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

The measure, calling for repeal 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 lauded 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 of the controversial measure had been 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 fact grant anyone the right to work. Nor would disapproval of the bill result in depriving anyone the right to work.

Brown's Record Deserves Your Vote

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 80 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-loads 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.

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

LT. GOV. GLENN ANDERSON...right-hand aide
Fall is here again which is evident by the number of dispatchers 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 Relations 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 somehow 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 to protect the job opportunities for all our members.

The officers and agents of the Local have hailed the decision as a great victory for the working man and woman in Guam.

The President's decision must be viewed as a tremendous victory for the working man, and to exploit the working man, and to put him out of a 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.

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The construction trades local union membership for the month of October was 2,500.

Brown’s Record Deserves A Vote

Brown, in citing Brother Clem for his foresight and leadership in establishing training programs for future and present wage-earners, said: “As governor of the great state of California and a longtime personal friend, it is my privilege to honor you, the officers and members of the world’s largest building and construction trades local union, for your assistance in providing training for the men of the construction industry to prepare them for their chosen trade.”

By BOB SKIDGEL, LYNN MOORE, Wm. HARLEY DAVIDSON, ARTHUR WHITTON AND BOB LONG

SAN JOSE — At peak employment level has reached in the Metropolitan Bay Area, and the order of the day.

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

Granite, with Gates and Fox and G.G. M. Neel, is in a joint venture for construction of the Tehachapi Mountain tunnels for the state water project to be completed in July, 1969. The bid was $29,394,648.

Dedication 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 main route between Monterey and the Pacific Coast. 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 90,000 cubic yards of fill (north of site) will be required. A low bid of $190,950 was received October 13 for landscaping of Highway 101 near Salinas. Low bidder, according to the State Division of Highways was Tacherra Landscape Co., San Jose.

The contract calls for planting 1,693 trees and 374,000 groundcover plants on 3.6 miles of highway.

J. T. Smith, Santa Barbara, has been constructing a parking lot on the Santa Barbara golf course.

In the Santa Cruz area, the outlook is promising with numerous opportunities for labor.

The Union holds the promise of a new era of employment and development of the great state.
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. Our city 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 soon have an additional 30,000 students clamoring to compete against the thousands of others 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 this 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 bonds have been estimated at 40 cents.

Hopefully, this would be the last time voters would be asked to approve such a massive issue for education. The legislators have taken steps to meet our building needs in the 1970s by dedicating greatly increased portions of the state's real estate 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 youth, 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's highest courts.

The five, Chief Justice Roger J. Traynor and Justices Marshall F. McComb, Paul Deek, 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 justice administration.

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 contribute much toward putting California's Supreme Court in the front ranks.

The record will be left in the hands of Californians who vote in the election.

The officers of the Operating Engineers recommend that all five justices receive a "yes" vote for retention.
No Bad News In Berkeley BART

By ED BEARNS, TOM CARTER, ROB HUEBNER, FRED CONSALVES, NILRS, COX, GUT JONES AND JACK BULLARD

OAKLAND—Recent headlines in a prominent Bay Area newspaper and "Big Berkeley Vote Buries BART Tracks." One 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 votes approved "overwhelmingly." 

Border to Border, the subway through Berkeley will probably mean a 15-month delay in construction so that the transitions to surface structures can be designed. The construction will mean about 45 jobs for Operating Engineers, for every one of the surface structures exclusively an end.

BART contractors expect to be in operation in a portion of the system by 1969. A milestone was reached recently when officials at the Livermore Ballistics Laboratory agreed to discuss problems with our business representatives before taking disciplinary action with employees. We have definitely improved our bargaining relations.

During October 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 the frost in the year, things get a little slow.

Hancock-Brown Company has broken ground for the Rapid Transit

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

sit job in Berkeley with Fisher Drilling Co. as subcontractor, is expected to be completed in six weeks. The big project involves the Grove-Shafter-MacArthur Boulevard interchange, purported to be the most complex in northern Calif. In other news, Frenier's job on the bridge is near completion.

BIG PROJECT

Another big project involves the Grove-Shafter-MacArthur Boule-

vard interchange, purported to be the most complex in northern Calif.

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FINISHING CANAL

Wunderlich's trimmer and paver have completed 70 percent of the road in Alameda County. The major part of this section begins in San Joaquin County. Crews are expected to be working during the winter.

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

Pacific Mechanical Co., Rich-

mond, has a maintenance contract with Standard Oil. Several Local 3 members will be employed with Whisen, Newsome as master mec-

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. This 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. Timmy Winnett is steward. Operations will be shut down for the first of the year.

