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By A. J. "BUCK" HOPE and HARRY LEMONHE

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san francisco—when operating engineers local union no. 3 opens the door on the first major apprenticeship program in the state of hawaii on the first of december it will not only be an historic first for the union and for the 50th state, but the culmination of a six-year dream of international vice president and business manager al clem.

"we have fought and worked diligently for an apprenticeship program in hawaii for the past six years," stated clem, "and what was an ideal has now become a reality." he added that "an apprentice might now begin his training in hawaii and complete it in utah, continuing, uninterrupted, his apprenticeship through the four-state and pacific island area within the jurisdiction of local union no. 3.

the labor leader pointed out that the program would come directly under danny o. dees, administrator of the joint apprenticeship program and that standards, rules, regulations, processes and policies would be established by the joint apprenticeship committee in conjunction with the standards and laws of the state of hawaii.

in the inauguration meeting of the jac, hawaii, the general contractors labor association was represented by ed hoeh—gilbert ho and john akano. hoeh was elected chairman, lee was elected vice chairman, harold lewis and wallace leon and wilfred browns. harold lewis was elected first vice chairman, wallace k. leon elected secretary.

in making the announcement, mr. clem said that trust fund trustees named included employer representatives g. w. vincent, w. w. wooten, inc. alio hayashi, ben hayashi, ltd; and bob ferguson, gordon h. ball enterprises, inc. union trustees will include mr. clem, paul edgecombe, president, operating engineers local no. 3 and harold lewis, sub-district representative in hawaii.

jac administrator dees said that joseph beisert, currently an apprenticeship coordinator in maryville, had been named as coordinator for the new program. "she will bring the experience needed to put the program into quick and efficient operation," said dees.

the jac administrator, who returns to hawaii late this month, said the program will be open to applicants starting december 1st and would be open every monday night between 7 and 9 p.m. thereafter, dees pointed out that all applicants must appear in person and that no applications would be mailed out. he said that the most important application was a must since applicants had to sign a registration form for each application received. place of application and registration will be at the operating engineers local union no. 3, 2035 benedicta street, honolulu, hawaii.

for international meeting schedule election notice see page 9

$2 million that won't go down bart drain

peter klevit senior co. inc held 82 million less than the bart engineer's estimate on a subway contract. this was a pleasant shock to the money-plagued officials of the rapid-transit program.

the bid was for the construction of subway structures from colonial way to diamond street on the mission street line. cost estimate for the job had been 86,977,870, and the bid is expected to go to kvain for 84,965,555.
The work picture remains about the same in all areas of Local 3. It was in our last issue. There have been some contracts let and before the Employers were able to break ground on them, the money was held up. We certainly hope the politicians settle their differences and turn the money loose so the contracts program can get underway. The problem of some of our people will begin feeling the pinch of this tight money if the work picture does not improve.

During the past month, we were able to implement the Apprenticeship Program in the state of Hawaii. The Standards were drawn up, the Trust Agreements have been signed by both parties and there will be a Coordinator transferred from California to Hawaii by the end of December 4. (see story page 1).

The Board of Trustees of the health & Welfare plan met and upgraded the benefits for those Brothers and their families in the State of Utah. They are now equal to those received by the members of Local 3 in California (see story page 1).

We are slowly being able to effectuate uniform benefits for all the members of Local 3 in the four (4) states where we have collective bargaining agreements. However, in Guam the schedule will not be effective December 4. (see story page 1).

The Members of the National Union for a period of 25 years a special lapel pin. These pins were well attended and outside of the poor work situation, but we are looking forward to the day when the benefits will be available.

A considerable amount of time has been taken up with jurisdictional problems and we are slowly exiling all of our efforts toward attempting to reach an understanding with those crafts who are working with and hopefully our jurisdictional problems will be resolved in an amicable manner.

Again, the employees of Renaco at Willits have chosen Local 3 as their bargaining agent in spite of urging from the management people that they do away with the Union agreement in this plant.

We wonder why some people in management continue to tell the employees that this doesn't belong to the Union.

The record shows that those working for a living must from necessity band together in order more effectively protect our rights and negotiate for wages, hours and working conditions. We think the record speaks for itself in each instance where we have had collective bargaining with various companies, the members have chosen to stay with Local 3.

The strike at Stuart Radiator at Merced still drags on as well as the strike at Kelch Bros. in Fresno. Again, there is no wonder what the Employers hope to gain by keeping people on the streets for such a prolonged period of time. We think that perhaps it is due to the fact that they do not understand or care to understand that they can live with a Union contract covering their employees and still earn a fair rate on their investments. It is not our intention to put any fair Employer out of business.

We were able to attend many of the District Meetings this month and visit with the brothers in the various areas. The meetings were well attended and outside of the poor work situation, things look up.

Some time ago, the Executive Board voted to present all the members of Local 3 who have held memberships in the International Union for a period of 25 years a special lapel pin. These pins will be presented to the members of regular and special meetings held to be in the month of July, 1968. Each member who is entitled to one of the pins will be notified of the date, time and place where the meeting will be held. We are looking forward to seeing each of these members at these meetings.

You noted in the last issue of the paper that your Credit Union had a special section devoted to where you can purchase an automobile at a great savings as well as securing the money from the Credit Union to buy the car. If you are thinking about buying an automobile, trucker, pick-up, appliances, furniture or for other reasons and you are short of cash or do not want to use your cash or savings, I would consider the Loan Officer in the area where you work and secure the details from them. I am sure you will find that they can effectuate a great savings for you. Remember the Credit Union is just what the name implies—another service for the members of our organization so you are urged to take advantage of it and we are confident you can save quite a bit for your future.

We are proud that our International was recently honored at the 50th National Safety Congress in Chicago. Our General President, Hunter P. Warton, has served with distinction on the Labor Conference of NSE, received the plaque which cited the International Union of Operating Engineers for "distinguished service to safety in its unionwide program."
Here's How To Defeat Yourself

By AL HANSEN

WESTERN PACIFIC DREDGING CORP. OF PORTLAND

Oregon award contract for $452,450 for channel improvements at Corte Madren Creek. At the present time, Elmer G. Wendt is at the site, building the levee for Western Pacific. The dredge should be in about the 15th of November.

CHARLES HOVER still at Bell Marin Keys—we note where they have been awarded a small contract for City Maintenance Dredging job at Mill Valley, 3,200 cubic yards.

ASSOCIATED DREDGING has the “Pacific #5” working right in their back yard in Sanmarito, doing work for “Diesel Engin. & Maintenance.” The “Solaro #3” is working at Denveron Slough at present. The “Orion #10” still working at Salinas. The other two dredges, Version Dredge “Truckee” dust down at present, finished up at McCarthy’s Lomond Yacht Harbor. The “#11” not working, shut down at present.

A pre-job conference was held recently with Western Pacific Dredging Corp. for the Noyo Harbor Boat, for additional mooring facilities. This job has already started and will approximately terminate about March I, 1968.

UNITED SAND & GRAVEL working away with their “Sandpipers” every day, 3 days a week, on the Rapid Transit job, Transbay Tunnel. Keeping 5 brothers busy.

UTAH DREDGING at BAY FARM ISLAND with their “Franciscan” and will be there for another year and a half. The “San Matos” is in Dry Dock but should be started real soon on the BART job.

MANSON GENERAL—“SAND BARGE #12” is working around the clock 6 days a week on the Oakland Terminal Fill; The “Derrick #7” is at Bethlehem Shipyard. This is about all they have working around the Bay at the present time. The rest of their rigs are tied up at Alameda.

OLYMPIAN DREDGING—“Holland” working at Port of Oakland job. This is a fairly short job. They are doing work for Ben C. Gerwick, tripping mud preparatory to Version Dredge taking the harder material. The “Neptune” working up river (Sacoto), starting Monday, Oct. 23rd, then going down to San Joaquin River. Other than that, no other activity with Olympian around the Bay.

DUTRA DREDGING—The Dredge “Alameda” working for Santa Clara County. She’s on a 3 shift operation, and has a considerable amount of work for the rest of the year.

The Dredge “California” has just finished up with the U.S. Corps of Engineers. This has been a lengthy job at Sacramento. The Dredge “Sacramento” at present is working for General Telephone Company at Courtland, telephone crossing over the river, with 2 shifts at present. The Dredge “Liberty” working in Sunnyvale. She is on a 3 shift operation, for approximately 5 months.

Dutra also has 2 dredging busy on the Sunnyvale job.

Brother Les Fowler and his minors just returned from a 4,000 mile vacation trip to Canada and all other points of interest along the way—therefore they were present in the Expo in Montreal—Les says he really enjoyed the fishing much more than anything else.

The crew on the Dredge “Tuney” (Transbay Construction), Bros. Herb Hooper, Captin, Ron Kanto, Male, and Billy Farmhouse suffered a slight mishap on the Dredge and required hospitalization, but luckily the crew snapped it out of it—glad to hear it was not serious!

