

JAP Readies Hawaiian Start

"Serving the men who move the earth"

ENGINEERS NEWS

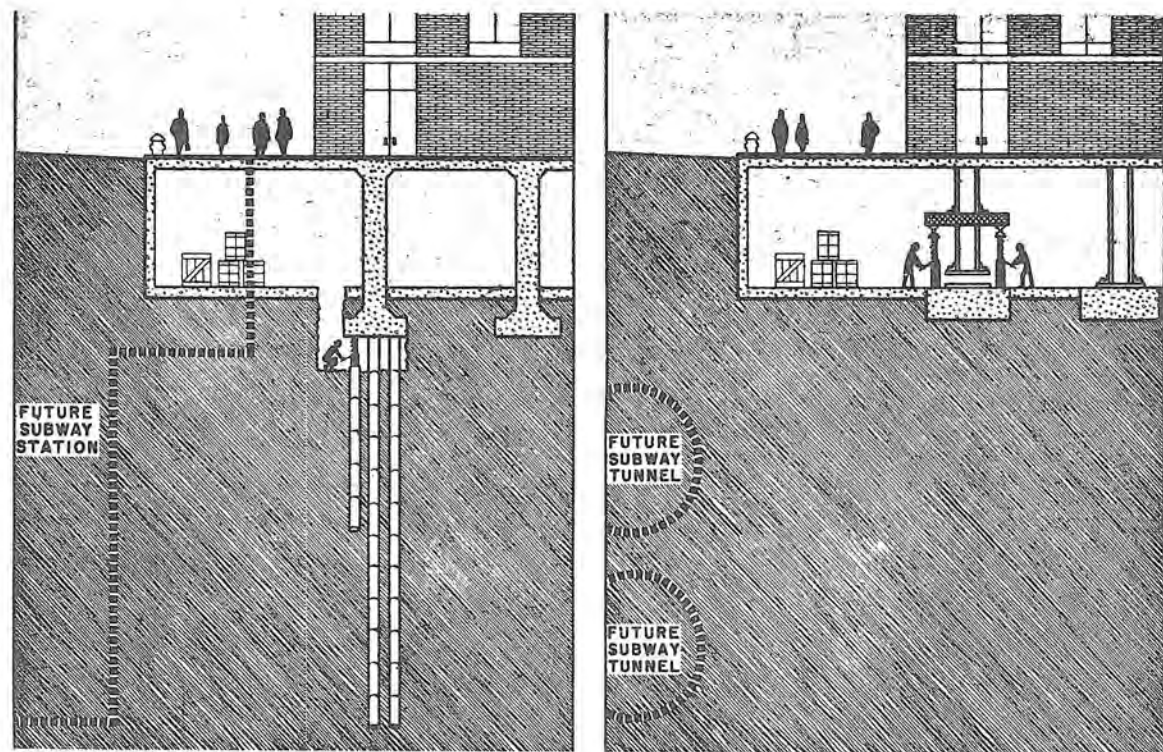
PUBLISHED TO PROMOTE THE GENERAL WELFARE OF ALL ENGINEERS AND THEIR FAMILIES



Vol. 26 — No. 11

SAN FRANCISCO, CALIFORNIA

November, 1967



FOUNDATIONS OF SAN FRANCISCO'S Market St. buildings are being given protection while the Bay Area Rapid Transit District's subway is under construction. Two different methods are used. At left is underpinning; extra extensions are added to

existing underground support. At right, is "column pickup"; temporary hydraulic jacks are used to adjust for minor possible subsidence adjacent to tunneled portions of the subway.

BART Shores Buildings During Subway Digging

By A. J. "BUCK" HOPE and WARREN LEMOINE

SAN FRANCISCO—Stability is being assured for more than 50 major downtown office and commercial structures along Market St. while the rapid transit subway is under construction.

Bay Area Rapid Transit District officials said special procedures are being used to protect the structures which include the 20-story Hobart Building, 18-story Humboldt Bank Building and the West Coast Life Insurance Building and the New Montgomery St. Bank of America Building, both 14 stories high.

Others are the Phelan Building, Lincoln Building, American Savings and Loan Building, Balboa Building, Commercial Building, Monadnock Building, Flatiron Building and the Roos/Atkins and Penney's Store buildings.

Elsewhere on Market Street the special support work will not be required — either because the buildings already possess sufficiently deep foundations, or because alternate methods of subway construction are being used which make it unnecessary.

The project will involve two separate procedures for foundation protection: Underpinning, in which extra extensions are added to existing underground support columns, and "column pickup," whereby temporary hydraulic jacks are used to adjust for minor

possible subsidence adjacent to the tunneled portions of the subway.

To carry out the underpinning of buildings adjacent to the open subway station excavations, the subcontracting specialists will extend the foundations deeper into the ground by progressively jacking short sections of pipe downward into the soil and welding them together.

The work is being carried out by foundation specialists working under subcontract to the various

BART subway construction contractors. Similar work has already been accomplished in downtown Oakland and Berkeley where subway excavation is now underway.

One of the specializing firms, Spencer, White & Prentiss of New York, was previously engaged to provide underpinning protection for such national historical buildings as the White House and Ford's Theatre in Washington, D.C., and the Trinity Church in New York.

See BRACINGS page 12

Health, Pension In Cal-NevNowPar

Application of a seven-cent (7¢) floating fringe, won in Utah negotiations for Operating Engineers Local Union No. 3 by International Vice President and Business Manager Al Clem, will for the first time equalize health and welfare and pension benefits received by members in both California and Utah.

In making the announcement, Mr. Clem stated that the decision of the Executive Board to apply two-cents (2¢) of the floating fringe to health and welfare and five-cents (5¢) to pensions was a sound decision. "We are now moving closer to that day when all of the states represented by our union, as well as the Pacific Islands, will have an equitable and

just health and welfare and pension plan," said Clem.

The new option will go into effect on January 1st, 1968, and was gained in a master agreement for Utah between the Utah Chapter, Associated General Contractors of America, Inc. and Operating Engineers Local Union No. 3 during negotiations last year.

Six-Year Battle Nets Top Agenda

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 consonance 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 Hulihee, Gilbert Ho and Jacob Akiona. Mr. Hulihee was elected chairman. Local 3 was represented by Harold Lewis and Wallace Lean and Wilfred Brown. Harold Lewis was elected co-chairman, with Wallace K. Lean elected secretary.

In making the announcement, Mr. Clem said that Trust Fund Trustees named included employer representatives C. W. Vincent, C. W. Vincent, Inc.; Alan 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 Reinert, currently an apprenticeship coordinator in Marysville, had been named as coordinator for the new program. "He 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 in-person application was a must since applicants had to sign a registration book for each application received. Place of application and registration will be at the Operating Engineers Local Union No. 3, 2305 Beretania Street, Honolulu, Hawaii.

For
INTERNATIONAL
MEETING SCHEDULE
ELECTION NOTICE
see page 9

\$2 Million That Won't Go Down BART Drain

Peter Kiewit Sons Co. has bid \$2 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 \$6,977,670 and the bid is expected to go to Kiewit for \$4,965,755.



LADY OPERATORS may soon be in vogue in order to comply with the Administration's new regulation regarding discrimination against the opposite sex. Could this be the first one? For details read Oakland "personal."



Collectively
Speaking
with Al Clem

The work picture remains about the same in all areas of Local 3 as it was in our last report. 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 going as they should. 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 effective 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 of benefits does not equal those in the four (4) states where we have had collective bargaining agreements over a period of years, but we are looking forward to the day when the benefits will be the same throughout the entire jurisdiction of our Union. This will take some time to achieve.

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

Again, the employees of Remco 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 workers that they would be better off without a Union for the record shows that those working for a living must from necessity ban together in order to 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 Berven Rug in Fresno. Again, we 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 want 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 seem to be in good order.

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 in the round of regular and special called meetings to be held in the month of January, 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 of buying an automobile, trailer, 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 contact 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 belongs to the members of Local 3. It was set up as 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 few dollars by doing so.

We are proud that our International was recently honored at the 55th National Safety Congress in Chicago. Our General President, Hunter P. Warton, who has served with distinction on the Labor Conference of NSC, received the plaque which cited the International Union of Operating Engineers for "distinguished service to safety in its unionwide program."

IUOE Talks
On Safety

CRANE BOOM LOADING

Hazardous loading of crane booms, which could lead to either overturning the crane or to buckling the boom, can be avoided if you understand crane ratings. Every construction crane should be provided with a chart showing its rated capacity. This rated capacity can be safely handled if you pay attention to the following points:

1. The safe load depends upon the boom length and the radius. Make sure that you know what length of boom you are using. Remember that radius is measured from the center of rotation, not from the boom foot pin.
2. The published load does not include the weight of the hook or materials handling devices. Subtract the weight of equalizer jibs, concrete buckets, or jib extension from the rated loads to determine the weight of material that can be handled.
3. Ratings are based on operating on firm ground, and in the case of mobile cranes, with the outriggers fully extended. Make sure that the crane is not operating on ground that is too soft or with outriggers that are not properly blocked and extended.
4. Ratings are based on operating on level ground. Operating on grades increases boom stresses. If you pick up a load on the high side of a slope and swing to the low side, the radius will increase and can cause the crane to tip. If operating at high boom angles, a swing from the low side to the high side can cause the boom to collapse over the cab.
5. Avoid fast operations. Fast swings cause the load to swing out, thus increasing the radius. Rapid hoisting or braking of the load increases the boom stresses and can overload the rigging.
6. Do not handle heavy loads with a large surface area when there are high winds. Wind gusts can create an instability condition.
7. Make sure the crane is properly rigged, that it has the correct counterweight, the proper boom, the right boom mounting position, the gantry properly rigged, and has adequate parts of line.
8. Avoid traveling with a heavy load. The boom is subjected to shock and bending stresses if moving over uneven ground and swinging of the load creates inertia forces which can cause collapse of the boom.
9. Do not use a crane with a bent or damaged boom. Booms must be straight and in good repair.
10. If in doubt as to the ability of a machine to lift a load make sure that you attempt the lift in the most stable position. For example, with a truck crane, pick the load up over the rear where stability is greatest and then boom

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Oakland Engineer Finds
Viet Nam Very 'Rough'

Dear Friend,

I guess you thought you'd never get a letter from a brother in Viet Nam. Well, I've had your address here at base camp, and this is the first time I've been back since I've been here. I'm CQ runner tonite, so I've got time to write. I'm an F.O. (Forward Observer) for the Mortar Platoon. I'm on line most of the time so I see anything good or bad that happens. Our base camp is located at Phuoc Vinh. Our Company is in for awhile now, so we can get a little alcohol in our system and rest up a little. I take the Valjejo paper and Playboy so I'm pretty well up on what is happening on the home front. I guess being an Infantryman is about the roughest job over here. You see a lot of death and you wonder, why?, but that's the price you have to pay for war, I guess. I hope the next nine months go by as fast as the last three have. I miss my wife more than anything else, and I think being homesick is about the roughest thing here.

The jungles are hot and full of leeches, ugh!, red ants and termites that bite people instead of wood, plus a few snakes. The Cong are always around, but we don't see them too often unless he outnumber us, he does things like blow mines on patrols or a mortar attack and sniper fire, and we are always taking casualties. After awhile you want a fire fight to pay him back. We hit them with artillery and air strikes which are effective, but they carry off their dead so it's hard to tell how you've done.

I met a guy I graduated with, he's in my Company. Also met a guy who is a brother engineer from Northern California. I'd like you to write if you've got time, mail's our big happiness here. I would enjoy a copy of *Engineers News*, if you can send it without too much trouble. I gather there'll be a lot of work when the war is over, I sure hope so. The short time I was in the Engineers I was really treated good and I'm proud to be a member, almost as proud as I am to serve my country in Viet Nam.

Write if you can,
Very truly yours,
Brother Linville
PFC Robert W. Linville
U.S. 56827538
Co. A 1st BN 28th Infantry
1st Division
APO SF 96345

Business Manager's Answer

Engineer Servicemen Praised

Dear Brother Linville,

I am sure I speak for every member of Operating Engineers in saying we are all very proud of you and all our Brother Engineers serving their country all over the world.

Most of us are aware of the sacrifice you and our other Brothers are making and the difficult and dangerous conditions under which this sacrifice is being made, however, your letter should serve as a reminder to the few who may be swayed by the un-patriotic propaganda now abroad in our land.

I have directed my Managing Editor to see that you receive a copy of the *ENGINEERS NEWS*, courtesy of your Brother Engineers.

We are always glad to hear from you and any of our brothers in the service. Good luck and may God keep you.

Fraternally,
AL CLEM

up before swinging over the side.
There are many safety devices available (such as overload indicators, boom back stops and level indicators) but in terms of reducing hazards, there is still a requirement for all crane users to understand load rating and to exercise intelligence, care, and common sense.

D. D. Krass
Hydro-Electric
Power Commission

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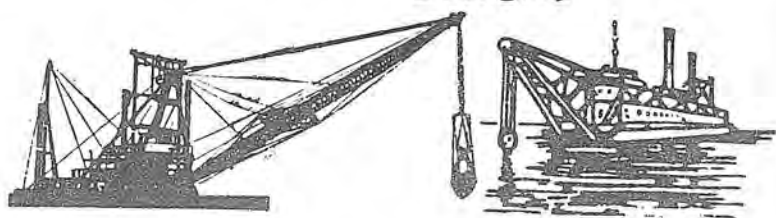
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Dredging



By AL HANSEN

WESTERN PACIFIC DREDGING CORP. OF PORTLAND, OREGON awarded contract for \$455,450 for channel improvements at Corte Madera 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 HOOVER still at Bel Marin Keys—we note where they have been awarded a small contract for City Maintenance Dredging job at Mill Valley, 3,300 cubic yards.

ASSOCIATED DREDGING has the "Pacific #5" working right in their back yard in Sausalito, doing work for "Diesel Engr. & Maintenance." The "Solano #2" is working at Denverton Slough at present. The "Orton #10" still working at Suisun. The other two dredges, Suction Dredge "Truckee" shut down at present, finished up at McCarthy's Loch Lomond Yacht Harbor. The "#1" not working, shut down at present.

A pre-job conference was held recently with Western Pacific Dredging Corp. for the Noyo Boat Harbor, south of Fort Bragg job, for additional mooring facilities. This job has already started and will approximately terminate about March 1, 1968.

UNITED SAND & GRAVEL working away with their "Sand-piper" every day, 5 days a week, on the Rapid Transit job, Trans-Bay Tube. 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 Mateo" 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 Suction Dredge taking the harder material. The "Neptune" working up river (Sacto.), 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 quite 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 draglines busy on the Sunnyvale job.

Brother Les Fowler and his missus just returned from a 4,000 mile vacation trip to Canada and all other points of interest along the way—they took in the Expo '67 in Montreal—Les says he really enjoyed the fishing more than anything else.

The crew on the Dredge "Tuney" (Trans-Bay Construction), Bros. Herb Hooper, Captain, Ron Kanto, Mate, and Billy Barnhouse suffered a slight mishap on the Dredge and required hospitalization, but luckily the crew snapped 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 was also presented a twenty-year safety 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.

Here's How To Defeat Yourself

• Regard Joint Apprenticeship Committee Members as old "fuddy-duddies" who know very little about their industry and nothing at all about apprentices. Pay no attention to them.

• Look upon a journeyman as an ignorant because he did not have your opportunities. Do not respect any of them because you do more and better work anyway.

• Always think of your employer as a man of leisure who has more money than he can possibly throw away.

• Make every effort to prove that your instructor never knows what he is talking about and be sure to tell everybody how dumb he is.

• Never be polite or express appreciation to a Business Agent, Employer, Foreman, Shop Steward or a customer. Some "knot-head" may think you are an "apple-polisher."

• Don't attend classes and never study anything unless you are forced to. Everybody will admire your independence.