In the southern area, new jobs are being kept available at an encouraging level. Vinell Corp. is beginning to put in a freeway system test 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 Kriewitt and Sons has moved a dragline spread to move dirt and do excavation work. The dragline will be on a two-shift operation.

The tandem 676s are on one-shift, long hour schedule. The trimmer and liner are running long hours on concrete.

Ball-Granite's cement project has some dirt-moving equipment working on other projects in the Fresno district. It is hoped activity will continue for some time. Brother James Sutherland is steward.

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

Rock and gravel plants are working as many hours, possibly more than they were at the beginning of the season. Owl Rock, L. D. Folsom, Sequoia Rock, PCA and Kewlson 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.

Crazy Mary Clay is being worked on a one-shift operation and one-mile run at present.

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

Hughs 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.

Morris-Knudsen, Utah Brown and Root have just set forces to 205 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.

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

Granite Construction Co. will complete its phase of the Westside water project in about a month. Only one mile remains at present.
$70 MILLION VALLEJO JOB

Green Light On Humble Plant

By AARON SMITH

VALLEJO—Construction of northern Cali-
forinia’s largest oil refinery received the green
light with Humble Oil’s announcement that O.
F. B. Engleman, Alhambra, had been given the
prime contract.

Subcontract for the $70 million project has
been given Winston Jones Co., Cauxwell, for
moving three million yards of dirt.

During a press conference with Winston
Jones, other subcontractors were listed, includ-
ing Roberts Brothers, who will help in moving
dirt, Heim Brothers, who will do the
clearing and C. A. Maggioretti scheduled to
do the blasting.

Engineering preliminary work will be done by
Riffe and Shipard, with Schwartz Engi-
neering listed as survey work contractor.

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

At present, Jones has 15 rigs working.

By RAY COOPER and

LEONARD YORK

EUREKA—The social event of the season for
the valley was held last week at the Orchid
Hotel. The affair was under the direc-
tion of Eugene Luhr on the Orick
near completion.

15 Operating Engineers, the scene for a delightful
beerv Jack Tavern. Speeches were delivered by the
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by Murl Kramer. Greer

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Edward R. Bacon

Company

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EVEN MORE THAN CONSTRUCTION

EDWARD R. BACON COMPANY

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P. O. BOX 1342

STANFORD, CALIF. 94305

NOVEMBER 1966

ENGINEERS NEWS

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SCHOLARSHIP RECIPIENT

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The note said:

Dear Mr. Stapleton:

I wish to extend my gratitude to
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help you have given me so
that I can continue my studies.

Thanks for this great honor and aid:

I am, very truly yours,

Jim Laufenberg

Mr. Laufenberg entered the University of California at
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Scholarship Recipient Expresses Gratitude

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Jobs Spotty in Stockton Area

By WALTER TALBOT, AL McNAMARA and JERBY ALLGOOD

STOCKTON - Many job seekers have dropped somewhat recently with the close of many large projects, due largely to the completion of the San Joaquin River project.

Opportunities on the existing projects are spotty, with most of the jobs being under $7,000.

Work is progressing at this time and which will continue through most of the year in the unfinished stockman and tour grade job, Frederickson and Watson's Interior District, John F. Helton Co., Construction Company's New San Joaquin Dam access roads, and Bob McFadden's Trucking Co. This work is being completed on many jobs.

Some promise of continuation has been indicated by Rolfson Bros. and Ketcham Bros. for contracts at the north end of the river and Mason's Twain Harte bypass.

This situation is in a relaxed state at present, but several major projects are under way, and we are keeping alert to their development.

Many of the projects undertaken during the summer have been completed and are being kept for new projects to begin. In the Polkville area, Walsh Construction Co. is working long hours on the Loon Tunnel. Crews are near completion on the compactor house, parking lot and dry house. The site 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 when roads can be kept clear. The nearest town is 40 miles away.

Work on Highway 50 at East 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 on American Bridge Co. It is putting in the stockton.

In a welcome bit of news, the South Creek Dam and tunnel will now be open for the dam. The dam will be 180-foot high earth fill, 450 feet long with a capacity of 1,280 more cubic feet.

In the high country, Granite Construction Co. has begun new projects on the Nevada City transmission. Thuman Construction is building the structures. The project is on a tight schedule utilizing the services of 200 Engineers. Granite has moved in a rock plant and plans to bring in an asphalt plant later.