SURPRISE BUFFET honoring 20-years of service was Pisano Brothers gift to Brother Roy Fleetwood (center) recently. Brother Fleetwood also presented a twenty-year service award and pin for his perfect record. Roy and Freda have six daughters, four married. That’s Nick Pisano on the left and Tony Pisano on the right.
Local No. 3 Tops Labor Blood Bank in San Mateo

By BILL RANEY, MIKE KRAYNIK and ROFF BAKER

Operating Engineers Local Union No. 3 members in San Mateo were honored on Labor's "B" Day when 213 blood donors gave to the Peninsula Memorial Blood Bank. A plaque citing his outstanding civic accomplishments was presented to Mr. Burrows by "B" Day Chairman Bill Raney (center) on behalf of the Building Construction Trades Council and the Blood Bank, Sam Abruscato, president of the San Mateo Building Trades Council joined in the presentation.

Mr. Burrows is a former Burlingame City Councillor and served many years as mayor of that city. He is a past president of the Associated General Contractors of America and still serves on the advisory board of that group.


These whose outstanding assistance made this day possible included: Betty Brady, Bill Raney, Mike Kraynik, Jim Daniel, Mike Cooklin, Jack Riley, George Kilian, Joe Sassoello, Stuart Moncrief, Gilbert Taylor.

CONGRATULATIONS are in order for Brother Jack Riley (left) one of the many donors during Blood Bank Day in San Mateo County. Brother Bill Raney (right), was chairman for the annual event that saw Operating Engineers Local Union No. 3 top the group donor list with for the brothers. They led in the area added up 173 additional pints of blood.

High Water Hurts Brush Creek Job

By RUS SWANSON and ROBERT WAGNON

Since our last writing, things have changed some. We have had our first rains, and that brought our "out of work" list up quite a bit. Reliefhold & Jurkovich are trying to finish the highway 15 job before the winter storms. If everything goes right, they should be finished up by December 15th. We hope the rains hold off, as this has been a good job for quite a bit. This is the best we have done and we have also been successful bidders on a tremendous amount of overlay work this year. They have excelled in finishing their state work, but there is still a lot of county work to be done. Bragata Paving is still successful in their bidding. It seems as though they pick up a new job every week. They have a tremendous amount of work going in the area. It will not be possible to complete all the work this year, so at least a few of their men will be guaranteed a spot come spring. So, all in all our work picture looks better for 1968 than it has been in 1967.

The Arthur B. Sti Co. is still picking up new jobs quite frequently throughout the four counties. At the present time, they seem to be working just about everywhere. Nothing real big, but still enough to keep the pay checks coming in.

The Souza Brothers Brush Creek job has run into quite a few snags due to the high water. They got the bulk of the dirt moved with their scrapers, but then they ran into water and now have had to resort to draglines. They have quite a bit left to do on this job as it calls for rip-rap -- on the embankment. They are working long hours trying to beat an old man winter.

Down in Petaluma, McGuire & Haas are on a six lane pipeline job. They have approximately fifteen men working. This job should take their men up to the winter storms.

Over in grape country, Gatzburg Co. has started his shoulder-widening and overlay job from Oakville to St. Helena. This will be quite a feat, as it is seven feet of widening on each side of the highway, with grape tunnels making good use of the existing narrow highway. Although they would prefer to complete all traffic to make their job just a little easier, the grape growers will eventually get wine, and where will Napa County be without wine?

Up in Battlecreek Flats, better known as Snell Valley, Harold Smith and Alterman Constr. Co. are doing a real good job on their big subdivision. It was slowed up for a while due to the underground work, but Alterman is making this coming along real well now. So, Harold Smith can now get the streets and go on to the quite a project; a subdivision going up in the upper reaches of Lake Berryessa. The job is required on this expansion job. If everything goes right, they should finish late this year.

Lake County work picture has been reasonably light this year due to the right rains. However, Lone Bickel Pictures another unit on the Riviera at Konaori, which was a little over a $200,000 job. This should help the economy a little around there. Also, the Halus Corp. is doing a little over $1,000,000 worth of work at both Fort Ross and 38's Koincito Harbor Inn. They are putting in a retirement community, with some backing, underground and street work. Except for those two good jobs, Lake County is relatively quiet.

Our Highway 20 job in Ukiah has been done by Granite Co., Co., is in its last stages. We don't like to see this one finish, as it has been a tremendous job for our men, however, a good many of the men that were laid off of this job have gone north to the Goy Allen job. This job of Goy Allen's has been quite a few men have had to get on with the job. The job should take their men up to the winter storms, but there is still a lot of county work to be done. They have now had to resort to draglines. They have quite a bit left to do on this job as it calls for rip-rap -- on the embankment. They are working long hours trying to beat an old man winter.

Down in Petaluma, McGuire & Haas are on a six lane pipeline job. They have approximately fifteen men working. This job should take their men up to the winter storms.

On our Morrison & Kinder's job just below the Goy F. job at Cummings, they are doing a very nice job. The finish out is done, so the job is starting to slow down. This has been a real good job for not only a few of our men working. Another job where we have another go to in the winter, which is a three season job, excavation this year and next, and finishing the final year. At the present time there are about 50 engineers employed on a three shift basis. At the peak of this job which will be next year, there should be around 80 engineers working.

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Oroville Dam Tops Out, Dedication Set

By HAROLD HUSTON, W. R. WEBB and DOUG M. FARLEY

The big story buzzing throughout the Oroville area Wednesday was when was the huge Oroville Dam going to top out? This question was asked in response to the final loading being placed at 8:00 a.m. on October 6, 1967. Most of the people who live in the Oroville area has been a dream which has come true. The construction of the dam has been the most talked about subject for many years.

The massive dam, which helped save lives and property from rising flood water even before it was fully completed, was prepared to its elevation of seven hundred seventy-five feet above the base on the Feather River.

The October 6th topping out marked the end of work which began in May, 1964. Cost of $123 million dollars. A road will be built across the dam for access to the reservoir area on the west side of the Feather River, which will be a separate contract to be let in the near future. The total cost of the Oroville phase of the State water project will be approximately $400 million, complete with powerhouse being complete.

The dam was completed some six weeks ahead of schedule.

The dam will hold 3.5 million acre feet of water. Its height, equal to that of a 62 story building, is 44 feet above that of Hoover Dam on the Colorado River, making the Oroville dam the tallest in the country. Several concrete dams rank above it in height in foreign countries.

The dam, 770 feet in height, 5,000 feet thick at the base, tapers to 60 feet in width at the top.

VISITORS PACK DAM OVERLOOK ON WEEKEND

The visitor center at Oroville Dam enjoyed its biggest weekend of the year as more than 9,000 persons came to view the highest earth fill dam in the world. The Sunday total of 5,949 visitors to the overlook is among the highest recorded since December, 1964, when 6,700 visitors went to the overlook on one day during the Christmas week FLOODS. Work on the embankment resumed this morning after a weekend haul. Giant Alloy wagons continued placing fill material on the embankment, filling in low spots, and dump trucks hauled large boulders being placed on the dam's upstream face to combat erosion.

Heavy equipment was brought to the site of the train unloading station near the foot of the dam and it appeared that crews were preparing to begin dismantling operations on the eleven mile railroad that carried more than 500 million tons of rock and clay for the embankment.

DAM DEDICATION SET

William R. Gianelli, Director of the State Department of Water Reservoirs, has announced that Oroville Dam will be dedicated at ceremonies in Oroville, Saturday, May 4, 1969. Mr. Gianelli told members of the State Water Commission meeting in Santa Cruz that dedication of the giant earth fill dam, highest of its kind in the world, had been originally planned for 1960, upon completion of the underground powerhouse, but it had been decided to advance the ceremonies to the 1968 date.

WATER BIDS SLATED

Would you believe there may be drinking water from the Feather River in Yuba City homes by Christmas of 1969? Well, there will be, according to the schedule of Roy Trotter and Associates of Berkeley, consulting engineers on Yuba City's $3.35 million water improvement project. The Yuba City Council during an adjourned meeting authorized advertising for bids on the project, which calls for treating Feather River water for city domestic and commercial use, eliminating full-time use of city wells.

The consulting engineers explained the revaluations in the plans for the project, which calls for decentralization of service, set up alternates and deductible items to insure project bids within the city's budget.

The project received in November, 1967 at 4:00 p.m. in the City Council chambers and is scheduled to be opened November 3, 1967 at 8:00 a.m. in the City Council chambers and is scheduled to be completed by February 1969.

The project is scheduled for December 1968. The project, for which City voters approved $3.25 million in bonds in September, 1965, had been scheduled for completion in June of this year. So far, it is eighteen months behind schedule. Since January, 1965, city water users have been paying an increased water rate, up from $3 to $6.50, set up to pay off the bonds on the project. The low bid on the project received in May was $3,118,500 about $1 million above the $2.3 million originally estimated for the water treatment plant and pumping facilities.