• When you think you have a genuine "belly-ache," don't take it to the Joint Apprenticeship Committee. Instead, present a one-sided view to the biggest "loud mouth" in the union or the contractors' association and let them fight it out in their respective meetings.

• Don't submit reports to your Joint Apprenticeship Committee. This is just "red-tape" and, besides, your own rules are much better.

• Don't contribute anything to your own education or training. The journeymen teach you the trade, the employer pays your wages, and you owe them nothing.

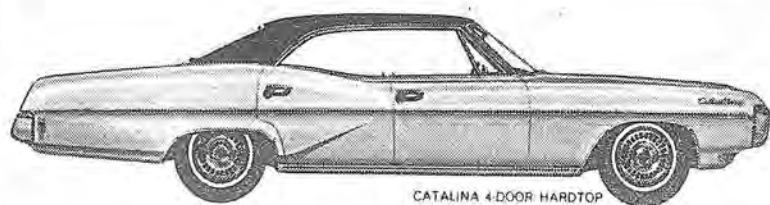
• Think of the term of apprenticeship as a joyride. Don't let anyone convince you that it is a rough, tough period, during which you must make a few sacrifices.

• If you become dissatisfied, you can always quit the trade. But never do this, make 'em throw you out.

• Be smarter than everybody, tell 'em how to run their business, demand all possible changes, and when you know you are wrong, stick by your guns. Don't let anyone else make an ass of you. Do it yourself!

Employment Situation

Employment showed moderate gain in August for the third consecutive month, while the unemployment rate edged down to 3.8 percent, the same as a year ago, the U. S. Department of Labor's Bureau of Labor Statistics reports. Payroll employment rose by 300,000 to a new high in August.



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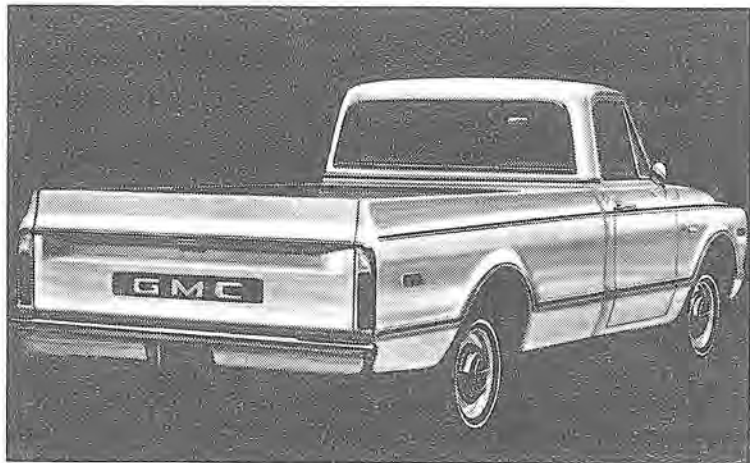
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Credit Union Price\$2290

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For more information, contact the loan officer in the Local 3 office in your district or the Credit Union office.

We Get Letters!!!

Dear Mr. Clem:

This is to tell you how much my husband and I appreciate the service we received on my new glasses. The savings was very nice too, for we figured that these glasses cost almost half of what my previous glasses cost.

Thank you,
Mrs. Billy Lee Hiland
8550 Phoenix Avenue
Fair Oaks, California

Dear Mr. Clem:

Recently my husband and I had our eyes examined at the new office on Bryant Street. This was all done with such great courtesy and satisfaction that we both want to say a big thank you! We are also very pleased with our glasses.

Thank you so very much,
Brother and Mrs. Harlow Huber

Dear Mr. Clem:

We received our card and medical number from the Bay Area Union Health Center in September. The free eye and hearing tests and the low cost of glasses caused us to take immediate advantage of this program. We want to thank you for making this service possible.

Thank you, sincerely,
Brother M. L. "Bud" and Dorothy Regan

Dear Mr. Clem:

We wish to thank you for the considerable savings we obtained by purchasing our eyeglasses from the Bay Area Health Center in Oakland. The service was excellent.

Yours truly,
Brother and Mrs. Aldo Poretti
31480 Burham Way
Hayward, California

(Business Manager's Note: It is gratifying to find that so many of the members and their families are availing themselves of this fine health service.)



CIVIC LEADER Frank Burrows (left) was recently 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.

Local No. 3 Tops Labor Blood Bank In San Mateo

By BILL RANEY,
MIKE KRAYNICK and
GEORGE BAKER

Operating Engineers Local Union No. 3 members in San Mateo rose to a civic-duty challenge in an outstanding manner last month when they gave forty (40) pints of blood to the Peninsula Memorial Blood Bank to top the group donor list in the annual Building and Construction Trades Council's blood drive.

The turn-out of brothers was a wonderful sight to see and "B" Chairman Bill Raney was the proudest man in San Mateo when the final count put Local No. 3 on top of the totem pole. Plumbers' Local No. 467 was only four pints from the top with a thirty-six (36) pint total. All the labor brothers made an excellent showing and are to be congratulated for their fine turnout. Locals donating blood included:

Teamsters' Local No. 85, 35 units; Carpenters' Local No. 162, 25 units; Teamsters' Local No. 216, 25 units; Carpenters' Local No. 1408, 16 units; Electricians' Local No. 617, 12 units; Carpenters' Local No. 848, 10 units; Sheet Metal Workers' Local No. 272, 8 units; Roofers' Local No. 40, 3 units; Painters' Local No. 913, 3 units—total 213 units.

Frank F. Burrows of Williams and Burrows Inc. was the honoree of the day. A plaque was presented to him in appreciation of his civic activities and continuing efforts to prevent accidents in the construction industry.

Mr. Burrows is a former Burlingame City Councilman 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.

Blood donors included the following: Roy J. Rosin, Frank J.

Fredrickson, Joseph Sausedo, William A. Brady, Everett R. Holley, Gilbert P. Taylor, Lloyd C. Franklin, Celce Bridges, Jr., Ralph De La Torre, Louis J. Lovisco, Philip Dunn, Michael J. Conklin, Gary L. Cunningham, Don A. Greene, Mrs. Joseph Lucien, Joseph H. Lucien, George W. Halford;

Raymond D. Costa, Arthur J. Charter, Stuart Moncrief, Theodore R. Freeland, Rob't M. Lehman, Nat G. Johnson, Charles W. Fox, Wilburn L. Hunt, Fred C. Olsen, Richard A. Wellman, Jas. E. McGee, Mrs. James E. McGee,

Rob't E. Buckingham, Norris E. Cummings, Mike Kraynick;

Mrs. Geo. W. Johnston, Geo. W. Johnston, James Taylor, James L. Jensen, Mrs. Lloyd C. Franklin, Leo J. Tawzer, Mrs. Theodore R. Freeland, Edward G. Heame, Edgar N. Davis, James K. Turner, Jack Riley.

Those whose outstanding assistance made this day possible included: Betty Brady, Bill Raney, Mike Kraynick, Jim Daniel, Mike Conklin, Jack Riley, Gene Killeen, Joe Sausedo, 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 forty pints. Other unions in the area anted up 173 additional pints of blood.

High Water Hurts Brush Creek Job

By RUSS 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.

Reichhold & Jurkovich are trying to finish their Highway 12 job before the winter storms. If everything goes right, they should be finished up by December 10th. We hope the rains hold off, as this has been a good job for quite a few of the Brothers. They have also been successful bidders on a tremendous amount of overlay work this year. They have succeeded in finishing their state work, but there is still a lot of county work to be done.

Bragato 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. Siri 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 to the men.

The Souza Brothers Brush Creek job has run into quite a few snags due to the high water table. 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 'old man winter.'

Down in Petaluma, McGuire & Heater are busy on a six mile pipeline job. They have approximately fifteen men working. This

job should take their men up to the winter storms.

Over in grape country, Gattung Co. has started its 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 haulers making good use of the existing narrow highway. Although they would prefer to re-route all traffic to make their job just a little easier, the grapes will eventually be wine, and where would Napa County be without wine?

Up in Rattlesnake Flats, better known as Snell Valley; Harold Smith and Altermatt Constr. Co. are doing a real god job on their big sub-division. It was slowed up for a while due to the underground work, but Altermatt has this coming along real well now. So, Harold Smith can now get the streets in and paved. This is quite a project; a sub-division going up in the upper reaches of Lake Berryessa. It is the third season 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 "tight money." However, Lange Brothers picked up another unit on the Riviera at Konacti, which was a little over a \$200,000 job. This should help the economy a little around there. Also, the Halas Corp. is doing a little over \$1,000,000 worth of work this year at Local 38's Konocti Harbor Inn. They are putting in a retirement community, which consists of housing, underground and street work. Except for these two projects, Lake County is relatively quiet.

Our Highway 20 job in Ukiah being done by Granite Constr. 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 Guy F. Atkinson job. This job of Guy F.'s has really started off good, it is a three season job, excavation this year and next, and finishing the third year. At the present time there are about 50 engineers employed on a two shift basis. At the peak of this job which will be next year, there should be around 80 engineers working.

On our Morrison & Knudsen job just below the Guy F. job at Cummings, most of the excavation is done, so the job is starting to slow down. This has been a real good job and still has quite a few of our men working. It is another job where we have another year to go, but it will be mostly finish work.

Over at Noyo Harbor, the Western Pacific Dredging Co. is coming along fine. On a three shift basis they are busily digging the new harbor facilities. There must have been redwood forests here at one time, as they have run into a lot of old buried stumps. But if we know these people a few stumps won't bother them as they are very capable dredging people and have probably run into similar problems before.

Until next month remember your A. B. C.'s. Always Be Careful.

Oroville Dam Tops Out, Dedication Set

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

The big story buzzing throughout this district the past month was when was the huge Oroville Dam going to top out? This question now has been answered with the final load being placed at 3:30 a.m. on October 6, 1967. For most of the people who live in the Oroville area this 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 raging flood water even before it was finished, was completed to its elevation of seven hundred seventy (770) feet above its base on the Feather River with a quiet ceremony. The October 6th topping out marked the end of work which began August 11, 1962 at a cost of 123 million dollars. A road will be built across the dam for access to a boat launching 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 around \$500 million when complete, with the powerhouse being completed in early 1969.

The dam was completed some six weeks ahead of schedule. It will begin to store water for eventual distribution to the San Joaquin Valley and Southern California in an intricate system of canals, pumps, reservoirs, and pipelines, around November 10, 1967, when diversion tunnel #1 is blocked, the main diversion tunnel under the dam.

Another milestone in the Feather river project was reached at 8:00 a.m., October 11th, as water follows its new route through the Thermalito afterbay into the Richvale Western canal outlet works on Highway 99E at the northwest corner of the bay. With this feat accomplished, Guy F. Atkinson Co., contractors on the project, are beginning to close the canals river inlet at the southeast corner of the afterbay. The so-called "closure sequence" is expected to take about fifteen days and will implement all of the outlet works in the afterbay. Surface elevation in the forebay now stands at 206 feet above sea level, about one third of the lake's surface level.

The water level there is dependent upon the water level in the lake behind the Thermalito Diversion dam. Although the major construction of these projects have been completed, there will be several months of cleanup, and dismantling of equipment and machinery on the projects, especially on the Oroville dam site and barrow area. Heavy equipment is being moved to a storage yard south of Oroville. The railroad system partially has been sold to Bechtel, and will be shipped to Australia to be set up in a mining operation there.

Although it was incomplete, enough of the dam was in place in December, 1964 to hold back the largest volume of water ever to have flowed along the Feather River, having helped to save so many lives and protecting property hard hit by winter flooding twelve years ago. The dam's ability to hold flood waters will rank with its storage, irrigation, and power potential as main benefits. 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, 3,600 feet thick at the base, tapers to 80 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 lull. Giant Athey 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 150 million tons of rock and clay for the embankment.

DAM DEDICATION SET

William R. Gianelli, Director of the State Department of Water Resources, has announced that Oroville Dam will be dedicated at

ceremonies in Oroville, Saturday, May 4, 1968. Mr. Gianelli told members of the State Water Commission meeting in Santa Cruz that dedication of the gigantic earth fill dam, highest of its kind in the world, had been originally planned for 1969, 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 1968? Well, there will be, according to the schedule of Roy Trotter and Associates of Berkeley, consulting engineers on Yuba City's \$3.25 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 revisions in the plans for the project, which calls for cutbacks in the development and set up alternates and deductible items to insure project bids within funds available. Bids will be opened November 3, 1967 at 4:00 p.m. in the City Council chambers and work is scheduled to start November 15th. Completion of 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 \$3,116,500 about \$1 million above the \$2.3 million originally estimated for the water treatment plant and pumping facilities.

Councilmen on June 5th instructed the engineers to proceed with revision of the plans in an attempt to cut about \$700,000 from the project. Larry Rugaard, a Trotter associate, said that the new estimated construction cost for the first schedule of the project, the treatment plant and related facilities, was \$2,326,160, which with conservative cost estimated, alternates and deducts should bring the project within the funds available.

The total project cost of \$3,238,160 includes \$2,326,160 for schedule No. 1, \$567,000 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 either of two proposed sedimentation tank systems.

The schedule calls for advertising for bids October 2nd, having a site inspection by contractors October 25th, receiving bids November 3rd, awarding contract and authorizing bond sale November 6th; mailing statements to bond buyers November 10th, starting work on project Novem-

ber 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, 1968.

Mr. Rugaard said the low-lift pumping station 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 gallons of water per day, and can reach a maximum of about twelve million gallons a day if pushed.

The city now has two one-million gallon ground storage tanks, and 250,000 in aerial storage, which is 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 Powerplant in the Oroville reservoir area of the State Water Project. The contract includes removal of approximately 180,000 gallons of oil and other materials to preclude contamination of the Oroville reservoir. Other required work is the clearing of an area that includes the penstocks, header and transmission towers.

The State acquired the Big Bend Powerplant from P.G.&E. in January, 1966, for \$23.5 million.

See LAST TRAIN page 7



HIGHEST EARTH-FILL DAM in the world nears completion at Oroville, 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 California's massive Feather River Project. At left is completed spillway.

Berven Rug Strike Hangs Tough

By CLAUDE ODOM,
KENNETH GREEN, BILL
RELERFORD and DICK BELL

A prejob was held with Peter Kiewit & Sons on their Interstate 5 job between Avenal cutoff and Hiway 41, Kettleman City. This should be a good winter job for approximately 25 of the Brothers.

Ball & Granite on Reach 5 at Huron are working 60 hours on the finish spread and the trimmer and liner have approximately 6 weeks before they will be completed.

Fred J. Earlys pumping plants at Devils Den are keeping eleven of the Brothers busy. They are 55% complete at this time.

A prejob was held with Lentz Constr. Co. on their pipeline job 40 miles west of Fresno for the Westlands Water District. This job should start around Nov. 1st and last 10 months.

Ball & Granite on Reach 6, Kettleman City, have their crusher going south of Coalinga making material for the O & M Rd. This job is shaping up fast with about 14 of the brothers on the payroll.

Vinnell Corp. on Interstate 5 is going strong, working the dirt spread one shift and the mechanics are working two. There are approximately 25 Operating Engineers on this job.

Cooley Bros. at Road's End have 14 of the Brothers working 10 hours a day moving rock. This has been a tough job for the men and equipment. Supt. Dick Alford says they are going to work the dozers on through the bad weather if it's at all possible.

At the present time, Midvale Pipe, Haskell & Ellis, Wm. Lyles 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 lowest of six bidders in each project. Langworthy's bid for Pollasky Avenue was \$29,647 and for Lincoln Ave. \$3,840.

Christoferson is nearly finished with Herdon Avenue. All the paving has been completed and about all that is left is a little clean-up work and sloping the shoulders back.