Reclamation facilities at Jackson Meadows are nearly complete. Some work remains at Fairden Dam due to weather. Evening and night time temperatures have dipped into the 30s for nearly a month. At the American River, the recreational facilities are being completed on schedule. The area should be ready for fishermen by next spring. The project is still in capital stages as crews apply the finishing touches to the highway andicate. Bridge. Work has been moved out of the Interbay Dam site.

E. R. Heekin Co. is final testing the powerhouse.

In the next Sacramento area, the first phase of construction on the new State of California Fairgrounds on Arden Way should get underway soon. Graf and Oudendyk and their associates have been engaged. The bid was $857,000. Work has been added to Eilenk Dressen for 32 feet.

This project has been viewed as a vital place to keep an encouraging employment figure in the area.

Another portion of the project should be awarded early next summer. It will include underground utilities and earth-moving and some building construction. The Fairgrounds are slated for service in 1968.

By DAVE REA, AL DALTON JIM CENTRY AND DAN CARPENTER

SACRAMENTO - The work situation is in a relaxed state at present, but several major projects are under way, and we are keeping alert to their development.

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COPE Endorsements—Utah

For U.S. Congress — David S. King

District 1 no recommendation

District 2 Richard V. Evans

District 3 Earl N. Darius

District 4 John F. Halton

District 5 Winifred Edicans

District 6 Maxwell L. Jensen

District 7 Gerald E. Hudler

District 8 Richard C. Lowe

District 9 Wendell Gower

District 10 Edward T. Beck

District 11 Carl E. Peterson

District 12 Merrill Jenkins

District 13 E. Gunn McKay

District 14 Frank M. Browning

District 15 Ernest H. Dean

District 16 E. C. B. Hinkle

District 17 Marvin Warren

District 18 F. Brinton McKinnie

District 19 Felch King

District 20 David B. Waldron

District 21 Vernon D. Law

District 22 John A. Lambert

District 23 Omar Bunnell

District 24 Leland Swabour

District 25 Ernest A. Mantz

District 26 Thorpe Waddilingham

District 27 no recommendation

District 28 Vernon L. Holman
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 $59,425 Manzanita Street-
Alturas Sunset Drive Improvement Project. This company has also begun work on Brannum Street in the downtown area, with a contract of $72,467.

JOINT VENTURE

Poston and Kester teamed up to win a $76,950 contract for im-

provements on Pine Street.

Various contractors on the PG

and E project are still at peak production with the exception of Bethke-

Riddick Co., which has completed the phase on the job.

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

On Nov. 2, the State Depar-

ment of Highways will award contracts for the North Aptos Undercross, interchange and front-

age road facilities.

These contracts will call for 100,000 yards of roadway excavating, 20,000 tons of aggregate base, 863 cubic yards of con-
crete, 127,000 pounds of rein-
forcement steel, and 15,500 cubic yards of structure excavation.

NEAR COMPLETION

L. Smith is still busy on Highway 9 south of Lockeford. This project is expected to be completed in the near future, but Henry C. Beck gained a contract on the new dus in Mason Land-
ging, which is now underway.

The four acres of parking lots will be completed by A. S. Newberry.

Guy F. Atkinson is breaking ground on a 60,000-square-foot build-
ing on a 640-acre industrial tract south of Lockeford. Hewlitt-Beckard is adding to its original headquarters building at Stanford Industrial Park, and has started another new building on Page Mill Road. Fre-

nson-Snowdew Co. is working on road realignment on Page Mill Road, and also has a contract on the canal in the Campbell area. Two hotspots are overrunning on many jobs in the Los Altos-Mountain View-Sunnyvale area.

Sakura Construction Co. was low bidder on the golf course, lo-
cated on the Barlowed Highway. The course will be finished in the right pattern at Moffet Field.

CREEK WIDENING

Lex Piazza Paving Co. is still involved on widening Stevens Creek between Lawrence Station and Nellis 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 also has a contract on the Sunnyvale part of the Central Valley Expressway.

W. E. Eby Co., has a con-
tract at $800,000 for extension of Sunnyvale part of the project. Eby has also begun a street-cap-
paving job in Santa Clara at $125,000.
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.

It is important that Stewards be
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.

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 agent or dispatch office and
inquire that you are the

John Steward referred by the hiring hall, make an effort to contact the
Steward, showing him your dispatch.

It is important that a
Steward be a

You were selected to be a
Steward and the solutions the

The number of men employed and
organization.