Councilmen on June 9th instructed the engineers to proceed with revision of the plans in an attempt to cut $700,000 from the project. Larry Bogard, a Trotter associate, said that the new estimated construction cost for the first schedule of the project, the treatment plant and related facilities, was $2,326,100, which with conservation cost estimated, alternates and deducts should bring the project within the funds available.

The total project cost of $3,250,000 includes $2,226,000 for schedule No. 1, $507,000 for the distribution system, $220,000 for engineering and inspection, $50,000 for legal and financing expenses and $75,000 for incidental expenses. The council instructed the engineering firm to base the award of the contract on the lowest bid and to proceed with the project.

The schedule calls for advertising the contract on or about December 1, opening November 3rd, awarding contract and authorizing bond sale November 6th; mailing statements to bond holders November 16th, starting work on project November 15th, awarding bond contract December 4th, receiving bond proceeds January 3, 1968; making first payment to contractor after proceeds receipt and completing the project in December, 1969.

Mr. Bogard said the low lift pumping stations had been moved away from its initial location eliminating convenience and flexibility. The pumps lift the river water above the levee and it flows by gravity through one line to the treatment plant. The plant is planned to treat eight million gallon of water per day, and can reach a maximum of about twelve million gallons a day if pushed.

The city now has one million gallon ground storage tanks, and 250,000 in aerial storage, the basis for controlling water pressure in the city. There is also two million gallons in storage at the treatment plant.

L.A. FIRM GETS CONTRACT TO DISMANTLE POWERPLANT

A contract has been awarded by the State Department of Water Resources to Lipsett, Inc. of Los Angeles for dismantling the Big Bend Diversion Dam and reservoir area of the State Water Project. The contract includes removal of approximately 150,000 gallons of oil and other materials to preclude contamination of the Oroville reservoir. Other removal work is the cleaning of an area that includes the precipitator, header and transmission towers.

The State acquired the Big Bend Powerplant from P.G.E. in January, 1966, for $23.5 million, as LEST TRAIN page 7

HIGHEST EARTH-FILL DAM in the world near completion at Oro­ ville, California. Operating Engineers were "topping out" the 123 million dollar dam this month. The big dam, which has already saved millions of dollars in flood control and lives, is the key link in Cali­ fornia's massive Feather River Project. At left is completed spillway.
A prejob was held with Peter Kiewit & Sons on their Interstate 5 job between Avenue Cutoff and Highway 180. This should be a good winter job for approximately 25 of the Brothers.

Three of the eight men on the test crew are Los Banos residents. The test crew worked 60 hours on the finish spread and the trimmer and concrete cure crews worked 300 hours before they will be completed.

Fred J. Earl's pumping plants at Devils Den are keeping eleven of the twelve 24-hour pumping plants at this site as 55% complete at this time.

A prejob was held with Lenz Concrete Co. on their piped job on 40 miles west of Fresno for the Westlands Water District. This job should start around mid-2019 or early 2020, if materials are available.

Ball & Grinter on Reach 6, Kettenring Creek, have their concrete going south of Coalinga making material for the O & M Rd. job. This job is expected to be about halfway complete by the end of August, if 14 of the brothers on the payroll.

Coalinga is in the middle, going strong, working the dirt spread one shift and the mechanics the other. There are approximately 25 Operating Engineers on this job.

Coalinga on Room 5's End have 14 of the Brothers working 10 hours a day moving rock. This has been tough for the men and equipment. Supt. Dick Alford says they are going to work the downtown Coalinga area again if it's at all possible.

At the present time, Mike Wood, Mike Haskell & Ellis, Wm. Lyons and Kovick Bros. are all quite busy installing sewer and drain lines all over the Fresno Metropolitan area.

Langworthy has been awarded two contracts for street construction for the City of Clovis. They were the second and third lowest bidders on each project. Langworthy's bid for Fallacy Avenue was $630,467 and for Farmacis Street $1,516,324.

Christenson is nearly finished with the tourist street project in Coalinga. This project has been completed and about all that is left is a little clean-up work and sloping the shoulders back.

J. J. Jokovich and Hunser Co., contractors for all but finished their Chestnut Avenue street job. All that is left is cleanup. Both of these projects were completed on schedule.

One of the jobs we can look forward to in the coming months is the Pacheco Pass Highway 152 between Fresno and Dos Palos and Los Banos. Fresno Headquarters of the State Division of Highways has awarded Langworthy a guarantee a start of construction of the last remaining bid sections of this project for 1 year ahead of what had been planned. Part of the $1,800,000 budget was to complete the modernization of Highway 152. Ten crossing points from a fill line to a fill line between the Dos Palas Y where Highway 33 joins Highway 152 to Los Banos were awarded in the 1968-69 budget. But now the budget is currently under review in the 67-68 budget.

In effect this guarantees that construction on the first segment of the route will be underway early in 1969.

The Division of Highways is calling for bids for the first two lots of a 4-lane highway between Shepherd Avenue near Paso Robles and the Willow Avenue Industrial Terminal.

This is a Federal aid secondary project and is the first contract to be awarded for this project for a total of 12 miles.

The project will be on a new alignment where the highway will be to the west of Delano and Jacquin and will be open to enhance the view. About $450,000 will be spent to acquire right-of-way land adjacent to the new alignment and for the costs of relocation and the bluffs. In years to come these small parcels may become small parks or cabins in these areas. The total right-of-way cost approximately $700,000. There is $30,000 available for construction.

Bids will be opened in Sacramento October 18.

Republican R. F. Stink announced he is working for emergency action to increase the chances of survival of the San Joaquin River between Friant Dam and the City Ford 45 miles down stream before the 1968 water season.

An official for a consulting firm which has been retained by the Redevelopment Agency to determine the real worth of the residential area near the freeway announced that the project must be completed, about a year from now, then a full scale redevelopment project will be started at least in the most critical areas.

The R. T. French Company, one of the largest lumber manufacturers in the United States, has announced plans for a multi-million dollar sawmill project to be built on Willow Avenue. The Duo-Therm Mfg. Co. is building a $700,000 plant in Salinas.

Beehive Buildings Inc. will erect a million-dollar facility at the Fresno Air Terminal Industrial Park early next year.

The Dow Chemical Company has announced they will build a $500,000 addition to its plant at East Date Avenue, Fresno.

A hotel project under study takes place recently for the new Lodge and Gift Motel at the Fresno and the Irwindale and the Joyo Mall.

The new motel will consist of excess 75 rooms and will be a three story complex with conference rooms, restaurant, service station and pool.

STRIKE AT BERVEH

Berverg Mills, at 2800 Ven- ter Avenue, Fresno, were struck September 37 by the Operating Engineers' strike over the issue of still a picket line to front of their plant.

The dispute centers on wages and the amount of time the employees paid health and welfare plan in an initial contract with the company. They were about 300 employees at the four different plants in Berverg who are the estimated employees refused to cross the picket line. The company has been awarded a contract for the plant and the benefits paid by Berverg are the highest paid in any rug mill in the state. There are 255 rug mills with wage rate scales, no two people have the same rate for the same job.

Their range of scale runs from about $1.62 per hour to $2.25 per hour for the highest paid in the state. This is what they consider ‘the highest paid wage among mill employees.' The company is compensating wages of a plant in Michigan and we are talking about a plant in California. The Federal Mediation Service has been called on to mediate the situation between Berverg Mills and the Operating Engineers. At this date nothing has come of it and they are still autonomy negotiations with the contract but are still some non-economic issues that have been agreed on.

The California Highway Commission has allotted $32,300,000 for the initial four lanes of an ultimate six lane freeway on Route 152 in Merced County. All public hearing has been held on this project and it is expected that the alignment and that exact land requirements may be determined. Construction will start as soon as funds become available.

Design plans are well along for reconstructing Sullivan Road south of Gustine. This $400,000 project would extend Highway 33 from its present terminus in Gustine to the junction of Interstate 5.

It seems that land on the westside is sinking at the rate of one foot per year due to the amount of waste water and peat from gas field peat to irrigate crops. The irony of the situation is that the San Luis Canal which was constructed to water to Southern Cali­ fornia is evidently sinking along with farmlands according to the manager of the Westlands Water District.

He says that the only way to stop what is called “subsidence” is to close down the canal to fill out the canal that farms can take their water out of it instead of pumping from underground.

The manager goes on to say that more than 26,000 acres of land a year a foot to the old river and it will take around $5 million a year to pene­ trate for the subsidence.

If the project were completed the Fertel Co. says that they will be saving 5 million dollars a year; he calls this system “penny-wise and pound foolish.”

Also on the Westside, the tunnel that Dravo Corp. is constructing is nearing completion, at least as far as the concrete is concerned. They estimate between two and a half and three years to complete.

Beavley Engineering at Men­ deras has also started construction on their jobs. This has been a good job for several of the Brothers. They have just a few weeks left.

John and Les Banos are making good headway with their headquarters, maintenance building and other buildings for State Water Resources.

Creeks Farm on job at Morpison is putting in the sump line for a late start to a wet spring this year. They hope to finish this year and are trying to put in a good decent winter weather.

