \$25,000. Stan Krantz, 9 Bungalow Ave., San Rafael, Phone: 453-7283. Reg. 484618. 11-1.

WANTED TO BUY

WANTED TO BUY-Used Victor Cuttinghead, barrel, hoses, gauges. Send model number, price and condition or Phone: 826-1444 nights. Hubert Thompson, P.O. Box 225, Los Banos, Calif. Reg. 1141954.

WANTED: One working head with or without pump for 2" line. G. M. Cooley, Box 161, San Carlos, Calif. Reg. 538707.

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

RULES FOR SUBMITTING ADS

- Any Operating Engineer may advertise in these columns without charge any PERSONAL PROPERTY he wishes to sell, swap or purchase. Ads will not be accepted for rentals, personal services or side-lines.
- PRINT OR TYPE the wording you want in your advertising on a separate sheet of paper, limiting yourself to 30 words or less, including your NAME, complete ADDRESS and REGISTER NUMBER.
- Allow for a time lapse of several weeks between the posting of letters and receipt of your ad by our readers.
- Please notify Engineers Swap Shop as soon as the property you have advertised is sold.
- Because the purpose should be served within the period, ads henceforth will be dropped from the newspaper after three months.
- Address all ads to: Engineers Swap Shop, AL CLEM, Editor, 474 Valencia Street, San Francisco 3, California. Be sure to include your register number. No ad will be published without this information.

Vacation Pay

There have been several questions concerning payment of vacation pay. Let us answer the questions this way:

During the month of September, 1967 and September of each year thereafter any employee desirous of having his vacation and holiday pay paid directly to him shall notify the Administrator on a form provided by the Administrator. Forms can be obtained at the office of the Administrator of any employment office of the Operating Engineers Local Union No. 3 in northern Nevada. Such notice, on such form shall be received at the office of the Administrator not later than 5 p.m., San Francisco time. September 30, 1967, and September 30 each year thereafter.

The plan further provides that monies not requested to be paid will be transferred in the Local 3 Credit Union in the employee's name. Such funds will draw dividends for each employee not requesting direct payment of vacation and holiday pay.

Personal Notes

SACRAMENTO

Our deepest sympathies to Brother Dennis Forni, whose son was killed in an automobile accident recently. Our condolences also to the families and friends of Roger Elliott and Carl Evans who passed away this month.

SAN RAFAEL

Congratulations to Brother and Mrs. Charles Snyder on becoming parents of a boy Oct. 15. He weighs eight pounds, named Timothy.

Our best wishes for speedy recoveries to Brothers Leon Muzzy, Bill Russell and Bob Anhorn.

Condolences to the family of Brother William Morrill who passed away recently. Our sympathies to the family of Brother John Deniz who passed away.

Brother Stan Krantz, who has spent 18 years in overseas work, stopped in to say goodbye. He's off to Cameroons, Africa, to work for Howard-Crawford Inc., Ely, Nevada.

MARYSVILLE

Brother Joe Franklin is in the Rideout Hospital in Marysville. We wish him a speedy recovery.

Brother Bill Ferris is in Oroville Community Hospital having problems we hope will soon be eliminated.

Brother Harry Shields is recuperating after a serious operation at Chico Memorial Hospital.

Brother Earl Hart spent some time in Fremont Hospital, Yuba City. He plans to return to work soon.

SAN JOSE

It was with regret we learned of the death of Mabel Murphy, widow of the late Micky Murphy, who was a business agent in San Jose for several years. She passed away Oct. 19.

Our sympathies are also extended to the family and friends of Brother Robert E. Lee, who passed away October 18.

VALLEJO

Sincere sympathies to the family and friends of Brother Ed Peterson who passed away recently.

Brothers Cliff Owsley, Cecil Hoots, Art Anderson and Asa Estes are well on the way to recovery after accidents and illnesses.

STOCKTON

Deepest sympathies to the families and friends of Brothers Larry Evans and Tom Edwards who were killed on their respective jobs in October.

The following Brothers were in hospitals or under doctors' care during October: John T. Perkins, William Waltz, Oneal Miller, William Gross and Albert Holden.

UTAH

We have been concerned about Brother Vern Petersen who suffered a serious accident recently. We would like him to know we are hoping for a speedy recovery and return to work.