A Steward you make 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
valuable role in promoting the welfare of all members of the
organization.

If your employees transfer 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 members and members of the
Gravance 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-
gings. One was the reduction in

R. T. Sorensen
D. A. Bowersmith
Lester K. Walker

C. U. Verge
H. M. White

Bro. W. H. White

Bro. Magripul

Bro. Collingwood

Stewards

S J. Rault

R. S. Kiler

Bro. W. H. White

OAKLAND

Theodore Alpert
John Bowers
Jack L. Cunningham
George T. Faure

R. A. Anderson
B. MacEntee

H. A. White

Bro. Alpert

HELEN

Walter T. Schuler

R. B. Smith

R. A. Anderson

B. H. White

Bro. Magripul

Bro. Steward

San JOSE

Charles M. Alexander
Joe E. Blaster
Thomas E. Blonski

B. H. White

Bro. W. H. White

SACRAMENTO

Reginald A. Arras
Robert Borsen
Baronard C. Banes

Bro. W. H. White

Meeting NOVEMBER

Tuesday 1st, 8:00 p.m.
Santa

1710 Correy Ave.,
Bldg. Tr Temple

Thursday 5th, 8:00 p.m.
Palomino Pool

Oper. Eng. Hall,
Old Highway 90

Monday 7th, 8:00 p.m.
Marysville

Oper. Eng. Hall, 1010 1 Street

Wednesday 9th, 8:00 p.m.
Fresno

Oper. Eng. Hall, 3821 E. Olive

Tuesday 15th, 8:00 p.m.
Modesto

604-100 Street,
Labor Temple Hall #3

Thursday 17th, 8:00 p.m.
Oakland-Trenton Creek
1256 Locust St., Walnut Creek,
Vets Hall

Tuesday 22nd, 7:30 p.m.
Eureka

Oper. Eng. Hall,
3006 Broadway

Tuesday 29th, 6:00 p.m.
Stockton

Oper. Eng. Hall,
3058 N. California

Obituaries

Barrett, Dewey, 3A
Bowman, Paul, 3C
Brooks, San Bruno, Calif.
Benson, Leonard, 3A
Salt Lake City, Utah
Davenport, Thomas, 3A
Concord, Calif.
DeMello, Manuel, 3D
Kurtisaven, Utah
Dem, John, 3A
San tras, Calif.
Durmane, Edward, 3A
Carmichael, Calif.
Edward, Thomas*, 3A
Mercer, Calif.
Elliott, Roger A., 3A
W. Sacramento, Calif.
Evans, Larry*, 3C
Modesto, Calif.
Goudle, A. A., Jr., 3A
Richmond, Calif.
Harmon, Augustus, 3E
Westcot, Calif.
Humphrey, Eddie, 3D
Fresno, Calif.
Hyden, William, Jr., 3A
Oakland, Calif.
Noren, Goldie, 3C
San Francisco, Calif.
Johans, Thurston, 3A
Project City, Calif.
O'Briant, W. F., 3A
Gravelly, Ark.
Olen, Alfred, 3A
El Sobrante, Calif.
Ortega, Ray, 3A
Tracy, Calif.
Stevenan, George, 3A
Sonts, Ross, Calif.
Toomer, James, 3A
Ogdan, Utah
Wells, Melvin E., 3A
Fresno, Calif.
Whalon, Alar, 3D
Smarisville, Calif.
Wright, Walter, 3A
Hayward, Calif.
Ziener, Frank, 3A
Anaconda, Calif.

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

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T. J. STAPLETON...Recording-Corresponding Secretary
A. J. ROEY...Secretary
DON KINCHLIC...Treasurer

Page 6
ENGINEERS NEWS
November, 1966
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 will be one of the most modern facilities in the entire nation, will be located near Sacramento, will be one of the most modern facilities in the entire nation, and around Sacramento, will be one of the most modern facilities in the entire nation.

Sacramento’s new county airport will be one of the most modern in the nation when it opens late September. Construction of the first phase will be extended to the second phase in the near future.

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 “socialistic” 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 legal talent available. It is far more desirable 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 appallingly bad 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, in August he stated that the bar has failed in substantial measure to render effective legal services to the middle class.

As the same meeting Richard N. Wahren, past president of the Oregon State Bar, said: “In my judgment the public need for group legal services can no longer be denied. The existence of the bar is a fact. Their future development and reaction is a fact. Their existence and extension have occurred despite the opposition of the organized bar, 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-well 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.