J. J. Jurkovich and Hunsacker Construction Co. have 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 Freeway 99 near Calfa and Los Banos. Fresno Headquarters of the State Division of Highways reports the extra money guarantees a start of construction of the last remaining unbudgeted segment of the highway at least a year ahead of what had been planned. Part of the \$18,000,000 was budgeted to complete the modernization of Highway 152. Tentatively the section of two lane highway between the Dos Palace Y where Highway 33 joins Highway 152 and the Rep Top Y had been in the 1968-69 budget, but now the two-lane highway will be available in the 67-68 budget. In effect this guarantees that construction of the last remaining segment of the route will be underway early in 1968.

The Division of Highways is calling for bids for the first two lanes of a four-lane highway be-

tween Shepherd Avenue near Pinedale and the Willow Avenue Y, 5.4 miles easterly towards Friant. This is a Federal aid secondary project and is the first construction on Friant Road in many years. The project will be on a new alignment where the highway skirts the bluffs of the San Joaquin and will be open to enhance the view. About \$450,000 will be spent acquiring 17 parcels of land adjacent to the new alignment between the new highway and the bluffs. In years to come these small parcels may become small parks or merely landscaped areas. The total right-of-way cost approximately \$700,000. There is \$501,700 available for construction. Bids will be opened in Sacramento October 18.

Republican B. F. Sisk announced he is working for emergency action to increase the channel capacity of the San Joaquin River between Friant Dam and Gravelly 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 develop a plan of action for the general neighborhood renewal area, Fresno, told the agency board a plan of overall study of the area now being conducted at a cost of \$459,000. Once that study is completed, about a year from now, then a full scale redevelopment project must be started in at least 10% of the area.

The R. T. French Company, one of the nation's largest manufacturers of condiments, announced plans for a multi-million dollar plant on a 20-acre site on Willow Avenue. The Duo-Therm Mfg. Co. is building a \$700,000 plant in Sanger.

Beeline Fashions Inc. will erect a million-dollar facility at the Fresno Air Terminal industrial park starting early next year.

The Dow Chemical Company has started construction on a \$500,000 addition to its plant at East Date Avenue, Fresno.

Groundbreaking ceremonies took place recently for the new Travel Lodge Motel at the foot of Broadway and the Inyo Mall. The new motel will cost in excess of \$1,500,000 and will be a three story complex with conference rooms, restaurant, service station and 112 rooms.

STRIKE AT BERVEN

Berven Rug Mills, at 2600 Ventura Avenue, Fresno, were struck September 27 by the Operating Engineers and at this date there is still a picket line in front of their plant. The dispute centers on wages, working rules and employer paid health and welfare plan in an initial contract with the firm. There are about 300 employees at the four different plants and all but about 20 of the estimated employees refused to cross the picket line. The company maintains that wages and fringe benefits paid by Berven are the highest paid in any rug mill in the United States. In reviewing their wage scale rates, no two people draw the same wages for doing the same job. Their range of scale runs from about \$1.62 per hour up to about \$2.34 per hour and this is what they consider "the highest paid" wage among mill employees. The company is comparing wages of a plant in Mississippi and we are talking about a

plant in California. The Federal Mediation Service has been called in to help negotiate a contract between Berven Rug Mills and the Operating Engineers. At this date some progress has been made towards negotiating the contract but there are still some non-economic issues to be resolved.

The California Highway Commission has allocated \$2,360,000 for the construction of the initial four lanes of an ultimate six lane expressway on Route 152 in Merced County.

The project will extend from 0.7 mile east of Highway 33, north of Dos Palos, to expressway construction in progress between 0.2 mile west of the Madera County line and Route 99 at California.

The newly financed work will include the construction of bridges across the San Joaquin and Fresno rivers and the Eastside Bypass.

Except for a section around Los Banos, this project will complete the budgeting of this route to four lane expressway standards between the Interstate 5 Freeway and Route 99.

The National Park Service has awarded three construction contracts for work at Yosemite National Park.

The contract involves \$371,419 for improvements to campgrounds at Yosemite and to the sewage system at El Portal and water system for Tuolumne Meadows.

Secretary of Interior Stewart Udall is expected to approve an all weather highway to Mineral King, the \$35 million summer resort development planned by Walt Disney Enterprises.

The U.S. Forest Service, under Agriculture Secretary Orville Freeman, originated the Mineral King development proposal and put the project up for bid contingent upon state-developed highway access.

Fifteen miles of Interstate 5 in Merced County north of Highway 152 are expected to be in operation in November. Seven miles of this total now are open to travel.

When the segment of Interstate 5 currently under construction in Merced, Stanislaus and San Joaquin counties is completed motorists will be able to travel a 60-mile length of the new freeway from the Altamont Pass west of Tracy of Highway 152 west of Los Banos.

Plans are complete for the 17-mile section of Interstate 5 south of 152 but construction will probably not take place until the adjoining length of highway in Fresno County is ready for paving.

Plans are complete for the following project: Old Highway 33 through Dos Palos. Funds are not presently available but it is hoped construction may take place early in 1968—cost \$60,000.

Three major changes are in the planning stages. The 12.5-mile stretch between the Madera County line and the beginning of the freeway in Merced is one of the units. Design studies have been made and planned at Plainsburg Road, Arbolita and Mission Avenues. Right-of-way acquisition and construction are likely to be deferred for several years.

Planning studies are in progress on the 6.5-mile strip extending from south of Livingston to the Merced River. The studies will develop a plan for the conversion to a six-lane freeway. Continued planning and right-of-way purchases are expected to extend

over several years. After that it is expected it will be a considerable length of time before the construction funds are available. Plans are going ahead with the feasibility of constructing a six-lane freeway with a wide division strip from the Merced River through Delhi to the Stanislaus County line. A public hearing has been held on this project and it now goes into the design stage so 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 terminal 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 water being pumped from underground to irrigate crops. The irony of the situation is that the San Luis Canal which was constructed to carry water to Southern California 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" (sinking of the land) is completion of the canal so that farmers can take their water out of it instead of pumping from underground.

The manager goes on to say that it costs at least 5 million dollars a year to add a foot to the sides and top of the canal to compensate for the foot of subsidence. If the project were completed the Federal Government would 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 three more weeks on the concrete.

Beasley Engineering at Mendota is winding up their pipeline job. This has been a good job for

several of the Brothers. They have just a few weeks left.

Courtelyou & Cole at Los Banos are making good headway with their headquarters, maintenance yard and buildings for State Water Resources.

Crooks Bros. job at Mariposa is progressing very well in spite of a late start due to a wet spring this year. They hope to finish this year and are keeping fingers crossed for decent working weather.

Fresno is experiencing quite a transformation in the form of street improvements, storm drain 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 pipeline excavation. Sure keeps things from getting dull especially at the speed traffic travels in the city. Glad to see it happen as it makes work for Brother engineers and at the rate Fresno is expanding the city can sure use the improved facilities and we can use the work.

Wm. Murphy Co. at Johnsondale is working 16 of the Brothers 10 hours a day trying to beat the rains.

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

Folsom has shut their Coalinga plant down for awhile and are running the Cantua Creek plant part time.

P.C.A. at Lemon Cove is working part time, but they are looking forward to better days ahead.

Sequoia Rock of Porterville is still working two shifts and all of the Brothers seem happy on this job.

Atlas Minerals of Coalinga has put on a graveyard shift, and we are all hoping to obtain a better agreement for the Brothers in December.

Coalinga Asbestos are keeping 12 of the Brothers busy and on occasion they are working 10 hours.

Happiness Won't Buy Much Money

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

Cigarette coupon offers are used by cigarette manufacturers to promote sales. But you may have to smoke a long time to collect the big prizes.

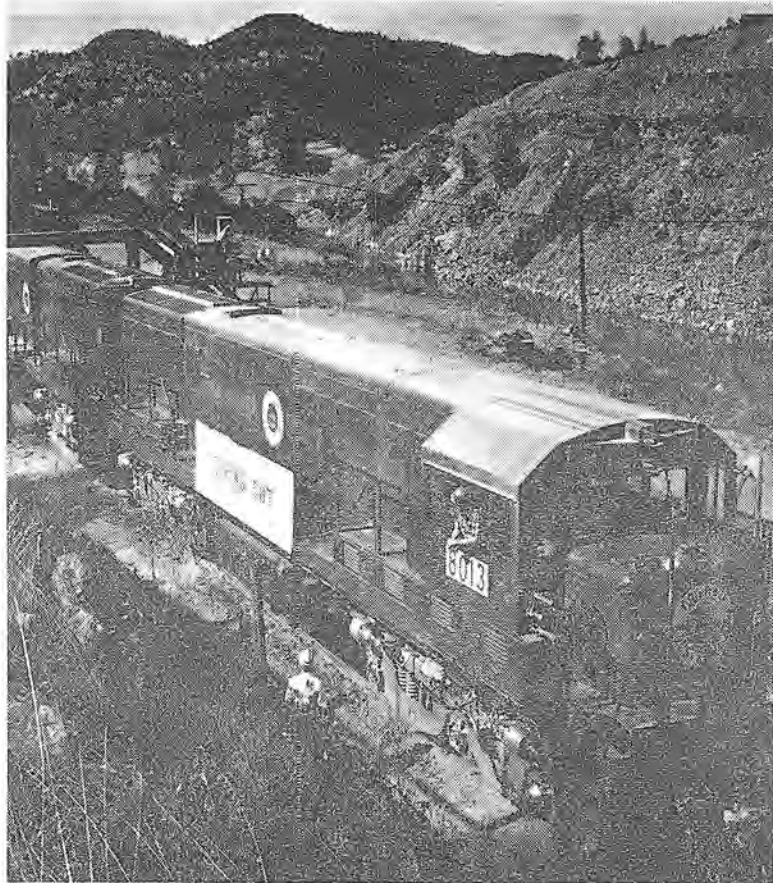
For example, one color TV of-

fered in a premium book would require you to smoke a pack and a half a day for 71 years—\$13,000 worth of cigarettes.

Trading stamps, coupons and other sales devices are continually studied by your credit union counselors. See them first before you buy a product—just to get the free gift.

Don't Sign Sucker List!

An organization calling itself "National Labor Service Company" has sent out a broadside questionnaire to members of various unions. Under the sub-pseudonym (phoney) of "Labor Union Counselors" they ask members to fill out a card, that seems simple on the surface, and promise to answer such questions that members might have on retirement, pension plans, social security, auto insurance and funeral plans. This is a patently surreptitious organization with no connection whatever with unions. They are obviously engaged in obtaining a sucker list either to exploit members in mail selling, or to sale or exchange with other organizations in this field. Do not fill out this questionnaire! Do 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 on official union, or trust fund stationery.



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

Last Train To Oroville Dam In Final Top-Out

Continued from page 5

Under an operating agreement, the State has been receiving payment from P.G.&E. for energy generated at the plant, minus expenses incurred in plant operation. Payments through May 31, 1967, totalled \$1,790,088. 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 70 about 13 miles south of Oroville.

Baldwin Contracting Co., Inc. of Marysville was low among three firms bidding for the job. A left-turn lane for southbound motorists will be provided by this work. In addition, a drain will be installed beneath the roadway and while this construction is in progress, traffic will be alternated through a single lane. Thirty-five days have been allotted for the job. The project is part of a program to improve safety for more motorists on State routes which are carrying an increasingly heavy volume of traffic, officials said.

BIDS ON BIG BEND PROJECT

Bids were opened recently by the State Department of Water Resources for the relocation of U. S. Forest Service roads northeast of Oroville. The apparent low of seven bids received was \$188,142.00 from H. Earl Parker, Inc., in Marysville. Estimate by department engineers was \$199,080.

The job involves grading and installation of minor drainage structures in construction of two U.S. Forest Service roads about fifteen miles northeast of Oroville in the Big Bend area of the North Fork of the Feather River. The roads will be unsurfaced and will total approximately 4.3 miles in length. The work, a result of contracts necessary to construct the State Water Project is scheduled for completion in September, 1968.

WEST SIDE KEEPING BUSY

Baun Construction Co., Inc. started on their new five mile section of road widening in Orland.

C. K. Moseman Construction Co.'s Sutter-by-pass job is now down to the final touches before winter sets in. All the piles are in place and they are now starting to set the cross members for Deck No. 541 in preparation for the concrete.

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

We extend our welcome to all the new members of Sierra County to Operating Engineers Local Union No. 3. The road department of Sierra County is putting the final touches on their equipment for the winter service.

All the Steel and Machine shops in Marysville and Yuba City are still going strong.

Beale Air Force Base is keeping small construction busy with school additions. The children are keeping classes in a temporary trailer until the new school is completed.

Gordon H. Ball Enterprises on their freeway job at Arbuckle is going into the final phase of work and just trying to please inspections.

A. Teichert & Son, Inc. and Baldwin Contracting Co., Inc. is keeping small crews busy throughout the city and will for most of the winter, we hope.

75-Pound Load Tips Huge Crane

MARTINEZ—From across the bay in Benicia comes word of a titanic David and Goliath battle the other afternoon.

The office help at the Humble Oil Refinery site is still chuckling about the 20-ton crane that cap-sized while lifting a 75-pound portable outhouse at the construction site.

Luckily, no one was hurt, and observers report that the foreman's first words were, "I hope there's no one in there . . ."

Simple Device May Earn Fortune

Aptos Pair Market New Invention

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. Termed 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 "Dutch" Hermon, a blade operator, both of whom work for Granite Construction Company, are the neophyte inventors.

Last May, while working at the county courthouse site, they were having lunch and decided the standard method of checking grades is too slow, cumbersome and awkward.

They got their heads together a little closer and came up with an idea. Teeling did some drawings during one of his Cabrillo College night classes, and two metal bands were made up.

The result is the "Dutch Adjustable Grade-Setting Rule." Teeling and Hermon 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 going to sell them for around \$45 each.

Things are getting ready for mass production, with parts made by both the Pacific Extrusions Company in Watsonville and the Reliance Metals Company in Santa Clara. Teeling and Hermon 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 be sure 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 moveable 13-inch aluminum slide. By using a thumb screw, the slide can be moved up and down the rod to 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 far faster. He just clicks the level into a notch and sights.

"I can walk at a steady, fast walk while grade-checking now," Teeling said. He said the blade is able to move much faster, not being held up while the checker is doing his figuring.

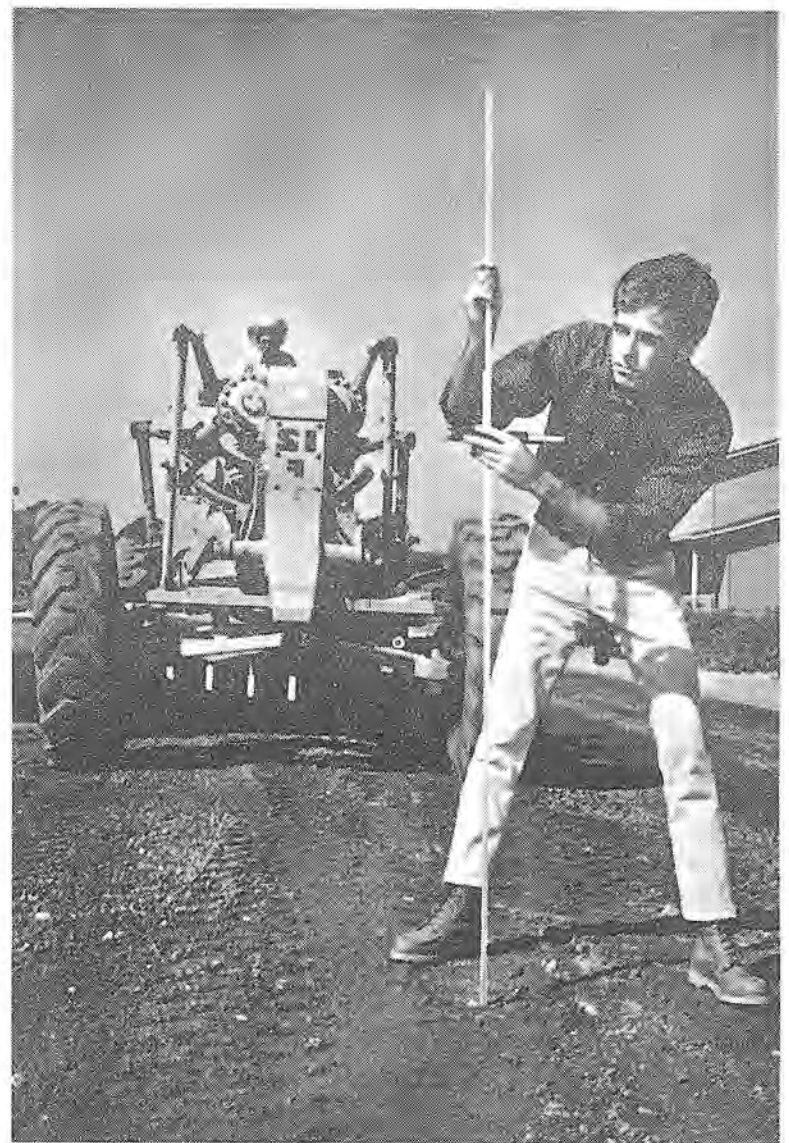
As a result, the blade is able to move along in third gear instead of first, and this is where the money-saving comes in.