Our sympathy to Brother Roy Lawson who lost the sight of one eye which was damaged by a wood splinter.

It is with deep regret we announce the sudden passing of two of our members, Brothers Gary Clementino and W. L. Hartman. Both were on their way to work when they were involved in an automobile accident on Highway 101, Oct. 27. The accident happened at the Washington Street overpass in Petaluma.

Gary is survived by his parents, Mr. and Mrs. Fernando Clementino, Novato. Both were employed by Mr. Clementino, a local contractor.

SANTA ROSA

Congratulations are in order for Brother and Mrs. Fred Perry, recent proud parents of a 9 pound, five ounce girl.

Jim Shelly is also the proud papa of a boy, his first, weighing eight pounds and 14 ounces. The weight went up an ounce since our first conversation. Who knows what it will be next time? Congrats, anyway, Jim.

It is with regret we report the passing of Brother George Stevenson. Brother George was well known in this area not only as a conscientious worker but a good Union man. He will be missed. Our sympathies to Mrs. Stevenson.

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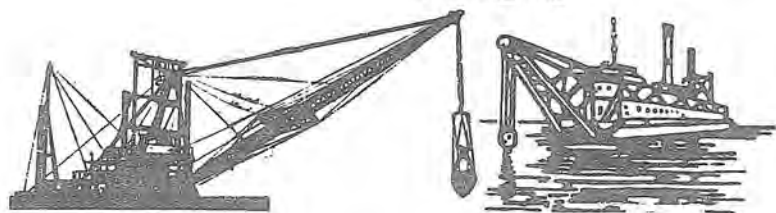
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Dredging



SEVERAL COMPANIES DOING CONSIDERABLE DREDGING

By AL HANSEN

Considerable dredging operations are in progress throughout northern California with several companies involved. Other work for firms presently in a slowdown appears to be nearing.

Trans-Bay Dredging has its "Tuney" working around the clock on three shifts near the ferry building at San Francisco. Plenty of work for this crew.

Healy-Tibbitts Co. is also working on a segment of the Trans-Bay job in front of the San Francisco Ferry Building, making excellent progress with dredge No. 8.

Utah Dredging's "San Mateo" is still working at the Oakland Mole on a three-shift, around the clock basis. The "Franciscan" will probably be out of dry dock in a week, and will go directly to the Bay Farm Island job. This is good news. It means work for many more dredgemen.

Utah Construction and Mining Co. at Jenner-By-The-Sea is also making excellent progress. This company has also launched a three-shift operation. Brother Bob Ford is the new Captain, working with Superintendent Don Higgins. The 12-inch dredge "Hoquiam" is being utilized there.

United Sand and Gravel Co. has the "Sandpiper" tied up for repairs, which will take from four to six weeks. Officials say there is a lot of work to be done on her before she is returned to work.

Shellmaker Co. is still somewhat inactive, but the promise of new opportunities lies ahead for the "Gypsy," so things are looking up. The "Gypsy" is still tied up at Las Gallinas Creek.

San Francisco State Dredge has a lot of work on the waterfront.

Olympian Dredging Co. still has the "Holland" involved in a project at Rodeo, but should finish in a few days. The company is preparing to begin another job at the San Leandro shoreline recreation area with some 900,000 yards to move.

Associated Dredging Co. is working at Suisun. Dredges "Solano" and "Delta 1" are on this project. One rig is on one shift, the other is on two.

Dutra Dredging Co. still has ample work around the Bay Area, with an outlook for continued employment the rest of the year.

If any of the Brothers have any news they feel is of interest, please let us know.

Incidentally, if you have a change of beneficiary in your policy coverage, please contact us and we will send you the proper form for making a change. It is important that such things are kept up to date.

Here's something to think about.

The world could be transformed in one generation if parents would practice what is now known about raising children. There could be an unlimited future for mankind if this began to happen. There are 47,836,000 families in the United States. Parents who show a continuing interest in raising the level of living invariably set a standard for their children.

One example is setting an example of voting in the elections, and showing intelligence at the polls.

It is important to protect our freedoms by showing an active concern for our schools, by participating in worthwhile projects and community affairs. Such examples will create an interest and sense of well-being within the minds of our children.