Group legal services will probably have an even more direct impact on the economic conditions 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 injuries, 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 that may serve as incentives for increasing and stabilizing the demand for their services: and some form of group legal practice may provide a partial solution.

If this regulation changes, in certain ethical rules it should not necessarily be feared since it may allow for a better rating 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 Fort Union Road. The company plans to pave the road using a concrete pavement at a cost of $1,112,400. The next most costly included unclassified highway excavation amounting to 1,565,550 cubic yards at 47 cents a yard, totaling $461,520.

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 Gobbons and Reed project from 3300 South to 5300 South, which cost $2 million. This segment of freeway should open in the near future.

LARGEST FACT

The new segment now getting underway is 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 Plains, 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 $11,281,309. It includes 1-80, from Parley's Canyon exit at 1515 to 5400 South. Also nearing completion are sections of 1-80 from Second South to 5400 South, and the previously mentioned segment of 1-15 to 5300 South. The department said 460,964 cubic yards of excavation, 452,000 tons of surfacing, 2,870,000 cubic yards of culvert pipe, 4,537,305 pounds of reinforcing steel and 2,320,000 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 Draper to Low in Tooele County.

Second longest section, 1-80 from Silver Creek Junction to Wasatch, Summit County, is slightly over nine miles.

In the Ogden area, lack of funds will delay the raising of the 26th Street viaduct until 1968, according to the Utah Road Commission.

Despite the urgency of the project to get it underway, the three-phase plan was planned in that vicinity.

The first phase will be a 4,800,000-volts viaduct over the railroad tracks 35th Street and Wall Avenue.azed for Rural 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.

BASE 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 $83,500 of structural steel was included in public works appropriation, signed by President Johnson. The bill provides $387,000 for the Weber Basin Project, Bureau of Reclamation, and $87,000 for construction of rehabilitation work on the Ogden River Pine View system.

FUNDS USE

The Weber Basin funds will be used to complete the Canyons and Lost Creek dams, construction of an equalizing reservoir at Woods Cross, lateral lines at Farmington and the start of a drainage system in the Plateau City area.

The $87,000 allocated to the Pine View System is the final payment on a $337,000 contract. The work will include renovating the 78-inch Ogden Canyon pipeline, repairs to the north and south bench canals, painting pipeline trestles and outlet boxes in Pine View Dam and sandblasting and painting overhead siphons at the mouth of the canyon. The appropriations bill contains 126 million dollars for all Utah projects.

Work in the Utah Basin has held up better than expected with some late projects getting underway a few shifts were lost on the Jordan 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.

DOING CRUSHING

Western Construction Co., Boise, Idaho, is doing the crushing and graveling, and will do the laying in the spring. Crews are on two 16-hour shifts, hoping to finish crushing this winter. About five weeks remain.

Strong Construction Co. finished the job 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 fronton for both the 4th South and Fronton access roads.

MOVED TO OREM

M. E. Cook Co. has moved its yard to Orem. Nearly all its work on 8th North being removed and the street being extended to make access to 1-15.

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 1-15. Much of the street was torn up. The old railroad ties, spiked and bits of electrical cable brought back memories of the old Banberger Railroad that extended from Payson to the Ogden many years ago.

The mill run through the main streets of nearly every community between and was the main form of transportation along the Wasatch Front between the invention of the automobile. Thoms Construction Co., Provo, is prime contractor.
November, 1966

D-Day...

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

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 Club of their choices.


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.

...Time For Boys

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

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

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

Argonaut Construction employes spread fill on a road during D-Day operations. Trades Unionists donated time for the project.
Oroville Dam Crews Commended

By HAROLD HUSTON, W. R. WEEKS, WM. E. METZ AND ROB WAGON

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 Mills, project manager and Bob Fowler, general superintendent, passed the letter on to the 300 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.

Construction work was begun 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. Wittern and Becker, Inc. received the $10 million contract for installation of generators, turbines, switchgear and fixtures. Work will begin on January 1.

In other areas, contract negotiations have been a major issue, pre-negotiation meetings were well attended. Many disagreements were glossed over, which is of value in meeting with various bargaining units. A priori conference was held recently with Ray Kletter and R. A. Hintz, joint ventures on contract to use some 65 Engineers. Comprehensive negotiations have been a major issue, pre-negotiation meetings have been well attended.

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

The project includes an interchange on Highway 65, extension of the freeway from the new interchange half way to McGeown 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 bridge on Highway 65 at Oroville.