Teeling said by being able to move faster, contractors will save money because the men and equipment will be able to get more work done in less time.

"It will pay for itself the first day in the extra speed," he added.

The grade-checker also is designed to last at least 10 or 20 years.

Teeling said they were rather hesitant about saying too much



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, manning the road grader in the background.

about their invention until after they had worked with it. It turned out to be highly accurate and handy on both the courthouse and new Santa Cruz Hospital jobs, as well as other projects.

The word started getting out, and even old-time grade-checkers were highly impressed.

"We haven't had anybody yet who wasn't interested," he said.

It was then that the men de-

cided to check for patents and they were amazed to find that they had come up with a totally new tool. The patent is now pending.

"We haven't pushed it yet," he said. "There should be no limit as to how many we can produce," he said.

So far it has cost them \$3000 and the limits of future profits are just about as high as the imagination wishes to take them.

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SACRAMENTO

We would like to express our sympathy to Brother W. R. Cooper, whose wife passed away recently. Also, our sympathy to Brother Frank Lasswell and family, whose son passed away recently. Our sympathy to the family and friends of Brothers Harry Duarte and Jack Pickert who passed away recently.

What Did It Really Cost?

To get a better deal on a new or used car, it helps to know how much the car actually cost the dealer.

Here's a handy way to figure the dealer's cost:

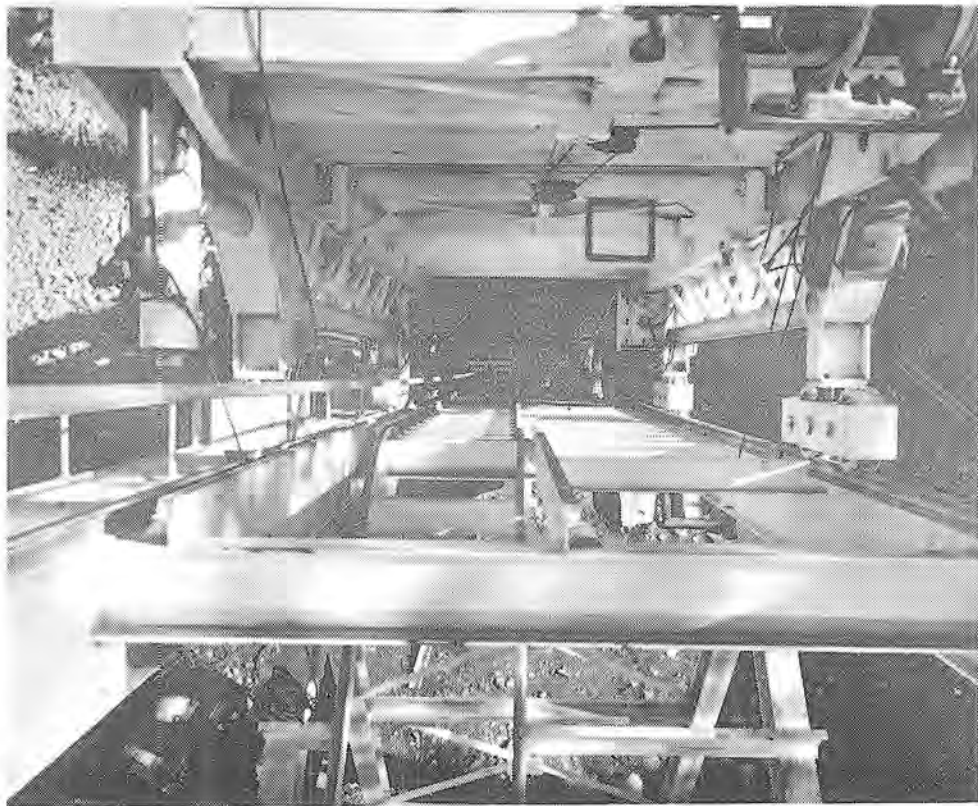
- Subtract transportation charges from the price on the car window.
- Multiply the result by one of these percentages: 79% for compacts; 75% for standard models; 74% for luxury cars.
- Add transportation charges back in.

After you add in another \$100 to \$250 for dealer profit, you've got a picture of what the car should cost, before trade-in.

Remember to see your credit union before you make any major purchase, for low interest and loan protection insurance at no extra charge on eligible loans.



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 Criderman



mucker 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.

French Meadows, Hell Hole Roads Complete

By DAVE REA, ART GAROFALO, AL DALTON, and HERMAN EPPLER

HIGH COUNTRY

The crews are putting the finishing touches on the recreational facilities at French Meadows and Hell Hole. The roads going into these remote areas are in good condition at this time.

Granite Const. Co. is rolling along rapidly on their Nevada City job. They have been laying cement treated base and have started on the asphalt and have it nearly 50% completed.

Industrial Asphalt purchased the asphalt plant from Hansen Bros. Aggregates in Grass Valley. This Company has been running steady the last few weeks.

The underground contractors are busy in the north area at the present. Teichert has several crews in the Roseville area and should go until the bad weather sets in. Sierra Const. Co. have several thousand feet of no joint pipe to be laid on Rio Linda Blvd.

The crews at the new Metropolitan Airport are cleaning up, and it should be in operation soon.

Fall is upon us again and the leaves are turning — this is the signal that any day now we can have some bad weather. The recreational facilities at Jackson Meadow—French Meadows and Hell Hole are completed. Next year, these areas will be capable of handling the fishermen and hunters that take to the back country.

Granite Const. Co. has completed their Nevada City Freeway. This job kept a few brothers going all season. This Company has had a large crew working at the new Metro Airport in Sacramento.

A. Teichert & Son have begun paving on their Auburn Ravine job and they say they should be completed in the next few weeks. They also have crews on the Elkhorn Blvd. job and several crews on the underground work in the Roseville area.

The plants in the area have had a good season and plan to go until the weather stops them.

Emil Anderson was low bidder on the exploratory tunnels for the Auburn Dam. They submitted the low bid of \$725,000. This project, we hope, will be the beginning of

the entire project, a sum of about \$465,000,000 spread over six or seven years. We will keep you informed of any new developments as we are informed by the Contracting Authority.

POLLOCK PINES

Once again, the cold weather is coming to the mountain area. Joe Vicini, Bennett Murray, and Fred Morley of Placerville area are picking up a few small jobs.

Lentz Const. Co. in the Cameron-El Dorado Hills area are about finished and are moving some of the equipment out on other jobs.

Granite Const. Co. finished the big Main Street job through the City of Carmichael and are moving to the new Fairgrounds in Sacramento.

A. Teichert & Sons was low bidder on the Mt. Aukum Road bridge job 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 complete.

Walsh Construction Company is working three shifts 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 Stass as a tough Steward and Bedross as the Master Mechanic.

Walsh Construction Company at the road job near the Gurley Creek Tunnel are making good progress, with Ray Hamilton on the Cat and Duke Dalton on the loader. They are loading over 100 loads of rock and placing it every shift.

Harms will take over and finish the rest of the road. Harms will also put up a crusher at the Walsh tunnel and complete the road, including the 8 miles into Loon Lake, with blacktop.

Gerald Herd is the progress manager with Walsh Construction Company in the Loon Lake area, and is still making good footage in the tunnel, approximately 12,000 feet at this time, and with a very good safety record.

Lentz Construction Company was 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. Barnhill is doing the pile-driving and Shellmaker is dredging the fill approaches. They have completed the North side of the river and have moved to the South side. The job should be completed in mid-1968.

The Alex Robertson pipe job is now coming through West Sacramento. They will probably finish around December 1.

Continental-Heller has started work on the new addition to Sutter Hospital. They will use some of the men now employed on the Federal Building which is being finished.

Baldwin Const. Co. has sublet the steel work to Kaiser Steel. They are now erecting three large Exposition Buildings on the new Fairgrounds. Granite has the roads into the Fairgrounds paved and are now working on the parking lots. Teichert is building Ethan Way which will give access to the Fairgrounds from the south.

We have approximately 100 Brothers working on the new State Fairgrounds.

C. K. Moseman and M. L. Dubach were low bidders on the new 880 Freeway in North Sacramento. The bid was a little over 9 million dollars. This should put a lot of Brothers to work next season.

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

The Walsh Const. Co. on the Loon Lake Tunnel job are 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 another job going at Loon Lake area. This is an incline shaft. They are setting up hoist building cryderman mucker and a compressor house. From the looks of the slanted roofs on the buildings, they are figuring on a lot of snow this winter. This Company will work all winter if they can keep the road open. They are moving more equipment into two other jobs to finish up.

Brush Creek Dam & Tunnel job should come up some time this next year. This should be a subsistence area. The El Dorado Hills at Cameron Park has a pipeline and a shopping center. Also a housing project along with a number of streets is to be built.

The Vinnell Const. Co. on Highway 50 area doing a very good job and seem to be up to schedule on their work. The job is Pioneered all the way and the sub-contractor is working on the overpasses. If the rain holds off a while until they get the rest of the pipe in the ground, they will be able to 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 intake shaft and tunnel

has been completed as far as is possible at this time.

White Rock Powerhouse is working full force after replacement of all equipment lost in the Diamond Springs warehouse fire. It is now scheduled to have first unit on the line in January, 1968.

Camino Unit No. 2 is on schedule with equipment being installed and the unit is scheduled to roll by January 30, 1968.

Exploratory investigation drilling is being performed at Bush Creek Dam site. A clearing contract will be let this Fall for the cleaning of the reservoir side and the dam and tunnel will be let late Spring of 1968.

Bechtel Personnel: W. E. Stinchfield, Project Manager; R. K. Deming, Senior Supervising Field Engineer; H. R. Castonia, Supervising Field Engineer; C. L. Jeffs, Project Administrative Manager.

\$5 Million Solano County Project Set

By AARON SMITH

Bids were opened the 18th of October and revealed the "Guy F. Atkinson Construction Company" as the low bidder on the two remaining four-lane expressway sections on Interstate 80 between San Francisco and Sacramento to eight-lane freeway standards. The project is between 2.4 miles north of Route 37 and 0.5 miles north of Route 12 at Cordelia, a distance of 4.5 miles, includes constructing interchanges at Red Top Road and Route 12, and modifying the existing interchange with American Canyon Road. Estimated cost, \$8,600,000, of which \$3,500,000 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. Luce, state business and transportation agency administrator and chairman of the commission, said the budget will in-

clude \$402 million in funds that actually will be for "laying concrete or asphalt." Luce said this was \$40,000,000 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 Atkinson job, and to resurface and install a median 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 7.8 miles, with an estimated cost of \$1,100,000.

Landscape and install functional planting on the Interstate 680 Freeway between the Benicia-Martinez Bridge and Glen Cove Road, southeast of Vallejo, a distance of 5.7 miles, with an estimated cost of \$150,000.

Confirmation as to when the Atkinson 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.

Washington
News Desk

From the International Union of Operating Engineers

All may be fair in love and politics. But many Washington observers believe the federal administration is stretching the point when it seeks to discourage the demand in Congress for deep spending cuts as the price for approval of the tax increase proposed by President Johnson.

Secretary of Transportation Alan S. Boyd recently sent telegrams to governors of the states asking their comments on a possible cut-back in highway spending.

The telegram quickly achieved the President's thinly disguised purpose. It aroused the governors, who replied almost unanimously that any highway fund holdbacks would disrupt, severely cripple or even devastate road construction already under way in the states.

Fact behind all the fiction is that the money for federal grants for road building in the states comes from the highway trust fund, which accumulates from special taxes on gasoline and similar sources—all paid by highway users.

It has nothing whatever to do with the general federal budget or the proposed income tax surcharge.

• • • • •

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 in a recent interview with a reporter of a national magazine.

Wharton, a member of the AFL-CIO Executive Council's Standing Committee on Safety and Health, and Chairman of the Safety Committee of the Building and Construction Trades Department said he was "very disappointed" about the opposition of certain management groups to HR 2567, a safety bill now pending in the U.S. House.

Pointing out that 240,000 disabling injuries and 2,800 accidental deaths occurred in the construction industry in 1966, he observed: "Why anyone opposes improving this horrendous safety record is a mystery."

• • • • •

As the battleground now shifts to the U.S. Senate in the continuing fight to obtain passage of on-site picketing legislation, trade unionists should be alert to the help they can and should provide.

A number of congressmen contend that there really cannot be too much general interest in the legislation because they seldom hear anything about it except from union officials testifying before committees.

Nothing seems to impress a legislator more than a message from his constituents. Union members should write letters, telegrams and make telephone calls to congressmen to be sure the lawmakers understand that the on-site picketing legislation is necessary to give building tradesmen the same rights enjoyed by other segments of organized labor.

They should do this just as soon as the Senate Labor Committee begins hearings on the bill in the next few weeks.

• • • • •

Not too much attention has yet been given another piece of legislation now in the Senate. This is S. 930, which relates to the construction, modification, alteration, repair, painting or decoration of buildings leased for public purposes.

This measure would make clear that the prevailing wage provisions of the Davis-Bacon Act would apply to all types of lease agreements entered into by the Federal Government.

The Davis-Bacon Act has served for more than 36 years to guarantee equality of bidding opportunity to all contractors, to provide employment for local construction craftsmen—thereby increasing local purchasing power—and to stabilize conditions in the construction industry, which has been the bellwether of our national economy since World War II. Passage of S. 930 will continue this proven policy by specifically providing that the provisions of the Davis-Bacon Act are applicable to all lease and lease-purchase agreements entered into by the U.S. Government.

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Time To Plan For College Is Now!

SAN FRANCISCO—High school seniors—particularly those who may need financial help—should start now to plan for college, Al Clem, International Vice President and Business Manager Op. Eng. Local 3, said this week.

College catalogues should be obtained from the registrars of colleges the student is considering attending; admission forms and financial aid forms should be requested this autumn.

Clem suggested that applications be submitted by early January. Students who are interested in grants, loans and work-study jobs should also write to the business office of each college to which they have applied, giving notice that they have filed for admission and will need financial assistance. An early request is important, since most schools allocate their financial aid funds before April.

Although high school juniors cannot submit applications this year, Clem suggested that parents of students in their junior year obtain information from colleges on requirements, costs and financial assistance available.

SACRAMENTO

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

Canal Job At Corning Nearing Completion

By LAKE AUSTIN and LOU BARNES

Work in the southern area of District #7 is still holding good at this writing and should stay in this condition until the rains come. There's been some jobs winding up but some new jobs have started —although the engineers on the jobs are different, the number of jobs to be manned is about the same.

One of the bigger jobs that is all but finished is the canal job in Corning by Fredrickson and Watson. This was a good money job for the Brothers who did the work and we are sorry to see this one wind up, however, Fredrickson and Watson still has other jobs in District #7 and many of the Operating Engineers moved to these other projects.