Let's not forget to vote in the forthcoming election—and let's not forget to tell our friends and neighbors to vote. And while you're at it, remember the man who has given us a lot of job opportunities in the past with a promise of more in the future. Vote for Gov. Edmund G. (Pat) Brown.

OLDTIMERS' CORNER



Brother Jordan, old time Engineer, saw a lot of the Hoover Dam site is shown, but no work had changes in the Early Nevada landscape. Here, been done on that project when picture was taken.

Early Dam Work Recalled

Jim Jordan, an old time operator remembers when there were just a few bridges around. He had the opportunity of working on all the bridges in the Bay area.

Another project which interested him was working on the Exchequer Dam in 1924 and 1925. Brother Jordan also remembers when the Holt gas engine loco-

motives were the big thing. They were manufactured in Stockton.

In 1928, he says, locomotives used wood logs to keep heated up, but used coal for power.

He worked on the San Mateo Bridge in 1928, where a 210-foot barge was used. Piles were all concrete with steel reinforced slabs.

He was master mechanic on graveyard when Boulder Dam was being built.

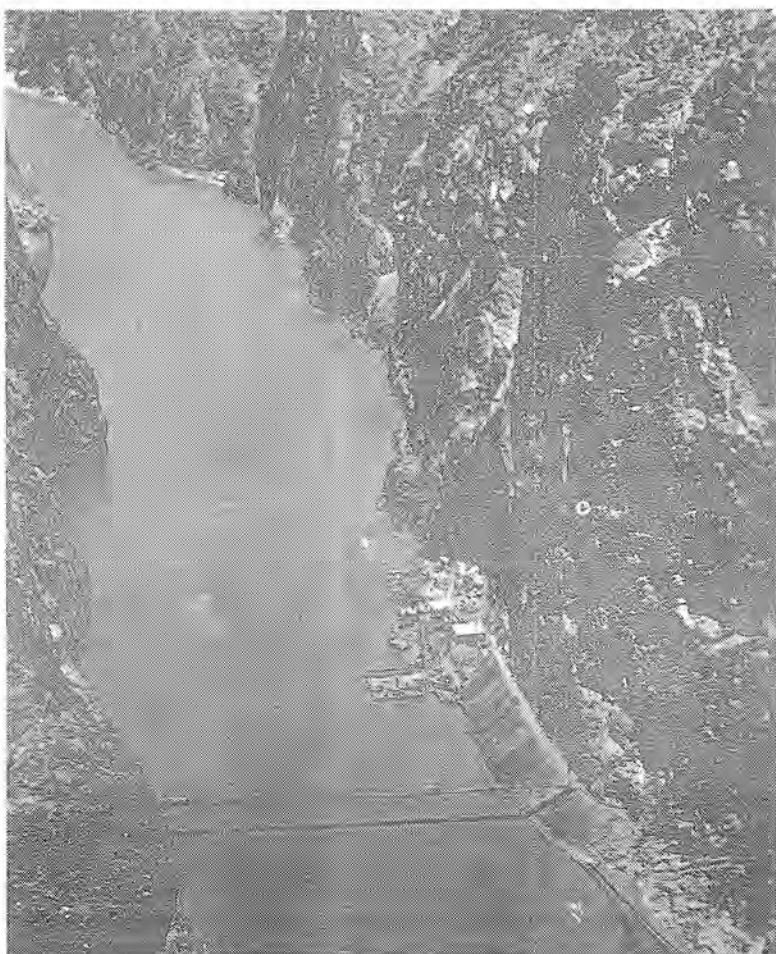
He received his 40-year pin in September. He is now 88 years of age.

Since Brother Jordan became a member, the entire labor movement has changed. New concepts in bargaining have been discovered, new laws govern the movement and the business world. Machinery has been improved and methods have been advanced to a measure unheard of or undreamed of even 25 years ago.

The Boulder and Hoover Dams Brother Jordan saw in their construction stages have been joined in the west by such massive structures as the Oroville Dam in California, Pacific Gas and Electric's Mt. Shasta project, and Flaming Gorge and Lake Powell in Utah and Arizona.

Benefits and wages have been improved and updated. Engineers now enjoy such things as a retirement fund, health and welfare and a dental plan, all made possible through collective bargaining.

The good old days weren't so good after all.



Jim Jordan was a master mechanic on Boulder Dam. He received his 40-year pin in September. He is now 88.

MOVING?

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