A prejob conference was held last month on the Thermalito Powerhouse project. A. Teichert and Sons started work on August 15, 1965, and expects to complete the project in May, 1967. The bid was $2.6 million.

Walter Mathis, joint venture on contract to build the 700-foot elevation of the dam, which was completed on time, the Feather River is being maintained on the dam, well ahead of schedule.

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

Dutra Dates to 1904

From his office suite above the Point Restaurant Ed Dutra compared the current favorable 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 a vantage point along the river he overlooked the Dutra Dredge yard and dock adjacent to Blackwelder Iron Works where his dredges lie in maintenance, refitting and needed repairs.

The Rio Vista farm, now enjoying restoration for dredging work from Oregon to Southern California, began in 1914 when Anthony Dutra, Ed's father, was working for the Duttons of Dutton's Landing. The firm now owns about $1 million in dredging yearly.

"My dad went to work for the Dutra Co. in 1894," Ed says, "and at the end of a year he owned a quarter interest in a small dredge which he later sold out. From that point I have been a contractor and now we are in the 116th year of business."

His dredges have been responsible for dredging work along the mile-long timber structure, connecting existing highways are in progress.

Called for its re-locating and reconstruction of the Butte Creek Rock Co., Chico, was a contract for a causeway on Highway 29. About $2.45 million is available for replacement of the existing bridge structure, built in 1928 with a wider concrete bridge.

The new causeway will be built upstream.

A large halt of approaches completed, existing highways are included.

Butte Creek Rock Co., Chico, was now awarded the contract for Highway 32 in Chico. A 1.5 mile section will be redone and the roadway will be widened. The shoulder will be widened to provide two lanes of travel in each direction. A nine-block section of Eighth and Ninth Streets will be improved and removed a quarter stretch of Broadway will be re-routed.

This year's project includes a causeway on Road through Chico, the new route is of the same length as the old.

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Hughes and Ladd projects are
information received in our office.
Area on bid for a reported $500,000
to design and construct the
dam was a bid target date of
April, 1967.
The dam will be smaller than
constructed, but a most welcome
project for our members.
AWARD NEARS
State Inspectors have informed Local 3
that contracts for the
district of the Orange Freeway
project will be awarded in a
month, and work will begin in
December. There have been a number of delays on this project.
In other freeway contracts, Roy
L. Houck and Son was low
bidder on the Wood and Cazelle
interchange consisting of
$500,000
Area on bid for a reported
project.
Bids are to operate on a two-shift basis,
by members of the Operating En-
mbers.
The company hopes to com-
plete excavation by January. Plans
are to operate on a two-shift, similar to operations conducted on the Yerka project, with some
Changes.
On the Yerka Freeway job, the
project is slowly taking shape. The
cooperating members of the Operating En-
has been launched.
GOOD COOPERATION
Project Manager Jack Brown, a
member of Local 3 and presently a member of Local 701, has
excellent cooperation and has praised the safety
programs which heretofore have been
This company has installed a
new concrete on a 431 with rail
which meets the state speci-
fications. Plans are to install them on
the rest of the equipment in the
near future.
Bids were opened Oct. 13 for a
building for the Klamath River at a location known as Blowsome.
Most of the roads in that area, back country, are one way as are the
bridges.
AN ASSET
The new bridge will be an
set, planned mainly for over-all
restoration of flood damage.
The Gilbee and Hess
and Tagesh and Ladd projects are
part of the over-all project. These
companies are returning portions of the roadway washed out in the
1964 floods in the area of Happy
Camp and Shasta, a distance of
Crews are working feverishly to
put the weather which is
quickly closing in. Bay Kier and R. A. Heinly at
Camp are in finishing stages, hop-
ing to get the project finished on
eight miles of two-lane
roadway. Plans are to take the crews on a
project, the Stam-
then delayed.
CRES WOVED
Brown and Gage has finished the Highbridge
and stagnation of High-
96, then on to Crescent City. Frederickson and Watson have
the Coastal Canal in excellent
condition. The pavers are operat-
ing so smoothly the trimmers have
a break on the two-shift schedule. This is good news. Problems
had developed in the early
stages, but they have been over-
WINTER WORK
Frederickson and Watson's crews
have been moving more dirt since
these two shifts have been engaged
the show and one on the Local
on another project. The project should con-
tinue through the winter if work progresses at the
ramp stages.
The company expects to begin on the
port of the Pit River Bridge. David and C. L. Fong
each have several small jobs in the
area, and are keeping men
employed.
A Telchelt and Son has been
pushing on a few small jobs. The
company has just completed the
Live Oak School in the Buny-
n area.
PEAK EMPLOYMENT
Guy F. Atkinsone, working on
the college, is trying to get as
many foundations as possible
in an effort to pace the
at this time. Employment
is at a peak on this project.
Jason Baker is in good
with realistic placer of Street
and neighborhood homes, and a
distance of miles of the Old Ored-
Camp Trail Road.
This company's crews are pres-
ently finishing the Redding sewer
east of Road.
Houcky and Son has
crushed from Madera and expects to have it in opera-
tion soon.
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 acoustic sciences,
and assistant dean, College of En-
nineering at the University of
orthern California.
Garcia, how we measure it,
and some approaches to its
control—will be discussed by the
University Engineer during a
broadcast Sunday, Nov. 6.
Entitled "Noise Unlimited," the
program will be heard at 10:30 p.m.
over KMPC, Los Angeles; at 9:15
a.m. over KNX, Los Angeles, and
KCBS, San Francisco; and at vari-
ut stations on the broadcast
organization.
MUDPITS, MARSHES
The remaining 70 per cent is
dredged continually to maintain
the deeper channels causing
troubles. Home sewage dumped into the
bays is also believed by
thousands of tons a day are
managed in the Bay each year.
According to the figures made
by the California Bureau of
Public Health, about 80 per cent of the sedi-
matter at the bottom of the
Bay. The Commission then consid-
considered an application to build 73 acres
a runway at Metropolit-
n, Oakland.
other than to fill
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 sedi-
matter is carried by the tides to the
ocean.
LANDS FILLED
The bay is a very valuable asset
for navigation, recreation, and
development purposes. It offers
the possibility of
Theoretically, the bay could be
converted into a
How we measure noise, keeping busy. It
is at a peak on this project.
Sondgroth
Rafael