The new canal job near Gerber being done by Rivers-Wesco-Purtzer and Dutton is expanding as fast as the equipment is available. So far there are two major scraper spreads going with the usual support crews going and the shop a beehive of mechanics. One day there's three rigs shipped into the yard, the shop crew gives them the once over and the next day they're out on the spread.

The pipe work on this job hasn't started yet and the structures aren't too far along but there's a lot of work going on to get ready for the rain.

The Rock-Sand and Gravel plants are at it again trying to stock pile some material for the winter season. Depending on which employer the Brothers are working for and what the pay checks look like. Some employers are working two shifts and long hours and some of the other employers are working short weeks.

The bulk of paving in the Redding area is completed. A. Teichert and Sons had the lion's share of the paving in District #7 and at this writing they still have some of the Brothers doing some pick-up paving. As for the paving in this area we are hopeful that next season will be as good as this one.

The sewer work is on the upswing again with six different underground jobs going on. Some of the jobs are short duration but at least there is some work to be done.

HIWAY 99 NORTH

Even though the Federal Government is talking about reducing the tax dollar by fifty percent for the interstate hiway system — it seems certain that according to Herb Miles, Division of Hiways, that our two projects in the Yreka and Weed areas will go through. This will mean something like 25 to 30 miles of freeway construction for the coming season at a million or more a mile — there seems to be little doubt in next season.

Monies have been appropriated and earmarked for another 5 to 7 miles of water lines for the Bella Vista District according to Biz Johnson our Congressman in the Second District. Bids should be opened sometime in November or December 1967 for this project.

The Division of Highways has called for bids on construction of a bridge and 1½ miles of road realignment—the bridge will be 393 feet in length—concrete deck and steel girder construction—this project is just south of highway 96 on Scott River Road—estimated cost of project is one million dollars with bids to be opened November 22nd.

The city of Yreka has had problems with domestic water for years, so the City Fathers decided to do something about it in a recent bond election. The voters overwhelmingly voted \$4 million dollars in bonds to be made between the City and the State on a long term basis. If present plans go through there will be a big opening in June of 1968, of which a major portion of this \$4 million will be spent on a new water system for the city. Here's hoping that in July 1968 there will be a call for bids on the freeways bypassing the city itself according to information we have received.

Kizer and Heintz freeway project at O'Brien just north of the Pit River bridge is progressing very smoothly—in fact this company is ahead of schedule on the north bound lane with approximately 90 percent now ready for cement treat and concrete paving. John Vickery Company has the sub on the paving and are now moving in.

Vinnell Corporation have set up shop and are excavating the north abutment. This project hasn't developed into what we had expected as yet for several reasons except water and rock so the Company has been doing some experimenting on cost factors—but come spring it should blossom out in several good jobs for Engineers in the area.

MEETINGS SCHEDULE

All Meetings at 8 P.M. except Honolulu, 6 P.M.	
1967—Schedule of Meetings Dates and 1968—Schedule of Meetings Dates	
SEMI-ANNUAL MEETINGS	
San Francisco—Saturday, Jan. 13	
San Francisco—Saturday, July 13	
DISTRICT MEETINGS JANUARY 1968	
Hilo (Island of Hawaii)—Tuesday, Jan. 2	
San Francisco—Wednesday, Jan. 3	
Eureka—Tuesday, Jan. 9	
Redding—Wednesday, Jan. 10	
Oroville—Thursday, Jan. 11	
Honolulu—Wednesday, Jan. 17	
FEBRUARY	
Sacramento—Thursday, Feb. 1	
Stockton—Tuesday, Feb. 6	
Oakland—Thursday, Feb. 8	
San Jose—Wednesday, Feb. 14	
MARCH	
Fresno—Tuesday, March 5	
Ukiah—Thursday, March 7	
Salt Lake City—Friday, March 8	
Reno—Saturday, March 9	
APRIL	
Eureka—Tuesday, April 16	
Redding—Wednesday, April 17	
Marysville—Thursday, April 18	
San Francisco—Wed., April 4	
Honolulu—Wednesday, April 24	
MAY	
Watsonville—Thursday, May 2	
Sacramento—Tuesday, May 2	
Oakland—Thursday, May 9	
Stockton—Tuesday, May 14	
JUNE	
Fresno—Tuesday, June 4	
Santa Rosa—Thursday, June 6	
Provo—Friday, June 7	
Reno—Saturday, June 8	
JULY	
San Francisco—Wed., July 10	
Eureka—Tuesday, July 16	
Redding—Wednesday, July 17	
Oroville—Thursday, July 18	
Honolulu—Wednesday, July 24	
AUGUST	
San Jose—Thursday, Aug. 1	
Sacramento—Tuesday, Aug. 6	
Oakland—Thursday, Aug. 8	
Stockton—Tuesday, Aug. 13	
SEPTEMBER	
Fresno—Tuesday, Sept. 10	
Ukiah—Thursday, Sept. 12	
Salt Lake City—Friday, Sept. 13	
Reno—Saturday, Sept. 14	
OCTOBER	
San Francisco—Wednesday, Oct. 2	
Eureka—Tuesday, Oct. 8	
Redding—Wednesday, Oct. 9	
Marysville—Thursday, Oct. 10	
Honolulu—Wednesday, Oct. 16	
NOVEMBER 5	
Sacramento—Tuesday, Nov. 5	
Watsonville—Thursday, Nov. 7	
Stockton—Tuesday, Nov. 12	
Oakland—Thursday, Nov. 14	
DECEMBER	
Fresno—Tuesday, Dec. 3	
Santa Rosa—Thursday, Dec. 5	
Ogden—Friday, Dec. 6	
Reno—Saturday, Dec. 7	
(To be announced)	
Oroville	
Prospectors Village, Oroville Dam Blvd.	
Honolulu	
IBEW Hall, 2305 S. Beretania St.	
Hilo, Hawaii	
Hawaii Technical School, 1175 Manono St.	



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 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. Tom Nibley (standing), Safety Engineer assigned to the Soiland account, presented the ward. Jack Witsch is at left. Jim Jennings and Lucky Sprinkle presented the safety program for the evening. Also present were Marv Christense, Jim Gosler and Marv Soiland.

JOB STEWARDS APPOINTED
MONTH OF OCTOBER

Dist.	Name	Agent	Dist.	Name	Agent
1B	Verle Fairbanks	M. Kraynick	7	Del Beier	L. Barnes
3	Rey Phenneger	W. Talbot	1A	Charles Snyder	W. Sprinkle
4	John H. Moore	L. York	1B	George Haas	M. Kraynick
5	Don Tarr	B. Relferford	3	Ross Elton	A. McNamara
6	Loren Squire	W. Weeks	3A	H. L. Kelly	J. Allgood
6	Kenneth Burns	D. Carpenter	5	Al Smith	B. Relferford
10	Don McManamy	R. Swanson	6	William Stark	W. Weeks
12	Mavin Mills	J. Neeley	6	Carmen Silverii	W. Weeks
12	Chet Towne	R. Deros	6	William Gross	W. Weeks
2	James Kennemer	R. Mayfield	6	Harace Haraughty	W. Weeks
2	Bill Seaman	R. Mayfield	9	James Brown	G. Moore
2	John Kinslow	G. Jones	9	Manuel Contreras	R. Long
2	Frank Anderson	G. Jones	11	Ronald J. Neff	B. Mallett
2	Robert Caruth	G. Jones	4	Marcus Yardley	L. York
2	Don Williams	G. Jones	5	Harry D. Knight	E. Bell
3	L. A. Loggins	W. Talbot	6	Raymond Rasmusson	W. Weeks
4	William O'Keefe	L. York	6	Don Mariett	W. Weeks
4	Lester Williams	L. York	12	Ray Brown	I. Neeley
7	Chas. Fisher	L. Barnes			

SAFETY COMMITTEEMEN APPOINTED
MONTH OF OCTOBER

Dist.	Name	Agent	Dist.	Name	Agent
2	R. Chamlis	G. Jones	7	Orin George	L. Austin
3	Edmond Melton	W. Talbot	7	Frank Royce	L. Barnes
3	Sonny Woods	W. Talbot	1A	Calvin Hall	W. Sprinkle
3	Dennis Haynie	W. Talbot	1B	Joseph Sausedo	M. Kraynick
10	K. D. Blevins	R. Swanson	3A	George Hosterman	J. Allgood
3	Robert Slater	A. McNamara	4	James Brashhear	L. York
7	Frank Neel	L. Austin	6	Joe Besser	D. Farley
7	Chas. Hoffman	L. Barnes			

Strike Ban Called "Flop"

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

The Condon-Wadlin Act, which failed to prevent a 12-day transit workers' strike last year, was "dead the day it was passed," said Feinsinger, who was chairman of a panel that mediated the 1966 strike.

The Taylor Law, passed as a successor to Condon-Wadlin to prohibit strikes by public employes, already had "flopped" when the city used it for the first time in the recent strike of public school teachers here, Feinsinger told the 15th annual conference of the Methods-Time Measurement Association. "I'm afraid it was passed a little in anger," 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 \$150,000 fine levied on the local and a 15-day jail sentence imposed on Teachers Local 2 President Albert 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 authorized 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 large 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."

GCA Points Out Increased
Need For New Apprentices

By DANNY O. DEES

The General Contractors Association of Hawaii recently sent the following letter to their membership. Under the title "The Construction Industry's Number One Problem," the letter read as follows:

"According to the U.S. Department of Labor, one million new construction workers will be needed by 1975 if the construction industry is to meet the demands placed on it.

"At the current rate of graduation, the industry's apprenticeship programs will supply only 150,000 new craftsmen—or only 15% of the anticipated need!!

"For example, it is projected that by 1975 there will be a need for 30,000 additional cement finishers. At the current level of apprenticeship training, only 5,000 new ones will be trained by that time!!

"Hawaii's Construction Industry is well aware of the problem—and many steps have already been taken to revamp old programs and develop and institute new ones.

"A great deal more work needs to be done—and it appears that a coordinated, industry-wide effort must be instituted in order to avoid duplication of effort and to otherwise speed things up.

"More thought must also be given to new ideas, new techniques, and new concepts. We must recognize that the current methods of apprentice training have not and are not going to meet the problem.

"Each group must also train far more workers than what they anticipate needing. This will not only help in ridding the industry of the *opala*; but it will also help meet the fact that within ten years, many from Hawaii will be "drained off" to the Pacific Ocean areas where "New Hawaiis" are being planned and developed.

"We must begin 'selling' our Industry, at the elementary school level and all through high school, in order to encourage our young people to choose our Industry for their livelihoods.

"And we must not forget the tremendous need for new engineering, supervisory, and management personnel.

"We must THINK BIG . . . and DO BIG."

We are not sure what the term *opala* means, but will find out during our next visit to Hawaii. On page 3 you will find a clever item entitled "A Dozen Ways To

Key Speakers
Wirtz, Weaver

Secretary of Labor Willard Wirtz and Robert C. Weaver, Secretary of Housing and Urban Development, will be among the featured speakers at the biennial convention of the AFL-CIO Building Trades Department slated to run from November 29th through December 1 at the Americana Hotel in Bal Harbour, Florida.

A key highlight of the meeting will be the release of a study on prefabrication made by Battelle Memorial Institute for BTDA. Authority for the study was approved at the San Francisco convention last year.



KLAMATH RIVER BRIDGE under construction 33 miles south of Happy Camp, known as Blue Nose. When completed it will cross the Klamath River tying into a secondary highway constructed by prisoners from Corrections Centers in that area. Cliff Martin, Coordinator in Redding was the photographer.

Flunk Your Apprenticeship." This item was recently sent out to all registered apprentices in the state of Washington. I would suggest that every apprentice cut the item from the *Engineers News* and keep it as a ready reference. If read in the right frame of mind, it could be a real attitude changer.

The Operating Engineers Apprenticeship Program has won a Certificate of Merit Plaque for presentation of an outstanding apprenticeship and journeyman training program at the California State Fair. All who gave of their time and effort can be proud of this award. Our booth and ma-

terials were truly outstanding.

Apprenticeship classes are in full swing throughout the jurisdiction of Local No. 3 and all of our safety programs for the apprentices have been well attended according to reports from area coordinators.

We are very proud of having gained an apprenticeship agreement in Hawaii and expect to have a program in full operation very shortly (see page 1 story).

Several new publications are in the mill for apprentices and it is hoped that this excellent study material will be ready for issue very shortly.

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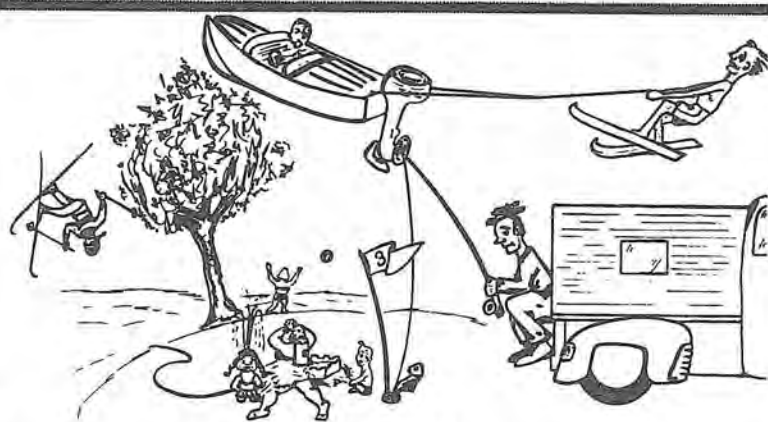
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At Your Leisure

Brother's Key Shot Halts Bear

Any brothers seeking the whereabouts of Brother Orville Denney, a former grade foreman for the Industrial Construction Company, might like to know that he has gone to the bears—well, almost.

Seems Brother Denney, now working his ranch at Kimberly, 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 slipped into a clump of willows and aspens and Denney circled the area waiting for the bear to emerge—it did—on the dead run. Denney took a single shot with his .300 magnum and the bullet sliced 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!"

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

Canadian Brothers Visit No. 3

Two key officials in Operating Engineers Local Union No. 115, Vancouver, British Columbia, Ron Malange, 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's Apprenticeship Program and Health & Welfare Program. They also toured the business offices and were high in their praise of what Brother Malange called, "an absolutely fantastic operation."

Both were impressed with the mechanized portions of Local 3 and said that both the apprenticeship program and the health and welfare programs the "best we've ever seen anywhere."

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 home-made salve.

DOL Priority For Key Area

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

Six areas in Oakland and five 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—Hunters' Point, Mission-Fillmore, Chinatown and the Tenderloin sections.

This action follows changes in Manpower Policy 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.

Going for the top ten!

Speedy Brother Seeks Midget Ranking

By MIKE WOMACK

An equipment dealer and a tech engineer in the East Bay have teamed up and are taking dead 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 Curtis Midget which finished first in the Northern California Championships and gained him the number 26th slot on the nation's top midget driver list.

Bob Rosen, a 31-year-old who is a towmotor truck lift dealer 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 race that Dave competes in. His 15-years of midget experience serves both owner and driver well.

The Rosen speedster is a Curtis Midget Race Car with a 68" wheel base, powered by a 4 cylinder Offenhauser fuel-injected motor with double overhead cam. The racer develops 150 h.p. and will exceed 150 m.p.h. Fuel is alcohol with nitro methine. Brakes are air-hard disc sports brakes and the car is now 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

Cave-in's Scored At Safety Meeting

CHICAGO—The Construction Section of the National Safety Congress has been told that cave-in's are the number-one cause of construction worker deaths.

Furthermore, according to a manufacturer of construction safety equipment, unless the industry does something about this, it may face unduly restrictive 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, trench cave-in's caused more than 125 reported construction deaths. The survey indicated that most cave-in's are caused by unshored trenches, improper shoring and/or backfill placed too close to the edge of trenches.

Land said that legislation might correct the situation but it could also "tend 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 at least 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.