Fresno is experiencing quite a transformation in the form of street improvements, storm drains and sewer line excavation and new subdivisions. Even the natives get lost sometimes due to the fact that they travel to work on a certain street in the morning and coming home in the evening. They find the street blocked off and have to detour several blocks due to pipe­ line excavation. Sure keeps things interesting and sometimes it is hard at the speed traffic travels in the city.

Gold Star Septic Systems work for Engineer brothers and at the rate Fresno is expanding the city they can sure use the improved facilities and we can use the work.

Wm. Murphy Co. at Johnson­ dale is working 28 of the Brothers 10 hours a day trying to beat the rains.

Gold Rock at Coalinga are still going lots of hours. This has been a good year for the Brothers in this plant.

Folsom has shut their Coalinga plant down for awhile and are trying all the time to obtain a better agreement for the Brothers in December.

San Joaquin Ashes are keeping 12 of the Brothers busy and on a certain job they are working 30 hours.

Happiness Won't Buy Much Money

If you save enough cigarette coupons, get a new story, you can get a free long operation.

Cigarette coupon offers are used by the saving of inches or inches to get the amounts you may need for trims. But you may have to smoke a long time to collect the big gift.

For example, one color TV of feed in a premium book would require you to smoke a pack and a half a day for 71 years—$13,800 worth of cigarettes.

Trading stamps, coupons and other sales devices are continually available. See them first before you buy—just to get the free gift.

Don’t Sign Sucker List!

An organization calling itself "National Labor Service Company" has been spreading cards throughout California. They are asking for a signature to a card which implies you are a union member.

Under the sub-phonogram (phoneme) of "Labor Unions Counselors" they ask you to fill out a card, that seems simple on the face, and then a promise to mail you a small gift. The promises to mail you a small gift. The gift may be a pen set, stationery, retirement, pension plans, social security, auto insurance and funeral plans and are keeping fingers crossed that the meekest of the meekest will accept. They are obviously obtained in obtaining a sucker either to exploit members in mail selling, or to sale or exchange with other promoters to obtain this same information. As a result, you are being asked to sign the card.

We report any continued mailing to your union headquarters, our legal counsel will check the possibility of mail fraud. Any questions you might have on any of the areas they purport to furnish information on, is best obtained from your union officials. Be wary of any information mailed you that is not an official union, or trust fund stationery.
Two Operating Engineers of Local Union No. 3 have invented a new tool so simple that it is hard to believe that it hasn’t been marketed before. Titled the “Dutch Adjustable Grade-Setting Rule,” the device may just bring a totally new technique to grade-checking and make a pair of Aptos men wealthy.

Brother Martin Teeling, a grade-checker, and Brother Clar­ence Parker, a grade-checking engineer, both of whom work for Yuba Consolidated, Inc., in Marysville, have formed the Dutch Rule Company, and although they have done very little promotion, they already have orders for 50 of the devices. They are planning to sell them for around $45 each.

Things are getting ready for mass production, with parts made by both the Pacific Extremities Company in Watsonville and the Baldwin Contracting Co. in Santa Clara. Teeling and Herman will assemble the devices and do their own distributing.

Before the Dutch Adjustable-Grade-Setting Rule came into existence, the grade checker had to hold the level against a standard folding engineer’s rule, or at best, a rule attached to a metal rod. He constantly had to add and subtract figures and check the rule carefully to see if the level readings were accurate. Inspectors had to go through the same routine.

The new grade-setting rule device has a ruler inset into the front of a six-foot magnesium rod. The rod is fitted with a movable 1½-inch aluminum slide. By using a thumb screw, the slide can be moved up and down to suit any setting. The slide also has notches, against which the hand level is held.

The immediate advantage is that the slide is set at the exact adjustment which is desired, nearly automatically, and the grade checker can get his work done faster. He just clicks the level into a notch and looks.

As a result, the slide can be moved along in three gear instead of first, and this is where the money-saving comes in. Teeling said by being able to move faster, contractors will save because the men and equipment will be able to move work done faster. He just clicks the level into a notch and looks.

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OPERATING ENGINEER Martin Teeling demonstrates his new invention, the “Dutch Adjustable Grade-Setting Rule,” which he thinks will become a standard piece of equipment for grade-checkers. His partner is Brother Clarence Dutch Herman, managing the road grader in the background.

LAST TRAIN TO OROVILLE loaded with material to be dumped by the Automatic Dumper before topping out huge Oroville Dam.

Last Train To Oroville Dam In Final Top-Out

Under an operating agreement, the structures in the area receiving payment from P.C.E. for energy generated at the plant, minus expenses for operation and maintenance, will be paid out to the State in equal amounts over a period of 25 years. Payments through May 31, 1987, totalled $1,700,000. The State expects to take the plant out of operation in October of this year. Dismantling will be completed in December.

OPEN HONCUT ROAD JOB BIDS

Sealed bids were opened Wed­nesday on a State Division of Highways project to improve the lower Honcut Road intersection with Route 10 about 1½ miles south of Oroville.

Baldwin Contracting Co., Inc. of Marysville was low among three firms bidding for the job. A letter­wise basis for southernmost motorists will be provided by this work. In addition, a drain will be installed between the roads and the hill while this construction is in progress, traffic will be alternated through a single lane. Thirty-five days have passed since work began.

Yuba Consolidated Gold Fields are still hard at it with a crew on a seven day week on the old No. 21 dredge. As long as the old yellow holds out, the work will go on.

A welcome to all the new members of Sierra County to Operating Engineers Local Union No. 3. The department of Sierra County is putting the final touches on their equipment for the winter season. All the Steel and Machine shops in Marysville and Yuba City are still going strong.

Bids on BIG BEND PROJECT

Bids were opened recently by the State Department of Water Resources for the relocation of roads north­east of Oroville. The assessed sum of seven bids received was $1,866,143.00 from H. Earl Parker, Inc., in Marysville. Estimate by department engineers was $1,506,000.

The job involves grading and installation of minor drainage structures in connection with Route 70 about 13 miles south of Marysville.

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French Meadows, Hell Hole Roads Complete

By DAVE REA, ART GARROOL, C. DALTON, and HERMAN EPPLEER

HIGH COUNTRY

The crews are putting the finishing touches on the recreational and industrial areas of the Elkhorn Ferry, which is scheduled to be completed by mid-1968. The underground contractors are busy in the north area at the present. Teichert has several crews in the Roseville area and a large crew working in the Nevada area. The crews at the new Metropolitan Airport are cleaning up, and it should be in operation soon.

A. Teichert & Son has low bidder on the Mt. Auburn Road bridge job, near South of Placerville. The bridge will be built 200 yards downstream from the old bridge, and the traffic will continue on the old bridge until the new one is completed.

Wahl Construction Company is sealing three shafts on the incline shaft job at Loon Lake. Joe Stein is the ramrod on this job. They have a number of Operating Engineers along with Hank Stas at a tough time and Beddoes at the Master Mechanic.

Wahl Construction Company at the road job near the Guache Creek Tunnel are making good progress, with Ray Hamilton on the Catt and Dake Dalton on the loading. They are loading over 11,000 loads of rock and placing it every day.

Harms will take over and finish the rest of the road. Harms will also place one trucker at the Dwight tunnel and complete the road, including the 8 miles into Loon Lake, with blacktop.

Gerard is the old manager with Wahl Construction Company in the Loon Lake area, and is making still good footage in the tunnel, approximately 10,000 feet at this time, and with a very good safety record.

Local Construction Company, working on the Elkhorn Ferry, is low bidder on an under­ground sewer job at Fair Oaks, with a bid of $315,230.00.

SACRAMENTO AREA

The new bridge which replaces the Elkhorn Ferry is well on its way. C. K. Moseman & M. L. Dubach are the prime contractors. They have 10 engineers on this job. Ballham is doing the pile­ driving and Scott is in charge of the pil­ lars and fillings. They have completed the North side of the levee with the rest of the South side. The job should be completed in mid-1968.

The Alto Roadway pipe job is now coming through West Sacramento. They will probably finish around November 15.

Continental-Heller has started work on the new addition to the American Canyon Road. They are now erecting three large exhibitions buildings in the new Fairgrounds. Concrete has the road into the Fairgrounds paved and are now working on the parking lots. Teichert is building Rhine Way which will give access to the Fairgrounds from the south.

We have approximately 500 brothers working on the new State Fairgrounds.

Baldwin Const. Co. has sublet the steel work to Kaiser Steel. They are now erecting three large exhibition buildings on the new Fairgrounds, and have begun work on the new Metrop­olitan Airport.

A contract for $61,963 has been awarded to Fred Moore Const. Co., at Placerville for resurfacing of County roads in Placerville area.

The Wahl Const. Co. on the Loon Lake Tunnel job is halfway in and doing a very good job. The safety record is very good. They have come up with a new device which will record all the electricity in the air for over a mile. This should eliminate a lot of the accidents due to the electricity in the air. They also have an apparatus which will move muck even if it is wet.