A FEBRUARY

"running"
underwater, most of the silt and
sand are removed, the natural
habitat is destroyed. But it is also
been an actual loss in the
years. The San Francisco Em-
urged the San Francisco Urban
Development Commission to
Bay is still the best natural
inland delta in the

With the trend will continue to permit more work for
our members. It is re-
VOTE ON
The Company has applied for an application on the San
Francisco Public Utilities Commission to fill 315 acres of
upland and 50 acres at the north end of the
International Airport for new
facilities.
The Commission then consid-
ered an application to build 73 acres
a runway at Metropolit-
n, Oakland.
Other than to fill
sediment, silt, clay and sand from lands drained by the San Joaquin and Sacramento Rivers come to the
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urged the San Francisco Urban
Development Commission to
Bay is still the best natural
inland delta in the

With the trend will continue to permit more work for
our members. It is re-
VOTE ON
The Company has applied for an application on the San
Francisco Public Utilities Commission to fill 315 acres of
upland and 50 acres at the north end of the
International Airport for new
facilities.
The Commission then consid-
ered an application to build 73 acres
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matter is carried by the tides to the
ocean.
LANDS FILLED
The Bay is a very valuable asset
for navigation, recreation, and
development purposes. It offers
the possibility of
Theoretically, the bay could be
converted into a
how we measure noise, keeping busy. It
is at a peak on this project.
Sondgroth
Rafael

A FEBRUARY

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sand are removed, the natural
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With the trend will continue to permit more work for
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It's PG and E A-Go-Go

By BUSS SWANSON
and AETER WILKIN

SANTA ROSA—Al of a sudden it is "Go-Go" for Pacific Gas and Electric, on a gasoline running from Cloverdale to Ukiah, over a simple-pipe suction high-heat. Cost of the project is nearly $1 million with construction scheduled to be completed in approximately one month.

Cubidlo 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-Kenduz "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 for another with no end in sight for the employees.

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 on the job.

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

The black iron is then run over the rock. The maze of pipe is rates the black iron from the sand.

The unit is operated when the rock is uncovered.

By KENNETH CLINE
FRESNO—There still remains in this area a group of "aliens" who do not play such games 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’ Ritzranch Sand and Gravel Plant, located on the Snelling Highway 13 miles from Merced.

Utah Construction has a large truck trying to keep the channel open for barges.

This is the superintend­

undertaking to open the river.

FAILURE OF THE TWO-HOUR VOTING LIMIT

Chuck Chandler is back on the job. The results are confidential, but it was interesting to discuss the material with the men.

Our thanks to the members for their continued participation at various Union meetings. The reg­

ular district meeting will be held December 1, at the Vet Memorial in Santa Rosa. Please try to be in attendance.