San Rafael Work Hits Fall Weather High Spot

By W. A. "LUCKY" SPRINKLE

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

DARKENWALD CONSTRUCTION—with a good crew of Operators at Pt. Reyes National Seashore—Road Job coming along good.

A. J. BRESNAN of San Rafael picking up some work in the area—latest a slide stabilization job on Ridgcrest Road in Kent Woodlands. Also a job—on Meyer Road in San Rafael—reconstruction.

MAGGIORA & GHILOTTI of Corte Madera have quite a few jobs in the area—and are keeping a good crew of engineers busy.

GHILOTTI BROS. busy on demolition jobs in San Rafael—also street and road work—city slide repairing and roadway slide repairs.

McGUIRE & HESTER at Hamilton Air Base—Sewage Disposal Plant job. Also at Corte Madera with a small crew.

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

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

BROWN & ELY busy on their Novato Airport job.

E. A. FORDE CO. at 12 Oaks in Lucas Valley—also at East Blithdale in Mill Valley—street job.

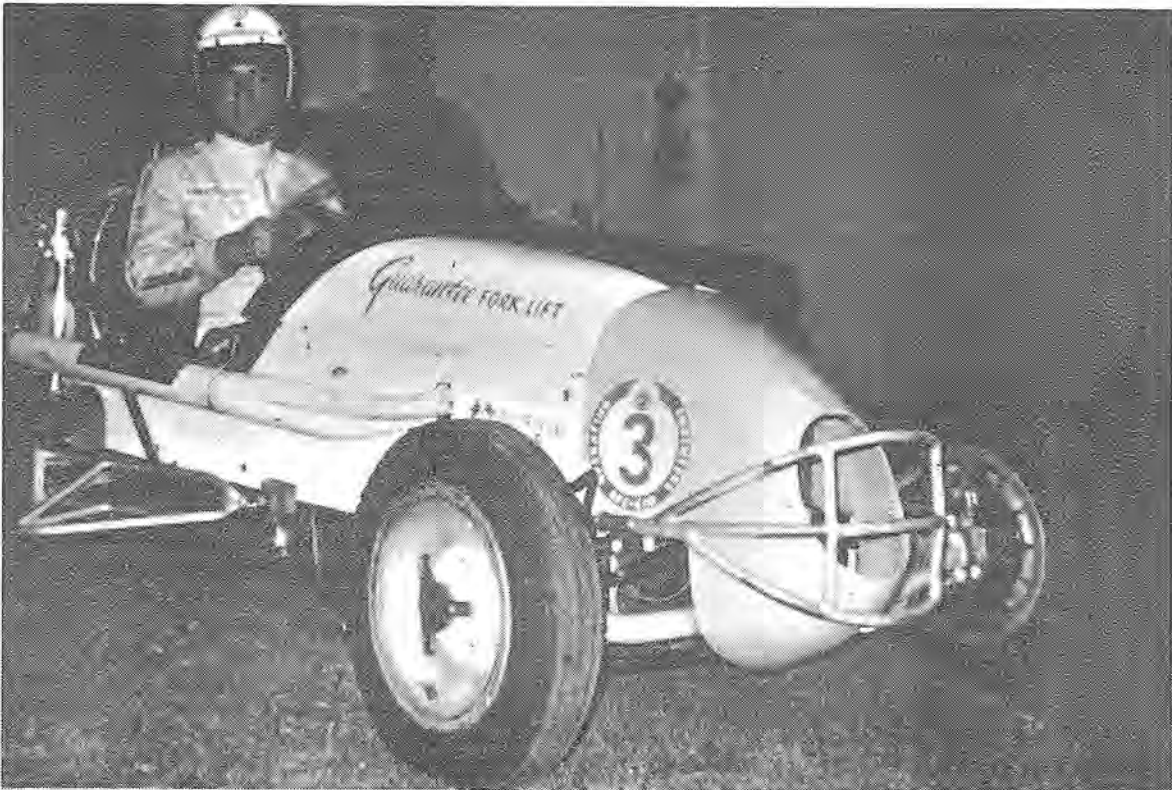
PACIFIC EXCAVATORS of Albany awarded a job for Co-Stabilize Slide in Kent Woodlands at \$15,343.

P & H CONSTRUCTION at Larkspur—working on Pelle Apt. site.

The Rock, Sand & Gravel plants, namely: Basalt Rock at McNear's Point; Hutchinson Rock Quarry at Greenbrae; Hein Bros. Quarry at Petaluma are quite busy at this time, keeping a good crew of Engineers busy. Basalt Rock has been supplying the rock and sand for Ghilotti Bros. job—first stage of widening Sausalito's Bridgeway between Princess and Richardson Streets. The fill was barged in. The job is expected to take about four months.

Littlest Hardhat

Brother Cleo Anthony and wife Dinah of Yuba City, California, thought up a unique 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 listed I.D. Tag; Project# Completed; Tonnage (9 lbs.); Span; Head Foreman; Location and of course, Cleo and Dinah as the Construction Engineers. Clever, eh!



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-methine and the brakes are air-hard disc spot brakes. Car is two-years old and already a veteran of the midget ovals.

Obituaries

Name — City	Local Social Security No.	Register No.	Deceased
Anderson, Jesse	3A	484665	10/3/67
Alba—Wife	SS# 431-03-6682		
4900 K. St. Sacramento, Calif.			
Bishop, Wm. J.	3	459107	9/28/67
Harriet—Wife	SS# 565-05-0416		
1200 W. Winton Ave. Hayward, Calif.			
Calbral, Joseph	3	242929	8/10/67
Mrs. Safreno—Daughter	SS# 557-10-4136		
4340 Second St. Pleasanton, California			
Coons, George	3	268559	9/29/67
Vie—Wife	SS# 549-07-4851		
140 Hop Arnold Loop Roseville, Calif.			
Caldwell, Grover	3	686833	10/2/67
Mildred—Wife	SS# 429-22-7132		
Box 374 Glenwood, Arkansas			
Carlin, Estel	3	469227	10/18/67
Victoria—Wife	SS# 496-05-2572		
2009 Kendree Lane Antioch, Calif.			
Chitwood, John	3	1296037	10/7/67
Jacqueline—Wife	SS# 550-42-8846		
1013 Adrian St. Campbell, Calif.			
Demaclid, Lambert	3D	1296180	9/14/67
Esperanza—Wife	SS# 586-01-8820		
180 Jalandoni Estate La Paz, Philippines			
Farmer, Floyd	3	951742	10/15/67
Daphne—Wife	SS# 524-18-6322		
3604 So. Pasadena San Mateo, Calif.			
Fields, Everett	3D	888795	9/29/67
Margaret—Wife	SS# 518-09-8265		
48 Morton St. Yuba City, Calif.			
Fross, Roy	3	385993	10/16/67
W. R. Fross—Brother	SS# 516-05-4369		
1487 Tully Rd. San Jose, Calif.			
Hayward, George	3	422820	10/26/67
June—Wife	SS# 518-01-1235		
179 Julian St. San Francisco, Calif.			
Homan, Charles	3	428575	10/30/67
Ida—Wife	SS# 560-03-8948		
5100 - 60th St. Sacramento, Calif.			
Kelly, Wm. H.	3	473780	10/15/67
Carrie—Wife	SS# 444-01-7102		
1208 W. Terrace St. Fresno, Calif.			
Krambule, Melvin	3	698387	10/6/67
Elsie—Wife	SS# 528-07-8181		
205 W. 5th No. Logan, Utah			
Larson, Lynn	3	549424	10/20/67
Agnes—Wife	SS# 529-09-2642		
462 W. Union Manti, Utah			
Moyer, Ralph	3	830834	10/26/67
Marjorie—Wife	SS# 154-18-8622		
247 Bailey Rd. #27 Pittsburg, Calif.			
Osborne, Leslie	3	263635	10/10/67
Ava—Wife	SS# 559-09-8870		
Box 404 No. Fork, Calif.			
Row, Cecil	3	119936	10/11/67
Mildred—Wife	SS# 549-28-9266		
Box 477 Klamath, Calif.			
Schmid, Harold	3	1199308	10/13/67
Vera—Wife	SS# 383-22-2121		
35 Tucker Lane Yerington, Nevada			
Williams, Harold T.	3	506523	10/23/67
Sophie—Wife	SS# 565-09-9241		
3991 Sebastopol Rd. Santa Rosa, Calif.			

1 death due to industrial injury.
August, September, October
63 deceased members.
4 deaths due to industrial injuries.

Two New Pulp Mills Sink \$80 Million In Redwoods

By RAY COOPER and
LEONARD YORK

All of us who live in the Redwood Region of California are extremely proud of the many fine redwood state parks that we now have. Each year they attract upwards of 3,000,000 people who visit our communities and spend money and time there. We recognize that tourism is an important and growing part of our economy, second only to the forest products industries. In perspective, forest products amount to about 75 percent of our basic income, with tourism about 10 percent.

Currently we are experiencing a significant diversification of our local industry into pulp with two new 500-tons-per-day mills, one completed by Georgia Pacific Corporation and the other under construction by Crown Simpson Pulp Company. Together they represent an investment of \$80,000,000 which would not have been made at all if current park expansion programs had been known several years ago. These craft mills are the first to use redwood on a commercial basis, in combination with other local species.

In terms of area, more than 53,000 acres of virgin old growth redwoods are presently preserved 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 on the Earth for some 50 million years, yet the experience of modern man in the redwoods has gone back scarcely 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, with sharp reductions resulting from glaciation.

Today the bulk of redwood lands are in the hands of a half-dozen responsible companies, some conservationists still fear a return to the cut out and get out plunder of the early-day "timber barons." Others have been alarmed by the practice of "clean-cut" logging—removing everything from a block about 1000 feet square. At first sight this looks like wanton destruction, but the prolific redwood speedily reseeds, and within a few years the area is thriving new growth. Within the next decade the annual growth will equal the annual cut, said the consulting foresters of the National Park Service.

WHAT HAPPENED TO SMOKEY? Down the ages, fire and silting have been a recurring phenomena, as a result stands an almost pure redwood development. But during the last 30 years or so, fire has been excluded, and the Douglas fir and tan oak seedlings are now common throughout the forest. Dr. Stone, Professor of Forestry at Berkeley said, "if we totally control flooding, the fir and oak will become established and gradual displacement of the redwoods will begin." Deprived of fire to control invading species, and denied the mineral nutrients supplied by silting, the giant redwoods could die out, perhaps within the next 100 to 200 years. (Redwoods normally live from 500 to 800 years and die of old age. Only a few live to 1,000 or over.)

There are before Congress two major proposals for creating a National Redwood Park in Northern California. The issue is both complex and controversial as it involves, on the one hand those whose primary interest is conserving and preserving the majestic redwood, and those who believe that a National Park must also serve the social and economic criteria of the area as well as redwood preservation. Those two schools of conservation, though, are commonly referred to as "Preservation Conservation" and "Multiple Use Conservation" and bitter differences of opinion now exist between them.

The first introduced by Sen. Thomas H. Kuckel and Don H. Clausen of California would set aside a 45,000-acre national park. It would combine two existing redwood state parks (Jedediah Smith and Del Norte), containing primeval forest, with about 25,000 acres of private timberlands. It would also include a detached 1,400-acre grove, the "World's Tallest Trees," together with 14 miles of striking river frontage. Cost to the Federal Government is estimated at \$56 million.

A second proposal by the Sierra Club, sponsored by Sen. Lee Metcalf of Montana and Congressman Jeffery Cohelan of California and John Saylor of Pennsylvania. Though expected soon to be scaled down, the initial proposal would fashion a national park of 90,000 acres, embracing Prairie Creek Redwoods State Park, the World's Tallest Trees, 18 miles of coastline and perhaps 77,000 acres of private lands. This proposal calls for appropriations of \$150 million.

We hope that some reasonable compromise will be agreed upon by government and industry which will be in the public interest. Conservation of our natural resources of air, water, soil, food and fiber so as to leave our environment better for our presence to pass on to the next generation.

Here we are in the last quarter of the year and the work load is pretty well holding its own at the present time.

The good weather has allowed Mercer Fraser to complete their paving on the Pepperwood and Garberville Freeway jobs and these two sections of freeway through the Redwoods should be dedicated and open to traffic by the time this article is printed.

Gibbon & Reed, Hughes & Ladd are progressing well on the Benbow project and hoping the rains hold off until they get the dirt moved for the approaches to the bridge structures.

The College of the Redwoods has been completed to the stage where it is now operating with an enrollment of about 1,200 students. More buildings and dormitories are to be added in the very near future. We will have a few Brothers on this project doing the landscaping and beautification work.

A. B. Siri and Absco Paving have completed their storm damage repairs and paving of the 45 miles of roads at the Shelter Cove Development project.

Mercer Fraser Company has started their recently awarded job at Rio Dell, which consists of widening U.S. 101 to four lanes from the North Scotia bridge to the main street in Rio Dell.

It is good to see Louie Conner get his equipment out of the yard and working. Louie has a small job for the Humboldt Bay Water District at the Raney Wells at Essex.

Work north and east of Eureka is quickly coming to an end this season. Granite Construction Company and Hughes & Ladd, Inc. are employing the greatest number of men but these projects will be down at the first rain. Work around the Crescent City area is very nearly nonexistent and the prospects look dim. We most certainly hope that more money is forthcoming for construction next season and more Brothers are employed.

We would like to thank Bill Coats of Oscar C. Holmes, Howard "Tap" Fausey of Granite Construction Company and Floyd Anderson of Anderson Plumbing for their very generous contribution of \$25 (one complete book) towards the Engineers Political Education Committee. It's very good to have men in their position contribute to such a worthy cause.

N.L.R.B. Election — We have recently won an election with Redwood Equipment and Pacific Oxygen Supply of Eureka and Crescent City. The employees voted unanimously for the Operating Engineers Local #3 to represent them as their collective bargaining agent. Contract negotiations are in progress and it will be a pleasure to service and have these people as part of our organization.

Bracings

Continued from page 1

The firm is now working for Winston-Drake-Early in the Montgomery St. Station area and for Shea-Granite-Ball-Olsen in the Powell St. Station area.

Underpinning & Foundations, Inc., Oakland, another foundation specialist, is performing similar work for Delaware VM, of Racine, Wis., tunneling contractor between Powell and Civic Center.

P & Z Inc., San Francisco, has already secured the foundations of the Sears, Roebuck store at Army and Mission Sts. under special contract to BART.

Permission to carry out this new work beneath each of the affected Market Street buildings was negotiated by the BART estate department and the individual building owners.

Thomas Kuesel, assistant manager of engineering for BART's consulting engineers, emphasized that the special work is precautionary, and that most of the buildings along Market Street are adequately safeguarded by the normal construction procedures being specified for the subway contractors.

On Guy F. Atkinson Company's job at Thermalito, the excavation is rapidly becoming a thing of the past, but the many thousands of tons of rip rap are still being laid in place with several weeks left on this project. Over all this has been a good work year, after a long winter, for many of the Brothers, many of them working long hours, which has helped to make up so much lost time due to the heavy spring rains this year.



SAN JOSE CITY LIBRARY construction got off to a fast start recently at the New Redevelopment Center on San Carlos Street. Operating the dragline was Brother Bill Fuhs, with Brother Gary Neville, the oiler. The new library has been cost-estimated at 3½ million dollars.

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 \$3,500,000.00. Phillip Miranda is the Super on this job. Brother Bill Fuhs is shown operating the Drag-line, with Brother Gary Neville, the Oiler. 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 Machinery.

Pete Giordano is doing the dirt moving on the Library site and the San Jose Hospital job.

Work has started on the new County jail and completion is expected in about a year. Carl N. Swenson Company were the low bidders on the new Labor Temple with A. J. Raisch doing the dirt work.