AMERICAN RIVER PROJECT

Work on Loon Lake Tunnel is progressing on schedule. The main tunnel is averaging approximately 350-400 feet per week. The access shaft is averaging 50-60 feet per week. The shaft and tunnel have been completed as far as possible. Joe Stein is the superintendent on this project.

By AARON SMITH

Bids were opened the 18th of October and revealed the "C & F. Atkins Construction Company" as the low bidder on the new four-lane expressway section of Interstate 50 between San Francisco and Sacramento in eight-lane freeway standards. The project is between 2.4 miles north of Route 17 and 0.5 miles north of Route 12 at Cordelia, a distance of 2.5 miles. This includes constructing interchanges at Red Top Road and Route 12, and modifying the existing interchange with American Canyon Road. Estimated cost, $8,000,000, of which $7,200,000 had been budgeted in the 1967-68 fiscal year.

The California Highway Commission is expected to adopt its first $1 billion budget when it meets in San Francisco on Tuesday, and Solano County stands to benefit in several vital projects.

Gordon C. Luxon, state business and transportation agency admin­istrator and chairman of the commis­sion, said the budget will in­clude $402 million in funds that actually will be for "laying concrete or asphalt." Luxon said this was $400,000,000 more than ever had been spent in actual construc­tion.

Among the Solano County proj­ects are: $5,100,000 to complete the financing for converting the freeway system on the Atkins job, and to reinforce and install a noise barrier on the Interstate 80 freeway between the Car­quinez Bridge toll plaza and 0.2 mile east of the American Canyon road interchange, a distance of 7.5 miles, at an estimated cost of $1,100,000.

Landscape and install func­tional planting on the Interstate 680 Freeway between the Ben­cina-Martinez Bridge and Glen Foster Parkway, a distance of 5.7 miles, at an estimated cost of $2,100,000.

Confirmation as to when the Atkins Company will com­mence work has not yet been re­ceived. I hope to reveal a lot more on this project by the next issue of the Engineer's news.

$5 Million Solano County Project Set

French Meadows, Elkhorn Ferry, Helle Hole Roads Complete

SHOWN ABOVE are pictures of the shaft equipment at the Loon Lake shaft job. This outfit is averaging 50 to 60 feet per week. This equipment also has a Crawlerman mower attached to it. This job is at a high elevation. They are planning on keeping this road open all winter long, if possible. Joe Stein is the superintendent on this project.
SAFETY is one area where there is no excuse for unions and management not getting together and working toward one end. That view was strongly expressed by General President Hunter P. Wharton, a member of the AFL-CIO Executive Council's Standing Committee on Safety and Health, and Chairman of the Safety Committee of the Brotherhood and Construction and Counties Department said he was "very disappointed" about the opposition of certain management groups to HR 2267, a safety bill now pending in the U.S. House.

Pointing out that $420,000 disabling injuries and 2,000 accidental deaths occurred in the construction industry in 1966, he observed: "Why anyone opposing this tremendous safety record is a mystery."

At the battleground now shifts to the U.S. Senate in the continuing fight to obtain passage of on-site picketing legislation, trade unions should be alert to the help they can and should provide. A member of Congress can do that. It is a task too small for our country's elected representatives. Nothing seems to impress a legislator more than a message from his constituents. Union members should write letters, telegrams and make telephone calls, to tell our elected representatives about the on-site picketing legislation is necessary to give building tradesmen the same rights enjoyed by other segments of organized labor.

Thus, now is the time for what the pickets is all about, and the check's look like. Some employers are working two shifts and long hours to get the work done. The other employers are working short weeks. The bulk of the saving in the fed-

**International Convention**

**ELECTION COMMITTEE**

Corresponding Secretary T. J. Stapleton announced this week that the committee had adopted Article X, Section 3(c) of the Local Union By-Laws, relative to the election of International Convention Delegates and Alternate Delegates. The committee shall be nominated and elected at regularly scheduled District Meetings during the fourth quarter preceding the election. (See "Meetings Schedule and Dates" page 18.)

There will be one Election Committee member elected from each chapter and by secret ballot of those members present who are eligible to vote. The members present shall constitute the area covered by the District.

Nominations for the Election Committee shall be submitted by the Executive Committee to the International Convention.

SACRAMENTO

We would like to express our sympathy to the families and friends of Brothers George L. Coos and Jess Anderson, who passed away recently. Also, our sympathy to Brother Edward Marshall, whose wife passed away.

**MEETINGS SCHEDULE**

All meetings at 8 P.M.

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SAFETY PAR EXCELLENCE was the record of the Soiland Company, Inc. of Novato which recently completed a complete year without a loss of time accident. The record was won for the company an Industrial Indemnity Company Safety Award and presentation of the award was the occasion of a safety dinner put on by the company. Tim Nibley (standing), Safety Engineer assigned to the Soiland account, presented the ward. Jack Witsch is at left. Jim Jennings and LeRoy Spinks presented the safety program for the evening. Also present were Mary Christensen, Jim Gosler and Mary Sollard.

Strike Ban Called "Flop"

NEW YORK—Disputes involving public employees can best be solved by voluntary agreements rather than through positive no-strike legislation, Mediator Nathan P. Feininger told a professional group here.

The ConEd-Weadon Act, which failed to prevent a 12-day transit workers strike last year, was "died the day it was passed," said Feininger, who was chairman of a panel that mediated the 1966 strike.

The Taylor Law, passed as a successor to ConEd-Weadon to prohibit strikes by public employees, already had "dropped" when the city used it for the first time in the recent strike of public school teachers here, Feininger told the 15th annual conference of the Methods-Time Measurement Association. "I'm afraid it was passed a little late," he said. School officials are still seeking to apply Taylor Law penalties to teachers for refusing to report for school until favorable contract terms were agreed on. The union is appealing a $5,000 fine levied on the local and a 15-day jail sentence imposed on Teachers Local 2 President Earl Shanker. It has asked the Public Employee Relations Board, provided for by the Taylor Law, not to levy another penalty on the union—taking away its right to have authenticated dues deducted from the pay of its members.

NDT To Repeat December 5

CHICAGO—The National Drivers Test, shown over CBS-TV last May, will be presented by that network again on Dec. 5, the National Safety Council advised. Local listings should be checked for time of broadcast.

The December test, the council notes, will contain a larger winter driving section with questions pertaining to specific winter driving problems. The council expressed the view that "tens of thousands of lives can be saved each year" if drivers will take the test and apply its techniques of "defensive driving."
Brother’s Key Shot
Halls Bear

Any brothers seeking the whereabouts of Brother Orville Denney, a former grade foreman for the Industrial Contractors Company, might like to know that he has gone to the bears—well, almost. Seems Brother Denney, now working his ranch at Kitterley, Idaho, had a close shave recently with a 425-pound brown bear. The Denneys and some friends had gone up to Davis Mountain to retrieve four deer they had shot the previous day when Mrs. Denney spotted the big brown bear in the valley and pointed him out to her husband.

The bear leaped into a clump of willows and supposes and Denney circled the area waiting for the bear to emerge—it did—in the dead run. Denney took a single shot with his .300 magnum and the bullet struck the heart of the 3-year-old female bear. Denney’s comment: “It’s a good thing I got her on the first shot or I would still be running!”

Denney plans to have the hide made into a rug and is looking forward to sampling his first bear steak.

DOL Priority
For Key Area

The U.S. Department of Labor has announced a new list of areas that will give preference to construction firms in or near areas with a high concentration of white unemployed, provided they agree to employ the disadvantaged.

The areas in Oakland and live in San Francisco have been listed as sections eligible for contract preference. They include: Oakland North Oakland, Fruitdale, West Oakland and East Oakland; San Francisco—Hunter’s Point, Mission-Fillmore, Chinatown and the Tenderloin sections.

New action follows changes in Manpower, County No. 4 by the Office of Emergency Planning and Labor Department regulations relating the Labor Secretary’s authority in classified areas of high unemployment with special consideration in the award of federal contracts.

Cave-in’s Scored
At Safety Meeting

CHICAGO—The Construction Section of the National Safety Congress has been told that cave-ins are one of the major causes of construction worker death.

Furthermore, according to a number of construction industry experts, unless the equipment industry does something about this, it may face much stricter governmental regulation.

The warning came from William Land, division manager of L. B. Foster. Land offered congress members a report on a two-year survey conducted by Foster in regards to cave-in accidents.

During the two-year period ending in June, 1967, he claims, cave-in’s caused more than 125 reported construction deaths. The survey indicated that most cave-in’s are caused by unassembled sections, improper shoring and/or backfill placed too close to the edge of trenches.

Land says that legislation might correct the situation but it would also be difficult to freeze methods of construction with new standards that could impose hardship on contractors.

The equipment man explained that, in some areas, safety provisions are specified in building and construction codes administered by local government. A model code has also been developed by the American Insurance Assn. and regional building inspector organizations have sponsored three other codes.