'49er Group

Utah Elections—Date With Fate

United States Representatives from Utah

Utah must return Congressman Dave King to Congress.

Joe Harkins continues to work extra hours to fulfill his obligation in the construction industry in the area.

We can count on his support.

STATE SCHOOL BOARD

Incomers Backman and Richards and also Mrs. Billings are all worthy of your support.

STATE LEGISLATURE

Salt Lake City)

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 Candidates 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

The resolution stresses the pre­
osis, power, water and gas bills in the National Football League.

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—

The unit is operated when the plant is in process of slicing aggrega­

tions in the area and around Lake Berryessa.

He presently has a road job in Comple & another in Bruns­

the joint apprenticeship commit­

willing to support it in the Nov. 8 election.

Melville. The courageous voting record of Congressman King 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.

Utah Construction has a 12-inch suction dredge working at Jenner on the Russian River trying to keep the channel open for barges.
FIVE ROOM HOME, heavy duty, 1 1/2 acres. WANTED 3 MARQUETTE CEMETERY LOTS. Painted, new roofs, fenced front and tired, Prenda, Millbrae, 793-3239. Reg. 811868. 11-1. Detail on newspaper for your ad. 


FOOT CHEVROLET PICKUP, 60x140, Reg. 1225523. 11-1.


WANTED: Good condition. Details on newspaper for your ad. 

WANTED: Used Victor Translator, model number. Form and condition. E. Owsley, 1965 M Road, South San Francisco. Phone: 2344 East 12th Street, San Francisco. Phone: 556-8444. 

WANTED TO BUY - Used Victor Translator, model number, form and condition. E. Owsley, 1965 M Road, South San Francisco. Phone: 2344 East 12th Street, San Francisco. Phone: 556-8444. 11-1.

WANTED: One working filed with an editorial guide for 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. 

VACATION PAY

There have been several questions concerning payment of vacation pay. Let us answer the question today.

During the month of September, 1967 and September of each year thereafter any employee desirous of having his vacation and sick leave 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 each form shall be received at the office of the Administrator not later than 5 p.m., September 30, 1967, and September 30 each year thereafter.

This form 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.

ARE YOU FLAT? NEED TIRES?

WE CAN FINANCE YOUR NEW AND RECAP TIRES FOR TRUCK OR AUTO

ROAD SERVICE CALL

RALPH DELANCEY

San Francisco - 731-0499

(DAYS)

3244 East 12th Street

(SUMMER)

Above 23rd Ave., Overpass

Oakland

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 Muszy, Bill Russell and Bob Everson.

Concerning the family of Brother William Morrill who passed away recently. Our sympathies to the family of Brother John Deni who passed away.

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

MARYSVILLE

Brother Joe Franklin is in the Rideout Hospital in Marysv.

We wish him a speedy recovery.

Brother Bill Perris is in Orville Community Hospital having problems we hope will soon be eliminated.

Brother Harry Shields is recuperating after a serious operaion 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 Oswele, Cecil Hoots, Art Anderson and Ann Fates are well on the way to recovery after accidents and illnesses.

STOCKTON

Deepest sympathies to the families and friends of Brothers Larry Evans and Tony Barden 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, Orval Miller, William Gross and Albert Holm.

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 splitter.

We do not 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 merchant.

SANTA ROSA

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

Jim Shelley 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.
Oldtimers' Corner

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 "Timmy" 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 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 dredgers.

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 "Hopatcong" is being utilized there.

United Sand and Gravel Co. has the "Sandhopper" 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.

Shellmiller 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 Galianas 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 Lorenzo shorefront recreation area with some 500,000 yards to move.

Associated Dredging Co. is working at Suisun. Dredges "Salina" 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 begins to happen. There are 75,000,000 families in the United States. Parents who show a continuing interest in raising the level of living irrevocably 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.

Jim Jordan, 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 locomotives 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 1,300-foot barge was used. Rails 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 58 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 un dreamed of even 20 years ago.

The Roosevelt 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, Pine Gap 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.

Moving?

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

REG. NO.
LOCAL UNION NO.
SOC. SECURITY NO.
NAME.
OLD ADDRESS.
NEW ADDRESS.
CITY.
CREDIT UNION
478 Valencia St.
San Francisco, Calif.
Phone: 431-5885

HEALTH AND WELFARE PENSION ADMINISTRATION OFFICE
281 Golden Gate Avenue.
San Francisco, Calif.

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