William & Burrows are busy on two large jobs in this area. Good progress is being shown on the addition to the O'Connor's 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 Penney's building 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 Monta Vista High School, with Steve Eachus doing the underground work and Wm. D. Smith doing the dirt work. They are nearing completion on their work at the Gabilan College.

Most of the subdivision work is going strong at this writing; Atkinson-McKay have shown

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 huge project will be comprised of housing units, recreational centers and shopping center. A. J. Shooter Co. is putting the finishing touches to the golf course, Piazza Paving is doing the dirt work, with Ebert-Spartan, E. Pestano and West Valley on the underground work.

A. J. Raisch Paving Company are busy throughout San Jose doing the street improvement work. Their Crusher Plants and Hot Plants are working at top capacity.

Dan Caputo was the low bidder on a \$3,400,000 contract for the Junipero Serra #280 crosstown highway job. Bellicitti & Pelliccotti Equipment Company are doing the dirt work with Tony Bruno as Foreman and Henry Morales the Master Mechanic. Pioneer Underground is doing the underground work; Raymond Concrete Pile Co., doing the pile driving with the help of Bigge Crane Service.

George Bianchi were the low bidders on a \$243,380 contract for the construction of R. C. Box Girder Bridge over the San Lorenzo River near Boulder Creek.

Granite Construction Company are busy in every section of the area. In Santa Cruz, they are showing good progress on a \$128,656 storm drain contract on Blackburn and Marchant Streets, as well as a good-sized street improvement job. They have started work on the Seascape Project in Rio Del Mar. This project is a 43-acre site at the foot of Club House Drive and will keep a few of the Brothers busy for some time.

H. A. Ekelin & Associates from Salinas were the low bidders on the Satellite Station in Carmel Valley. They will construct access roads, parking lots, install utilities and central buildings. This project is located near Princess Camp.

Jasper Construction Company were awarded the contract for construction of five buildings at Soledad Prison. This bid went for \$970,000 and they expect to start work immediately.

Construction Drop In Utah Is Pegged At 12.5 Per Cent

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

As we are well aware, this has been an unusually slow year for Utah in the construction field. According to the A.G.C. during the first seven months of this year, heavy construction in Utah totaled \$33,193,200 according to figures compiled by the University of Utah Bureau of Economic and Business Research and Dodge Construction Statistics.

This is a drop of 12½ per cent from \$37,950,600 for the same period in 1966, Glen R. Putnam of the Bureau said.

Figures, Mr. Putnam explained, are compiled from building permit reports and therefore, are a "best estimate." Bidding on these projects may have taken place at least a year ago, he added. Unfortunately the trend is expected to continue through the rest of 1967.

The Utah Chapter president placed much of the blame on a decline in federal highway construction funds and stretching out and deferring of work by the State Building Board. A cold, wet spring also delayed construction, he said.

Utah has been faced with a "buyers market" where 12 to 15 contractors may bid on one job that normally would be considered "small."

"The big building boom is leveling off and other western states now have more work available than Utah," W. Cornell Clyde, President, declared. "Some of our major contractors are working in Washington, California, Nevada, Wyoming, Colorado and Idaho." But nationally, Mr. Clyde said, there is a shortage of skilled labor in the construction industry.

Heavy construction during Utah's big building boom climbed from \$57,210,600 during 1961 to \$80,192,300 in 1963. Then, in the two years that followed, it dropped to \$66,204,500 and \$46,774,500 respectively before climbing to \$52,669,000 in 1966.

Except for 1964 and 1965, this more or less paralleled the national trend, Mr. Putnam said.

"We have to realize that public funding—and that's what makes up a large share of the heavy construction—has no respect for national trends."

Strips of new concrete are beginning to grow together as work on I-15 from 5300 South to Point-of-the-Mountain plods on toward completion late next year.

Some segments of the Interstate below 5300 South are virtually complete. But others, such as the 6200 South-I-215 and I-415 interchange, are only in preliminary stages of grading.

The 5300 South-9000 South segment is on schedule and may meet the completion date of late 1968 or early 1969 if weather is favorable.

Major contractors for the projects are Northwestern Engineering Co., Rapid City, S. D., and Gibbons and Reed Construction Co., Salt Lake City. They are constructing the 5300-9000 South segments and 9000 South southward, respectively.

Cost to build the more than 10 miles of Interstate will exceed 10 million dollars.

The Salt Lake County Civic Auditorium Complex (Salt Palace) is now 18 and 38 hundredths

per cent completed and is "just about on schedule," J. Howard Dunn, manager, said.

Steel work for the exhibit hall is completed except for a few miscellaneous prices, he said, and masonry work will begin early in November.

The arena—a circular structure on a square base—will rise the equivalent of 10 stories.

The 17 million dollar complex located between 2nd South and South Temple and West Temple and 1st West is expected to be completed in March, 1969.

Temporary concrete beams have been set in place and North Temple traffic in Salt Lake City will soon be diverted over the Jordan River. The temporary bridges will enable Alder Construction Co. to strip the deck of the old Jordan River Bridge and begin its reconstruction.

Alder was awarded the \$201,800 contract and given 100 working days to complete the work.

In the Ogden area, more than \$19 million in state and federal highway construction projects are expected to be advertised for bids this fall and in early 1968.

Two projects, one in Davis County and the other in Summit County, are scheduled to be opened late this month or early in November, District Engineer W. Earl Mickelson said.

The largest construction job, expected to cost about \$5 million, will involve construction of structures and surfacing on a 10-mile stretch of I-15 from 31st to Hot Springs.

Gibbons & Reed has almost completed a grading contract on the section of interstate. Construction of bridges at 1700 N. and 2700 N. is ahead of schedule.

A major project in Ogden, which will involve moving the Ogden River channel, is the \$400,000 reconstruction of 12th from Harrison to Ogden Canyon. This project probably will be advertised sometime in November.

A \$3 million project on I-80 N from West Henefer to Echo—listed as having "top priority"—probably will not be advertised until 1968.

The \$500,000 job, 12th from Wall to U-84, is expected to be advertised in February, the engineer said. The project was originally scheduled to start this fall, to be completed in a year.

Work in the Southern area of Utah has begun to pick up a little with the letting of the Salina Canyon job I-70 and with the letting of I-70 at Green River.

W. W. Clyde's job on I-70 at Salina Canyon now employs two shifts. Hal Clyde is project manager and L. Wood (Red) Haymond is superintendent.

The sewer plant in Payson has been let and the low bidder was Turner Const. Co. They have begun work on this project. They now employ six operating engineers.

Robert L. Helms Const. Co., Reno, located at St. George is getting a good start on their asphalt paving and have finally put their laydown crew to work. The company had some trouble getting their crusher in specifications. If weather permits the work will last until Jan. 15, 1968.

W. W. Clyde Const. Co. has completed their job on I-15 at Cedar City. This will be open to traffic within the next few weeks

unless the state decides to put two new structures in below the College of Southern Utah campus.

Just completing their job at Orton Junction is the L. A. Young Const. Co. One crusher crew will be making aggregate sub-base for a few more weeks in the Bryce Canyon area on a two-shift basis. Also, they have subcontracted aggregate work from S. S. Mullen on I-80 at Silver Creek Junction.

East of Ferron on I-70, Vinnell Corporation is working at high speed. They now employ 35 operating engineers and hope to have this job completed some time in December.

Morrison-Knudsen Const. Co. has started on their job on I-70 at Green River. They presently employ seven engineers. At this time, they are pioneering and brushing.

They will be employing a few more engineers within the next few weeks. This job will keep a few of the Brothers busy through the winter, weather permitting.

Wilbur Christensen Const. Co. has not started to move dirt on their project yet; however, they plan to begin sometime in December. They are now putting in the structures and are in the process of pre-wetting.

Equipment will be moved in on the project as soon as it becomes available from other jobs located in four other states.

Apparent low bid on the Water Hollow Tunnel, part of the Strawberry Aqueduct and a segment of the Bonneville Unit, Central Utah Project, was submitted in a combined bid by two Salt Lake City firms.

At bid opening in the Duchesne, a bid of \$5,594,828.13 was submitted by Boyles Brothers Drilling Co. and Gibbons and Reed Const. Co.

Engineers' estimate on cost of the four and a half mile tunnel had been \$6,365,790.

The tunnel will take water from the High Uintah Mountains in the Rock Creek-Current Creek area, and dump it into Strawberry Reservoir.

Construction time for the tunnel will be 1,150 days. It will have an inside concrete finish 10 feet in diameter. The bid will be awarded within 30 days at which time notice to proceed will be given.

A total of 11 bids was from Winston-Foley Co., Panorama City, Calif., with a bid of \$5,807,395.

ALL KINDS OF UNION MEMBERS

A lot of members are like wheel barrows—not good unless pushed.

Some are like canoes—need to be paddled.

Some are like kites—if a string isn't kept on them they'll fly away.

Some are like kittens—they are more contented when petted.

Some are like footballs—you can't tell which way they'll bounce next.

Some are like balloons—full of wind and ready to bow up.

Some are like trailers—they have to be pulled.

Many, thank God, are like the North star—there when you need them, dependable, loyal, and a guide to all people.



MONKEYING AROUND on the job isn't usually good policy, but in the case of Brothers (l to r) Fred Mayfield, compactor operator; Felix Coronado, journeyman trainee and Ivan Weston, compactor operator, they were just giving the Knowl- 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 MAYFIELD, ALEX CELLINI, TOM CARTER, NORRIS CASEY, JERRY ALLGOOD and GUY JONES

It seems as though every Contractor in the County knows that Ol' Man Winter is just around the corner and everyone is trying to beat the rain. Many of these Contractors are for the first time all year throwing in some overtime with a few of the more pressed ones working some Saturdays.

The biggest new job in the area to get started is the Peter Kiewit job at Walnut Creek. This job went for about \$16.5 million and involves 33 million yards of excavation, however approximately 60% 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 Peoria, Illinois, which has tied up their new equipment orders.

Another big job still going full base in this area is the Gordon F. Ball job at Orinda where about 65 of the Brothers are employed trying to complete this big BART job.

Elmer J. Freethy at Walnut Creek are working long hours trying to complete the Walnut Creek Channel ahead of rains under the able guidance of Brother Jim Matheson.

Further east in the County, Contra Loma Dam being done by Parrish Bros. is almost complete as is Robert Milloy at Byron and Valley Engineers pipeline in Concord and Avon.

The Scrap Iron and Steel Industry in the Oakland Area has been doing well in the past few months. National Iron, W. C. Rose, and the Purdy Co. have kept a number of the Brothers steadily employed. Schnitzer 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. Rock, Sand and Gravel Brothers are hard at it getting stock piles ready for the fall rush.

E. J. Lavino, American Forge and Pacific State Steel Companies are moving along, with each and every Brother working in his specific job.

Some of the Brothers are enjoying their vacations with hunting and fishing. Seasons open in parts of California and Nevada. We wish you all a lot of LUCK!

The Delta Pumping Plant when completed will have eleven huge pumps. At this plant, where water enters the first reach of the California Aqueduct, 279 million gallons of water an hour will be lifted 242 feet above sea level. The huge pumps will lift water 244 feet up from the intake channel to the outlet structure where water will enter the aqueduct through five huge gate structures.

The first two pumps 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 1968, when the initial delivery of water to Kern County is scheduled. Two more units will be installed later in 1968 and the final four units will be installed by 1975. The Delta Pumping Plant will provide the initial lift for the 6.7 billion gallons of water a day which will flow through 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 244 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 real 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 applications 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 a much greater pleasure to talk to them after they are receiving it. And they talk about the enjoyment they are receiving from their retirement.

The Port of Oakland is filling in 140 acres at the foot of 7th Street. There is \$51,000,000.00 to be spent on this project with Matson Navigation Co. to be the largest renter. Contractors working on the job as of now include: Glandville Constructions, dock facilities; Ben C. Gerwick-Pomeroy, dock facilities; Pragnato Paving, in charge of the street work; Utah Construction and Mansen General are doing the fill work; Lanthrop Construction will do much of the buildings. Biggest part of the fill is coming from the BART project.

Scholarship Details

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

M-K Co. Wins Bid On Melones Dam

By WALTER TALBOT, AL McNAMARA and JIM GENTRY

The placement of engineers continues to lag considerably behind this date last year, however, with the projects that are contemplated for bid, this situation should improve with the awarding of new work.

The Guy F. Atkinson Company has completed the roads leading to the tunnel portal. Actual work on the tunnel excavation should begin in the not too distant future. The excavation and clearing crews are well under way at this time, keeping approximately 70 engineers busy. However, it will be about ten months before any material is placed in the dam site due to the completion of 3,500 feet of diversion tunnel and the drilling and grouting that remains to be done before any backfill can be placed.

Morrison-Knudsen Co. was recently awarded the job of sealing detached rock from the canyon walls at the New Melones Dam-site. Contract price was \$1,175,500 and includes removal of scaled materials to designated waste areas. Apparently, the construction of this dam will be done on a piecemeal basis with the diversion tunnel to be advertised for bids in 1969 and the dam itself in 1970.

R. P. Burruss of Montrose, California, has commenced work on his contract with the U.S. Army Corps of Engineers to heighten levees on the Diverting Canal and Mormon Slough here in Stockton. Bid price was approximately one million dollars and has afforded work for operators and technical engineers in this district. D. E. Hug from Southern California has subbed that embankment that can be placed with rubber tired scrapers.

Arthur D. McKee Co., who has the contract for the construction of a new meat packing plant for Swift & Co. on Mariposa Road, southeast of Stockton, has employed several engineers for this project. At this time, they have 11 technical engineers plus five operators on the job.

C. S. Plumb Co., building contractor, was the low bidder on the new School of Pharmacy at the University of the Pacific, with his

bid in excess of \$3 million. Also in the building construction, Roek Construction Co. of Stockton was low bidder at \$724,500 to construct the college center building at Modesto Junior College.

In the Stockton Redevelopment area, Nielsen-Nickles Co. have a \$1½ million contract to construct the new Lee Center. This will be a 4-story building with the traditional Chinese appearance. Myhren Drilling, Larry Aksland and Parrish, Inc. have subbed the drilling and excavation work.

William D. Smith, Inc. of Alviso will have commenced his contract with San Joaquin County for the construction of 2½ miles of two-lane road on South Airport Way by the time this item is published. Bid price was over \$½ million and includes four small bridges to be constructed by Bodenheimer.

Stanfield & Moody are well underway at this time on the reconstruction of Michigan Avenue for \$114,747. Also on jobs related to this project are S. M. McCaw Co. and W. M. Lyles Co.

A. Teichert & Son won the overcrossing, ramps and frontage road job near Ripon with their bid of \$460,223.

In November we expect bids to be called for on three projects that should help alleviate the unemployment situation in the coming year. The major project to be bid November 22nd is the new 6- and 8-lane freeway between Stockton Channel and Hammer Lane in Stockton. This will include frontage roads, ramps, city streets and county roads and will also entail the construction of 14 small bridges in addition to the four now under construction by Lord & Bishop. Estimated bids for the project will probably exceed \$14 million.

The Tracy Bypass, which is expected to be bid in November or December, starting at a point 1.1 mile east of the Alameda County line on Highway 50 to what will become the junction of Highway 50 and Interstate 5 east of Tracy.

On November 9th bids for maintenance dredging on Stockton Channel from Stockton Terminal to Empire Tract are expected to be opened.

Now You See It -- Now You Don't

MADISON, WIS. (CUP)—Recently, in St. Paul, Minn., a man had reduced a finance company loan to a balance of \$1,603. He went back to borrow another \$340. When he came out, his new balance was \$2,520—he was \$917 deeper in debt.

The finance company explained it this way: When the borrower re-financed, he was credited with interest figured in the old account, bringing the balance down to \$1,433. The new loan of \$340 was added, for a new total of \$1,773. To this was added \$15 for service charge, \$504 interest (legally per-

missible 8 per cent, discounted), \$126 for credit life insurance, \$102 for credit disability insurance. New balance: \$2,520 for a 30-month loan.