Land says adherence to guidelines set forth in any of these codes would greatly reduce injury and death due to cave-in.

By MIKE WOAMACK

An equipment dealer and a tech engineer in the East Bay have teamed up and are making an aim at the top ten drivers in the sport of midget racing.

Brother Dave Strickland, currently working with Trans-Bay Constructors on the BART, is a 29-year-old with a penchant for speed and the need to excel. He is the driver of the Curtiss Midget, which finished first in the Northern California Championships and gained him the number 1 slot in the nation’s top midget driver list.

Bob Rosen, a 31-year-old who is himself, is a tow-truck driver in Oakland, is the owner and sponsor of the car. Bob, the father of four, doesn’t drive, but shares the work and pleasure by managing the pit crew and being on hand for every outing that Dave competes in. His 15-years of midget racing experience serves both owner and driver well.

The Rosen speedster is a Curtis Midget Race Car with a 80” wheelbase, powered by a 4 cylinder Offenhauser fuel-injected motor with double overhead cam. The racer develops 130 b.h.p. and will exceed 150 m.p.h. Fuel is alcohol and nitro methanol. Brakes are air—air and the disc brakes on the rear of the car are new 2 years-old.

Brother Strickland has had some eight years of driving experience, with three years in hardtops and five in midgets. A member of the Bay Counties Racing Association, although Strickland has gained all of his experience on the western circuit, he has driven and held his own against such top names as Mario Andrette, Parnelli Jones, A. J. Foyt, Mel Kenyon (National Midget Champion), Bob Tallman (World Midget Champion) and Bill Yvkovich, Jr., whom he finished second to in the 1966 Northern California Championships, winning the event this year.

Dave says that the greatest enemy of the midget driver is fire and for safety he wears a full-length suit of special fire-resistant material that can withstand the direct heat of a blowtorch for thirty seconds. He wears even thicker underclothes of the same material. The suit alone costs $129.

Dave spent a smooth in 1966 at Indianapolis with Mel Kenyon’s midget crew and his driving ambition is to be a starter one day in the “500”.

Strickland hails from Denver, Colorado, where he spent six years on a survey crew working his way up from chairman to party chief. He moved to California in 1962 and has been a member of Operating Engineers Local No. 3 since serving here. He has worked for George Nolte, Riff, Shipherd and Jones and Lee J. Coleman. Dave Strickland, Dave’s wife, is one of his greatest fans and tries to make every race in which her husband competes.

Littlest Hardhat

Brother Oleo Anthony and wife Dizah of Yuba City, California, thought up an unusual way to announce the arrival of their second child—Michael Stewart—recently. Miniature hardhats entitled Anthony’s Project No. 11# and bearing an Operating Engineers Local No. 3 decal were sent as birth announcements. Inside was a letter. T.D. Tag; Project Completed, Tonmage (10 lbs.); Span, Head Foreman; Location and of course, Oleo and Dizah as the Construction Engineers. Clever, eh!

San Rafael Work Hits
Fall Weather High Spot

By W. A. "LUCKY" SPRINKLE

Good fall weather finds us in peak of season—rugs and men all over the area.

DENVERWALD CONSTRUCTION—Still a good crew of Operators at Ft. Rayon National Seashore—Road Job coming along good.

A. J. BRENNAN of San Rafael picking up some work in the area—lately a slide stabilization job on Ridgecrest Road in Kent Woodlands. Also a job—on Meyer Boulevard in San Rafael—reconstruction.

MAGGIOIA & GILOTTI of Corte Madera have quite a few jobs in the area—and are keeping a good crew of engineers busy. GILOTTI BROS. busy on demolition jobs in San Rafael—also street and road work—city slide repairing and roadway slide repairs.

MCCUOIRE & HESTER at Hamilton Air Base—Seaside Dispensary Plant Job. Also at Corte Madera with a small crew.

ELMER G. WENDT at Corte Madera—off of Paradise Drive. Irvine job, for Western Pacific Dredging.

SOLAND COMPANY of Ignacio—keeping the brothers busy on various jobs throughout the area.

BROWN & ELY busy on their Novato Airport job.

E. A. FORD of Corte Madera, who is 12 years in Oakland—also at East Bith­
dale in Mill Valley—street job.

Going for the top ten!

Speedy Brother Seeks Midget Ranking

California Brothers
Visit No. 3

Two key officials in Operating Engineers Local Union No. 115, Vancouver, British Columbia, Ron Malague, Administrator, Health & Welfare, and Fred H. King, Admin­istrator, Joint Apprenticeship Plan, were visitors at the San Francisco Office of Operating En­gineers Local Union No. 3 recently.

The Canadian brothers were here on an inspection tour of Local No. 3 Apprenticeship Program and Health & Welfare Program. They also toured the business offices and were the recipient of the praise of what Brother Malague called, "an absolutely fantastic operation."

Both were impressed with the mechanized portions of Local 3 and said that the Apprenticeship program and the health and welfare programs are the "best we’ve seen in Canada."

Radiation and surgery are the only known methods of curing cancer. According to the American Cancer Society, no cancer was ever treated successfully by a magic potion or diet, a vibrating machine or a home­made salve.

MIDGET ACE Brother Dave Strickland shows off his Curtis Race Car. Powered by a 4-cylinder Offenhauser engine with fuel injection, the speed­ster boasts a double overhead cam and develops 150 horsepower and will exceed 150 m.p.h. Fuel is alcohol with nitro methanol and the brakes are air-hard disc spot brakes. Car is two years-old and already a veteran of the midget events.
Two New Pulp Mills Sink $8 Million in Redwoods

By RAY COOPER and LEONARD YORk

All of us who live in the Redwood Region of California are extremely interested in the fate of the redwood state parks that we now have. Each year they attract approximately 3,000,000 people who visit our communities and spend money downstream. We recognize that tourism is the most rapidly growing and part of our economy, and we are therefore interested in the growth of the redwoods industries. In perspective, forest products account for about 75 percent of our statewide trade, with tourism about 10 percent.

Currently we are experiencing a significant diversification of our local industry into pulp with two new 500-ton-per-day mills, one near Eureka and one near Garberville. These mills are the first to use redwood on a commercial basis, in combination with other wood species.

In terms of area, more than 50,000 acres of virgin old-growth redwoods remain, scattered in 105,000 acres of California Redwood State Parks and Muir Woods National Monument. In terms of volume, the portion in parks probably represents over 20 percent of that remaining.

So far as we know the redwoods have been made on the Earth for some 30 million years, yet only a fragment of modern man's experience of modern man in the redwoods dates back barely 200 years. Originally, or at various times, redwood ranged over many portions of the Earth, but gradually its range was reduced by changes in climate and continental structure.

Today the bulk of redwood logging is centered in the Coast Mountain range, where the major dairies responsibility companies, someconservations still feel a fear that the forest may yet be plundered of the early-day "timber harvest" in the redwoods, and some still have the alertness of the practice of "clean-cut" logging — removing everything from 500 to 5000 feet square. At first sight this looks like wanton destruction, but the public redwood specifically states, and within a few years the area is thereby growing new growth. Within this small amount of time the area will equal the annual cut, said the pendulum for the National Park Service.

WHERE HAPPENED TO SEVENO? Downwardly and slowly, without a consistent phenomenon, in which casos a small group of people, operating on an enrollment of about 1200 students. More buildings and dormitories are being added as in the very near future. We will have a few more facilities, and the few that the incised for the approaches to the bridge and the bridge itself. The College of the Redwoods has been completed to the stage developed now operating with an enrollment of about 1200 students.

It must be noted that the special work of the special work was negligible.
great progress on the 1100 acre project in East San Jose, called The Villages. Completion on the first unit is expected in November with two more to be built. This large project will be completed by housing sales, recreational centers, and shopping center. A. J. Shooter Co. is pouring the finishing touches on the golf course, Piazza Faming is doing the dirt work, with Ebert, Spurlock, & Partners and Westinghouse on the underground work.

A. J. Raich Faming Company are busy throughout San Jose doing the street improvement work. Their Crucifer Plants and Hot Plants are working at top capacity.

Dan Capote was the low bidder on a $3,400,000 contract for the Jasper Serra #290 Freeway highway job. Bellischi & Pellicciaretti Equipment Company are doing the dirt work with Tony Bruno as Foreman and Henry Marchi at the Master Mechanic. Pioneer Underground is doing the underground work; Raymond, E. Pestana and Company, doing the pile driving with the help of Bigge Crane Service.

George Bieschof was the low bidder on a $243,880 contract for the construction of R. C. Box Girder Bridge over the Sante Fe River near Bakersfield Creek.

Granite Company Construction is busy in every section of the area. In Santa Cruz, they are showing good progress on a $125,665 storm drain contract in Blackham and Marchant Streets, as well as a good-sized street improvement project. They have started work on the Scarecrow Project in Illo Del Mar. This project is a 45-acre site at the foot of Club House Drive and will keep a few of the Baytors busy for some time.

E. A. Ekelog and Sons from Salinas were the low bidders on a $150,000 job in San Jose Valley. They will construct access roads, parking lots, install utilities and side streets. This project is located near Princes Camp.

Jasper Construction Company were awarded the contract for construction of five buildings at School Point. This bid went for $870,000 and they expect to start work immediately.

San Jose City Library Construction Started

BY BOB SKIDGEL, LYNN MOORE, HARLEY DAVIDSON and ROBERT LONG, Business Representatives

Carl N. Swenson Company have started work on the San Jose City Library, located in the New Redevelopment Center on San Carlos Street. The estimated cost of this building is $3,800,000.00. Philip Mirenda is the Super on this job. Brother Bill Fike is helping operate the Drag-line, with Brother Gary Neville, the Ohio. Work started on this project Sept. 15 and completion is expected about Feb. 1969. This firm is also working on the new building at the San Jose Hospital and were awarded a $85,000 contract at Food Machinary.

Pete Gieronato is doing the dirt moving on the library site and the San Jose Hospital job. Work has started on the new College of Education and completion is expected in about a year. Carl N. Swenson Company were the low bidders on the new Labor Building with A. J. Raich doing the dirt work.

William & Burrows are busy on two large areas in this job. Good progress is being shown on the addition to the O'Connor Hospital and they are underway on their 4 million dollar contract at San Jose State College for the construction of the new Union Building, which will consist of two floors below the ground and three above.

Pankow Construction is ahead of schedule on their building at San Jose State College and expect to be complete on the new Petersen Center at Westgate Shopping Center in December.

Wheatley-Jacobsen are busy on several jobs throughout the area. They are showing good progress on their building at the San Jose College and have started work on the new Monte Vista High School, with Steve Eaeus doing the underground work and Wm. D. Smith doing the dirt work. They are now underway on their work at the Galobin College.

Most of the subdivision work is going strong at this writing; Atkinson-McKay have shown considerable progress on the 1100 acres project in East San Jose, called The Villages. Completion on the first unit is expected in November with two more to be built. This large project will be completed by housing sales, recreational centers, and shopping center. A. J. Shooter Co. is pouring the finishing touches on the golf course, Piazza Faming is doing the dirt work, with Ebert, Spurlock, & Partners and Westinghouse on the underground work.

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MOKEYING AROUND on the job isn't usually good policy, but in the case of brothers (1 to 1) Fred Mayfield, compactor operator; Felix Cor- nado, journeyman trainee and lead weston; compactor operator, they were just doing the knowled- ge and Park Zoo in Oakland an assist. Seems that "Poncho" decided to go AWOL with three gibbons and another spider monkey when vandals kicked a hole in an aluminum wire cage. The other four were caught in short order, but "Poncho" showed up seven miles away on the Peralta Junior College Skyline construction site. The engineers spotted the 15-pound monkey and ended his freedom by throwing a big canvas over the animal.

Kiewit To Move 33 Million Yards Of Dirt In Walnut Creek Contract

By BOB MAIYFIELD, ALEX CELLINI, TOM CARTER, NOBIS CASEY, JERRY ALLGOOD and GUY JONES

It seems as though every Contractor in the Country knows that O'Mar Whiter is just around the corner and everyone is trying to beat the rains. Many of these Const- ractors are for the first time all year throwing in some overtime, with a few of the more presses- ener cases working some Saturdays.

The biggest new job in the area is to get started in the Walnut Creek job at Walnut Creek. This job went for about $185 million and involves 4000 units of excava- tion, however approximately 65% of this will involve structures. As of this writing, we understand that this Company is having a hard time getting rolling at a full scale due to the strike in Plain- e, Illinois, which has tied up their new equipment.

Another big job still going full blast in this area is the Gordon F. Bull job at Orinda where about 85% of the Brothers are employed try- ing to complete this big BAAJ job.

Elmer J. Freebey at Walnut Creek are working long hours try- ing to complete the Walnut Creek Channel ahead of rains under the close guidance of Brother Jim Mai- thesen.

Further east in the County, Contra Loma Dam been done by Parrish Bros. is almost comple- te as is Robert Milling at Byron and Valleym Engines pipeline to Concord and Avac.

The Scrap Iron and Steel Indus- try in the Oakland area has been doing well in the past few months. National Iron, W. C. Rose, and the Purdy Co. have left a number of the Brothers steadily employed. Schiitter Steel has been working two shifts. Also the Learner Co. has a two shift opera- tion going at the Alameda Yard, loading scrap and feeding shears. Buck, Saul and Co. at Livermore are hard at it getting stock piles ready for the full rains.

R. J. Larsson, American Forge and Pacific Steel Companies are moving along, with each and every brother working in his special job. Some of the Brothers are enjoying their vacations with hunting and fishing. Seasons open in parts of California, we wish you all a lot of LUCK! The Delta Pumping Plant when complete, will pump about 150 million gallons of water.

Some of these new plants are being discussed by the Board of Directors of the California Aqueduct. This plant will pump water in a 44 1/2 inch pipe from the intake channel to the outlet structure where water will enter the aqueduct through five large gate structures.

The first two plants installed in the Delta Pumping Plant will pump project water to Bethany Reservoir to supply the South Bay Aqueduct. The next three pumps will be installed late this year and in early 1980, when the initial de- spite of water to Kern County is scheduled. Two more units will be installed later in 1980 and the final two units will be installed by 1970. The Delta Pumping Plant will provide the initial lift for the 47 1/2 billion gallons of water a day which will flow from the California Aqueduct. It will deliver water into the aqueduct at a rate of 4.6 million gallons per minute.

The Delta Pumping Plant will have a static head of 34 feet and a capacity of 10,300 cubic feet per second of water. The annual energy requirements for this plant, in kilowatt-hours, will be 1,258,- 000,000. The Delta Pumping Plant is the first of eight pumping plants to be located along the main line of the California Aqueduct.

Work in the Oakland Area has been good for the past month. We have been able to get most of the men out. Some jobs are pretty good, some not so good. We hope it will continue through the winter.

We have had many of the old timers in talking about retirement. Many have processed their appli- cations and are waiting to get their checks. It is always a privilege to be able to explain the benefits of the pension to these Brothers, but it is much more a pleasure to talk to them after they are receiv- ing it. And they talk about the enjoyment they are receiving from their retirement.

The Port of Oakland is filling 140 lanes at the port of 7th Street. The average cost to move an item spent on this project with Matson Navigation Co. to be the largest renter. Contractors working on the job as of now include: Glencoe Construction, dock facilities; Beu C. Gerwick-Pomery, dock facili- ties; Fragano Paving, in charge of the street work; Under Construc- tion and Moten General are doing the fill work; Lohman Construc- tion will do the excavation. Littlest biggest part of the fill is coming from the BAAJ project.

Scholarship Details

General rules and instruc- tions for Operating Engineers- Local Union No. 3 Annual Scholarship Awards for 1967- 68 will be detailed in the De- cember issue of your Engineers News. Parents with candidates should read these instructions very carefully and provide requisite background material so that forms may be processed quickly and efficiently.

MADISON, WIS. (CUP)—Re- cently, in St. Paul, Minn., a man made a fire of his credit card to balance of $1,083. He went back to borrow another $340. When he came out, his new bal- ance was $108, and his credit card was $481 deeper in debt.

The financial company estimated it lost $1,290 on the $340 he re-financed. He was credited with $1,290 in new interest charges in the amount of $481 bringing the balance down to $1,433. The new balance of $340 was added, for a new total of $1,773.

This to was added $15 for service charge, $304 interest (legally per- mission 8 per cent, discounted), $304 finance insurance, $102 for credit life in- surance. New balance: $2,820 for a 30 month minimum payment.

At a St. Paul credit union, the same man would have paid $6.54 service charge per year. There are no service charges and no additional costs for credit life insurance on your account. The credit union company, his payments were $84 for credit life insurance for a $1,000 policy for a month of 30 months, a total saving of $480.

If you are in St. Paul where you live, your credit union loan is a bag- gain. Make it your first stop.

Now You See It — Now You Don't
Local No. 3 Continues Work In Organizing Loggers

By LAKE AUSTIN

Early this year, while the snow had the logging shut down, Local 3 started organizing in the San Pablo area. At Al Cien, Business Manager and International Vice-President, renewed organizing drives were started. At first the loggers were called into Local #3 union hall to make them aware of their rights to form a union. After an extensive research drive, it was determined that the job classifications would be:

- Timber Fallers
- Choker Setters
- Koer Bumpers
- Loaders
- Blades
- Dozers

The wages paid were all over the ball park. The timber fallers and buckers bid their jobs at so much per thousand, and work as a team. The other jobs are on an hourly rate.

A "tool" consisted of about five fallers and bucker, two dozers, a loader, and in most cases a blade. The fallers and buckers work about seven hours per day but the hourly paid employees work a ten hour day normally and up to fourteen hours per day in the peak season. The fallers and buckers furnish the tools (including power saws) to fell the trees on their own jobs. The first shift. One of the problems on power saws is having to sharpen the chain every mile and having a second saw on the standy.