At a St. Paul credit union, the same man would have paid \$6.24 per \$100 per year. There are no service charges and no additional costs for credit life insurance or disability insurance. At the finance company, his payments were \$84 a month; at the credit union, \$68 a month for 30 months, a total saving of \$480.

In St. Paul or wherever you live, your credit union loan is a bargain. Make it your first stop.

Local No. 3 Continues Work In Organizing Loggers

By LAKE AUSTIN

Early this year, while the snow had the logging shut down, Local #3, under the direction of Al Clem, 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 it was determined that the job classifications would be:

Timber Fallers, Chocker Setter, Knot Bumpers, Loaders, Blades, and 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.

Usually a "side" consisted of about five fallers and buckers, 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

the buckers furnish the tools (including power saws) to fall the trees and work on their tools after the shift. One of the problems on power saws is having to sharpen the chain every night and having a second saw on the standby.

The employer pays a 20% "tool rental" direct to the fallers and the faller pays taxes on the remaining 80% of his cuttings.

Long before any organizing was done in the field the fallers made the Union aware that they wanted to bid each job separately.

When the logging season started a concentrated drive was made on Cascade Logging and Emmitt Baugh Company. After many problems were overcome an N.L.R.B. election was held and the union was successful in winning bargaining rights with these employers.

Shortly after the Union was again successful in winning an N.L.R.B. election with Narbaitz Logging Company. There were many man-hours spent with different employees working 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 too much organizing could be done and more generally not too much was expected in the first contract.

After many negotiation meetings with the employer representatives and with the help of Al Clem, Business Manager and International Vice-President and the negotiating officers of Local #3, we were able to come out with a logging agreement with wages, hours of 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 negotiators were able to get a pension plan started.

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

Personal Notes

FRESNO

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

VALLEJO

CONGRATULATIONS are in order for Brother Arthur Pettibone 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. C. 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 Sobrero were hospitalized this past month due to various illnesses.

Brothers Mike Fredricks, W. J. Gross, John Mundy and Frank Avilla were under doctor's care for this same period.

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

OAKLAND

Brother George Broce, 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.

Got 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 Mrs. 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 before long.

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

A hearty thanks to all the Blood Donors for the month including Larry Agnew, Dennis Bartels, Leona Crandall, Mabel Gaston, Lillian Harty, Lorraine Marshall and Robert Marshall.

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. Gossi, Arthur Hasselbring, Mary Hasselbring from Santa Cruz and Robert Sandow from San Jose.

We would like to extend our condolences to the families of the following Brothers who recently passed away: Harold McConnell, Earl Lloyd, John H. Chitwood and Roy Fross.

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 Sonnickson.

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. Orchard, Sr., and wife).

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

Also best wishes for a speedy recovery to Bro. Dan Ritter who was confined at Marin General Hospital, but we understand he is released and convalescing.

Our thanks to Brother Henry Hahne for his blood donation to our Blood Bank.

Deepest sympathy to the family of our late Bro. Art Ekman who passed away on September 18th.

Nice to see Bro. Elmer Lane back on his feet, after being hospitalized.

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE

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

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

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

FOR SALE OR TRADE, 8' 32-1951 Angelus. Excellent condition. New roof coating. New wall to wall nylon rug. Elect. brakes. Tandem wheels. 3 rooms, shower. \$1,500.00. War self contained 16'-20'. K. R. Suer, 770 Lincoln, Sp. No. 23, Napa, California. Phone: 255-0449. Reg. 563247.

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

FOR SALE, CB Outfit—Lafayette HE 204 and Regency Range Gain Transceivers, Pro 27 Hustler Base Antennae, Turner Plus 2 Power Mike, 96" Fiberglass Whip Antennae, \$250.00. Merle Wagner, 894 Almaden Avenue, Sunnyvale, Calif. Phone: 408-739-4963. Reg. 925143.

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

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

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

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

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

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

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

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

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

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

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

BEER BAR & CAFE. Large building, all equipment included. Juice Box; two shuffleboards; pool table. Heart of fishing & recreation area. Small down. Owner carry balance. Phone, 563-6412 or 563-6532. C. Crauthers, Snelling, Calif. Reg. No. 1142698, 11-1.

THREE BEDROOM, Two bath home in Pittsburg, Calif. Corner lot. Wall to wall carpet & drapes. Pay down equity and assume FHA loan. Also for sale 18ft. cabin boat, 35 h.p. motor & trailer. Loan. J. L. French, 373 Bruno Ave., Pittsburg, Calif. Reg. No. 904653, 11-1.

WILL TRADE equity in 3 bedroom home, family room; natural gas and fireplace. Assume 4 1/2% loan on \$7,191 at \$67 per month. Rents for \$125 per month for 3 to 5 acres, with water. In Shasta County. R. M. Scott, 5313 Rexford Way, Santa Rosa, Calif. Ph. 546-8831. Reg. No. 1087600, 11-1.

46 CHEVY 2 Ton Cab over trailer puller. '60 Chevy 6 cyl. engine, 5 speed trans., 2 speed differential. \$450. Leonard McIntyre, 4667 E. McKinley, Fresno, Calif. Ph. 225-7323. Reg. No. 1168859, 11-1.

FULL ACRE in Valleyview Acres. Good soil, water. Four miles north of Sacramento. Price: \$5,000. \$500 down. Easy terms. Write C. E. Hoffmeyer, Rt. No. 1, Box 314, Ferndale, Calif. Reg. No. 745045, 11-1.

1960 3/4 TON CHEV APACHE flatbed pickup truck, mounted utility boxes; 27,000 miles, perfect condition. \$600. 1 1/2 Jaeger Pump Hoses, \$75. 122-220 home lite generator, 1300 watts. \$150. Ma Collaugh auger-2 man \$175, also 1 man, \$75. 36-in. Toro lawnmower, \$200. 3 pipe threaders to 2-in. \$200 or best offer. Survey level, \$50 and plumbing equipment, various, your price. Herb Nofstead, Phone: 731-2048 after 6 p.m. or 664-9783, days. 11-1.

180 AMP FORNEY ARC WELDER, AC, \$75. Richard Owings, Star Route, Box #1115, Sonoma, Calif. 95370. Phone: 209-586-3860. Reg. No. 987250, 11-1.

BRITANNY SPANIEL PUPPIES. Dual-champion bloodlines, AKC. Reg. Sired by proven hunters. \$50 each. Hal Notestine, 1449 Sartori Ave., Marysville, Calif. Ph. 742-0962. Reg. No. 1277018, 11-1.

HONDA 1966 S-90. Perfect Condition. Extra sprocket for hills, \$245. EICO stereo components 40 wts. amp and F.M. with multiplex, \$89. John Madson, 1645 Stardust Ct. Santa Clara, Calif. 95050. Reg. No. 1136480, 11-1.

30 ACRES PINE TIMBER. Level to rolling. Good rd., power water. Spts. paradise. 1 mi. off US #395, Janesville. \$12,000, or trade for property Grass Valley area. Richard Wing, 1321 2nd St., Livermore, Ph. 443-1522. Reg. No. 711183, 11-1.

EQUIPMENT INCLUDES: Austin Western Grader, Model 99, \$2500. 1957 International 10 Wheel Dump Truck, 450 engine, \$2295. 52-ft. Steel Building Trusses, \$100 each. J. Avella, 18 Thornton Ct., Novato, Calif. 94947. Ph. 897-2527. Reg. No. 96490, 11-1.

5 YARD DUMP 1948 G.M.C. Model 2 1/2 ton, \$400. New winch mount brackets and fifth wheel for cable dump, \$450. John W. Mountjoy, 680 Andrew Way, El Sobrante, Calif. Reg. No. 921431, 11-1.

WILL SWAP level 50x100 ft. lot. Water & electricity. Clear Lake Highlands. As down payment on house in Richmond area. Richard Cox, P.O. Box 155, San Pablo, Calif. 94806. Ph. 237-0836. Reg. No. 1011135, 11-1.

SALE OR TRADE 8x40 Beacon Trailer House. Trade for car, self-contained trailer or ??? Sell for \$1600. David A. Berry, Rt. 3, Forest Hill, Calif. 95631. Ph. 367-2624. Reg. No. 1112840, 11-1.

GALION 118 GRADER. \$3500; or will trade for equity in loader. P.O. Box 1418, Colfax, Calif. Phone 346-2300. Bill Yates. Reg. No. 598651, 11-1.

1 ACRE, gas, lights, water. Near city limits. \$3500 with low down payment. Will carry balance. Jim Cunningham, Rt. No. 2, Box 2096, Auburn, Calif. Ph. 885-4074. Reg. No. 564027, 11-1.

MOTORCYCLE 1962 NORTON 650 c.c. plus .30 engine completely rebuilt. Dual carbs, windshield, mirrors, chrome fenders & forks, blue tank. Excellent handling road machine. Asking \$450. Phil Houston, 920 North "D" St., Madera, Calif. Ph. 674-2262. Reg. No. 1171933, 11-1.

MOBILE HOME, 23 ft. 65 Kencroft, twin beds, tandem wheels, electricity & butane. Excellent condition. \$3900. LEVEL LOT 69x129 in Twain Harte on paved main road to Tuolumne. Water, electricity, phone and trees, \$4250. Ray Strickland, 5290 Ridgevale Way, Pleasanton, Calif. Reg. No. 659-385, 11-1.

SALE OR TRADE EQUITY in lot at Cedar Ridge, Twain Harte. Paved streets, electricity, water, creek, national forest on two sides. Bart Tucker, 3633 Christensen Lane, Castro Valley, Calif. Reg. No. 736418, 11-1.

\$25,000.00 GROSS business and equipment for sale for \$8,000.00. Dump & water truck, backhoe, loader & scraper, mudhen pump, discharge & suction hose, welder, & compressor. Loren E. French, Box 6437, Clearlake Highlands, Calif. Reg. 0623442, 11-1.

ALL HYDRAULIC Handy Crane, new rubber. Top mechanical condition. New paint, 18-26 and 32 feet of light weight boom. Will rent or sell. Phone: (415) 757-2751 before 8:30 a.m. or after 5 p.m. Gene A. Favretto, Reg. No. 402702, 11-1.

WANTED: FAILING 1500 rotary rigs. Send or phone information to Larry Laufenberg, 1348-7th St., Berkeley, Calif. 94710. Phone: (415) 524-7292, 11-1.

FOR SALE, 12.85 acres, 450 ft. highway frontage, excellent location, good zoning 1/4 mile from town on Highway 99A, fenced, 115 ft. 8 in. well, 8x12 block wall house, one out building, power. For immediate sale. Everett Lee Harris, P.O. Box 1114, Weed Heights, Nevada 89443. Phone 702-463-2003. Reg. 1087804, 11-1.

HAVE SET OF CLUTCH PLATES FOR 7M or 3T Series Cat. \$150.00. John Setlak, 921 "C" St., Petaluma. Phone Porter 3-2674. Register 876120, 11-1.

RULES FOR SUBMITTING ADS

• Any Operating Engineer may advertise in these columns without charge any PERSONAL PROPERTY he wishes to sell, swap or purchase. Ads will not be accepted for rentals, personal services or side-lines.

• PRINT OR TYPE the wording you want in your advertising on a separate sheet of paper, limiting yourself to 30 words or less, including your NAME, complete ADDRESS and REGISTER NUMBER.

• Allow for a time lapse of several weeks between the posting of letters and receipt of your ad by our readers.

• Please notify Engineers Swap Shop as soon as the property you have advertised is sold.

• Because the purpose should be served within the period, ads henceforth will be dropped from the newspaper after three months.

• Address all ads to: Engineers Swap Shop, AL CLEM, Editor, 474 Valencia Street, San Francisco 3, California. Be sure to include your register number. No ad will be published without this information.

Owyhee River Dam To Raise Wildhorse

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

The Alfred Brown Co. from Salt Lake City, Utah, is building a Waste Water Reclamation Plant for the Round Hill Improvement District. This project is 80% completed 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 60 feet in diameter and 30 feet deep.

The Ernest Pestana Co. from San Jose are finishing their pipeline job from Meyers to Luther 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 they are doing now is clean up both on the highway and in the forest. Brother John Corea is the Foreman and Joe Hendricks is the Superintendent. Both these men are from San Jose.

Helms 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.

Grove Holcomb is nearly finished with the job behind the Nugget in Sparks, Nevada (overpass) and is pushing the job at Kietzke Lane, widening of the bridge.

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

D.C.H. Constructors are strung out for about 40 miles on the right-of-way south of Lahonton Dam.

Industrial Construction Co. west of Reno, will be making rock for the subgrade and plant in the near future, as they have the plant almost finished. This should be a good winter job, if the weather permits.

A. Teichert & Son have a couple of street jobs in the area but most of it is at Lake Tahoe.

Byars Construction have a couple of street jobs in Reno, but most of their work is in the Minden

area, on two highway projects.

Ferretto Const. Co. have a sewer job in town and are keeping busy doing small jobs in the area.

Nevada Aggregates are again going full blast, as the members are working quite a few hours overtime.

Sierra Engineering Shop has slacked off, laid off two men.

The Anaconda Mining Co. is still on strike. The Company has offered a 7-9-11 cent raise over a 3-year period, plus a small increment, but their several local issues that they want out of the contract such as, one Oiler per shift, which would do away with at least six jobs. They won't give us a job description which we need if we want to argue grievances intelligently, nor will they talk about sick leave and jury pay. We have offered counter proposal and deleted some of our demands and asked the Company for a counter proposal, which so far has not been made. We feel that our demands are just.

The "on again-off again" highway program has the Silver State greatly confused. There is no answer as to when the Carlin Canyon job, the Emigrant 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 yo-yo 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 Tahoe area, several in Reno and working on several jobs all along Interstate 80, as far as Deeth, Nevada.

In the beginning of the season we were lacking in Apprentices, but by the looks of things we will have a fairly good backlog of men.

The Contractors are satisfied with the young men and in the future they feel they will use more of these Apprentices.

Over \$7,000,000 of Federal Aid road funds have been released to 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 job to be let so far in the eastern part of the state is the 11 miles east of Winnemucca, with Industrial Const. 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 Imlay job, and with weather permitting will move to the Reno area to do the paving for this same company.

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

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

Earl Manley Co. 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 Brothers working until the bad weather hits.

Silver State Const. have completed the Maggie Creek road north of Carlin, and an 8-mile stretch of roadway to the Carlin Gold Mine. The mine 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 already, 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 pass over the Ruby Mountains between Elko and Ruby Valley.

The old 100-ft. Wildhorse Dam will submerge under a watery

grave when a larger dam downstream is completed.

On the east fork of the Owyhee River, a 112-ft. structure is being built 300 feet downstream from the older dam.

Capacity of Wildhorse Reservoir will increase from its present 48,000 acre-feet to 68,000 acre-feet when the new dam is completed within 18 months. When the new structure is finished, a hole six feet in diameter will be knocked in the bottom of the old dam, which will remain in place.

In a joint venture, Myers Const. Co. of Redding, Calif., and D. Gerald Bing, of Minden, Nevada, won the prime contract with a low bid of \$1,145,000.

Keyway excavating will be done this fall and concrete will be poured as soon as weather permits in the spring. A short segment of the Mt. City-Elko Highway will have to be realigned in the vicinity of the backwater south of the reservoir.

Recreational facilities will be installed cooperatively on the shoreline by the U.S. Forest Service, Bureau of Land Management and U.S. Fish and Wild Life Service.



HIGH COUNTRY—Drilling crew of Boyles Bros. Drilling Company (Salt Lake City, Utah) core drilling for U.S. Bureau of Reclamation at Auburn Dam site near Auburn, California on the American River. Boyle's 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 Pines supervises Driller William Condrey and Oiler Ray Karnes. All

Boyles' personnel on this job are members of Local #3 Operating Engineers. This Company had 10 members working 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.

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