The employer pays a $20 tool rental per day for the fallers and the faller pays taxes on the remaining 80% of his cuttings.

When the logging season started a concentrated drive was made on Cascade Logging and Emmett Raug Company. Many problems were overcome as the NLRB election was held and the union was successful in winning bargaining rights with these employers.

Shortly after the election was held the loggers were again successful in winning an NLRB election with Nathaniel Logging Company. There were many more hours spent with different unions in the district and many related problems discussed. It was discovered that the people working in this industry were in support of the union and were aware that there was a lot of "ground work" to be done before actual organizing could be done and more generally not too much was expected in the first offering.

After many negotiation meetings with the employer representatives and the help of Al Cien, Business Manager and International Vice-President, the loggers were able to come out with a logging agreement with wages, hours, employment, health and welfare coverage and the big item that the loggers were interested in "Pension Plan."

The pension plan was a major fight during negotiations and after many hours of arguments and even down to the brink of a strike the fallers were able to get a pension plan started.

It will take more negotiations to improve the contract and it will take the help of our county hours of work on organizing.

FRISCO

We wish to extend our heartfelt sympathy to the families of Leslie Osbourn and W. H. Kelly.

VALLEJO

Congratulations are in order for Brother Arthur Pettinone of Benicia, who is the proud father of a son, born on the 16th day of October, 1967.

EUREKA

We wish to express our sympathy to the family of Brother Cecil Row who was accidentally killed October 11, 1967, in an industrial accident.

STOCKTON

Our thanks to Mrs. J. J. Rosin (Blanche) for her recent donation to the Operating Engineers Blood Club.

Brother Jim Gentry is now our Business Representative working out of the Modesto Office.

Brothers Jack Skinner, J. O. Eddings and James Soboro were hospitalized this past month due to various illnesses.

Brothers Mike Fredricks, W. J. Gross, John Mundy and Frank Avila were under doctor's care at this time.

Our deepest sympathies to Brother Roy Montiel on the loss of his wife Erma.

OAKLAND

Brother George Bruce, who has been around for a long time, has been quite sick. He had a lung operation that was quite serious but is on his road to recovery. He would enjoy a word from his friends.

Get a call from a Member and was asked "When we started taking in women Operators." Upon checking the location, I found just what the picture (see above) shows. It turned out that she was Edna, Tom Gee, wife of the owner, and was "just playing"—she said.

In closing, we regret to say that this past month has had its share of accidents. Brother Bob Walker of Pleasanton was involved in a fatal accident and Bob Abbott received a badly broken leg. To Mr. Walker's family we offer our sympathy, and to Mr. Abbott we wish a speedy recovery.

REDDING

We in the Redding office wish the following Brothers that have been hospitalized or under doctor's care a speedy recovery and hope to see them back on the job soon.

They include Jess Wallace, Alva Holmes, Claude Ledford, Roy Rogers and Kenneth Delholm.


SAN JOSE

We would like to take this opportunity to thank the following people who took time from their busy schedule to donate blood to the Blood Bank: Wm. C. Geni, Arthur Hasselbring, Mary Hasselbring from Santa Cruz and Robert Sandw from San Jose.

We wish to extend our condolences to the families of the following Brothers who recently passed away: Harold McConnell, Carl Lloyd, John H. Childs and Roy Fros.

Due to lack of interest on the part of the Brothers, the Grade Checking Class has been dropped for the balance of the semester. If any of the Brothers are interested in having this class next semester, please contact the San Jose Office.

SANTA ROSA

PERSONALS: Our deepest sympathy is extended to the wife and family of Brother Harold T. Williams who has just passed away. He will be sorely missed by many of us. Our many thanks to this month's blood donor Harry Sonneck.

Late congratulations are in order to Brother Dan DeCarly and his wife on the recent arrival of a baby girl.

SAN RAFAEL

Congratulations to Brother Cal Hall and his missus on becoming grandparents of a baby girl.

Congratulations also in order to Brother Stew (Freddie) Orchard on becoming a proud father on Sept. 21st—it's a girl—6-6.

We would like to congratulate the grandparents, too (Bro. S. F. Griffiths, Sr. and wife).

Best wishes for a fast recovery to Brother Mike Camargos, hospitalized for 2 weeks—in traction.

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Owyhee River Dam To Raise Wildhorse

By GAIL BISHOP, RUD MALLET, JOE HAMMERICK and ED DEBOIS

The Alfred Bowes Co. from Salt Lake City, Utah, was awarded a Waste Water Reclamation Plant for the Round Hill Improvement District. This project is complete and will be finished by next April. We have four Operating Engineers and one Oiler, the Superintendent is Cal Pulsipher from Salt Lake. There were 40,000 yards of dirt removed and 2,300 yards of concrete poured. The project consists of five clarifier tanks which are 66 feet in diameter and 30 feet deep.

The Ernest Pettina Co. from San Jose are finished their pipeline job from Meyers to Luthar Pass. They have put in six miles of pipe from 6" to 24". We have four Engineers and two Oilers on this job. The work is going on now is clean up both on the highway and in the forest. Brother John Curran in the Foreman and Joe Hendricks is the Superintendent. Both these men are from San Jose.

Helm Construction Co. have the Ring Road about ready for paving. They have a small job at Hidden Valley, also have a subdivision job north of town in the Raleigh Heights district which are all small jobs and are about finished.

Cove Holcomb is nearly finished with the job behind the Nugget in Sparks, Nevada, (over-pass) and is pushing the job at Kietke Lane, widening of the lanes.

Pettina Construction Co. are going great guns on the pipeline at Hidden Valley, they have two crews working.

D.C.H. Construction are strong enough now to work on the south end of Lahontan Dam.

Industrial Construction Co. were working on the Carlin Canyon job, the Ensign Pass job, or any of our highway work is going to be let. It seems as though the Federal funds have been tied to a no-no and just when you think you have it-back it goes.

We were able to get one job awarded before the latest cutback and three others are scheduled by spring of '68.

There is very little on tap for this winter in Nevada.

The Apprentice Program in Nevada is progressing very well considering the jobs that have been let in this area.

We have Apprentices working in the Taboo area, several in Reno and working on several jobs all for the same company, as far as Nevada.

In the beginning of the season we were backing up Apprentices, but by the looks of things we will have a fairly good backing up of men. The Apprentices are satisfied with the young men and in the future they will use more of these Apprentices.

Over $7,000,000 of Federal Aid road work has already been advertised in Nevada. The funds will be for the highway department's schedule projects for the quarter beginning October 1st. However, at the present time no new projects have been advertised for bids. The only new jobs to be let in the eastern part of the state is the 31 miles east of Winnemucca, with Industrial Coast, the low bidder. This company will start work on this project in the near future.

Allied Paving has about two weeks left of paving for this company at their Indy job, and with weather permitting will move to the Reno area to do the paving for the same company.

Nevada Rock & Sand are about finished with their rock crushing on their three jobs at Desert and east of Wells, another week or two will see the end of the crunch for this company.

Burgural Construction Co. have completed laying the C.T.B. for Nevada Rock & Sand at Desert and east of Wells and have moved back to Malheur. Franco Paving have about two or three weeks left of paving at Desert and a month at Wells for the same company. However, there is still a considerable amount of cleanup to do on all these jobs.

Earl Mankey has moved back to Elko area and has a crew working on his dam job just north of Elko. This is not too large a job, but it will keep a few of the roofers working until the bad weather hits.

Silver State Coast, have completed the Maggie Creek road north of Carson, and an 8-mile stretch of roadway to the Carlin Gold Mine. The site contracted the firm to resurface the road at the expense of the mine.

Construction of the main road section has been a federal-state county project in both Elko and Eureka counties. At Carlin the road will use a new take-off point from U.S. Highway 40. The new access is about a half mile west of the present access point.

State engineers are studying the Secret Pass road, completed last year and in the opinion of some laymen users, ready for a complete reconstruction. At one point the road was damaged by a rock fall. Weather and use damage has apparently been high on the road. This is a popular northern highway which has made it possible to get from Elko and Ruby Valley. The old 100-ft. Wildhorse Dam will submerge under a watery

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HIGH COUNTRY—Drilling crew of Boyles Bros. Drilling Company (Salt Lake City, Utah) core drilling on the site of the new Ojibway Dam site near Auburn, California on the American River. Boyles' crews working 2 rotary drills, 2 shifts, worked at both earth fill and concrete arch dam sites during exploration work this Spring. Milton Baker, Foreman from Pollock Bros supervisors Driller William Conrey and Oiler Ray Karnes. All Boyles' personnel on this job are members of Local 33 Operating Engineers. This Company had 10 men working on this project for three months on this project. From the core samples they acquired, the U.S. Bureau of Reclamation determined the dam location and that it will be a concrete arch type dam. This is the beginning of a $450,000,000.00 project. We hope to have the actual Dam construction start in the latter part of 1968 or early 1969.