

# Local 3 Wins Nevada Pit Dispute

"Serving the men who move the earth!"

## ENGINEERS @ NEWS

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



GUAM, WHERE AMERICA'S DAY BEGINS HAWAII, THE 50TH STATE NORTHERN CALIFORNIA, THE GOLDEN STATE NORTHERN NEVADA, SILVER STATE UTAH, HEART OF THE ROCKIES

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SAN FRANCISCO, CALIFORNIA



November 1968



DISCUSSING JOB SAFETY with Local Union 3 members at Pacific Cement and Aggregate in Brisbane, California is Local 3 Vice President and Safety Director Dale Marr (center) along with San Mateo Business Agent Bill Raney (right). Brothers are (l. to r.) Apprentice Bob Honerlah and Operator Harry Pearson. PCA was the site of one of five industrial accidents that have taken the lives of

Engineers in the past three months. International Vice President and Local 3 Business Manager Al Clem is asking Job Stewards and Safety Committeemen to take a hard look at working conditions on their jobs "in order to prevent this senseless loss of life in the construction industry."

### \$2 Billion Needed

## State Water Project Vital

By DOUG FARLEY

California, now deep in its \$2.5 billion State water project, must eventually spend at least \$2 billion to maintain high water quality in San Francisco Bay and the San Joaquin-Sacramento Deltas. Once that capital investment has been made, it will take another \$100 million a year to operate the program.

Raymond Walsh, project director for the California Water Quality Control Board, told the San Francisco Planning & Urban Renewal Association last week that the board will give the figures full report and recommendations to the next session of the legislature in January. The \$2.8 million study was authorized by the legislature in 1965.

Kaiser Engineers Division of

Kaiser Industries Corp. of Oakland, is the "master Contractor" for study.

The figures now in the boards hands are not "real figures," Walsh said, in that they are estimated on the basis of anticipated 1969 costs. However, they do provide comparisons of the various alternative solutions studied. Capital investment for the program would be amortized over 40 years.

If the money is not spent, if some long-range control plan is not approved, he warned, both the cost and the pollution can only increase. Walsh described three principal alternatives:

1 — A centralized system that gathers wastes from the entire area for discharge into the ocean would require a capital investment of \$1.9 billion and annual operat-

ing costs of \$113 million.

2 — A similar gathering system plus facilities for treatment and discharge into the center of the bay, where rapid currents would result in quick dispersion, would cost \$1.4 billion initially and \$100 million a year. The wastes would undergo primary treatment and chemical precipitation and filtration, more effective for suspended solids removal than conventional secondary treatment but for removal of biological oxygen demand.

3 — A system to reclaim water for reuse in agriculture would cost some \$2.2 billion initially and \$137 million annually.

Walsh said reclaiming large volumes of water won't be feasible in the near future because water

See WATER page 8

By GAIL BISHOP, JOE HAMERNICK, MONT PARKER, JACK EVANS and BUD JACOBSEN

This month saw a final ruling on the material pit dispute on Rogers Construction Washoe Valley job. This dispute has cost our members two months work. We made several appearances before the County Commissioners hearings on this, speaking in favor on the Special Use Permit. Equipment is now moving in and we are dispatching to the job.

Silver State Construction, better known as "A. D. Scorchy Drum, Jr.," was low bidder on the Highway 95 Alternate job at Schurz. The job went for \$950,000.00. This will keep most of his engineers busy for the winter months.

We have just completed negotiations on a new three year agreement with National Lead—Baroid Division covering the employees at the Dumphy Mill.

We are currently in negotiations with the Rock, Sand and Gravel companies and hope to have this finished by the end of October.

The work picture, as far as the Apprentices are concerned in Northern Nevada, with the coming of winter does not look too good.

Several apprentices are working on Interstate 80 in the Wells and Carlin areas. Morrison & Knudson Construction Company expect to get their screening project going very soon and will put 2 apprentices to work.

The 2 Rogers Construction jobs in the Reno Area should blast off in the near future and they will take 2 or 3 apprentices at that time.

The H. M. Byars Construction Company of Reno have started the new relocation of Highway 28 at Incline Village. The bid was \$379,959.00 and they will move 90,000 cubic yards of dirt and rock. The job consists of widening two of the more dangerous corners. If the snow doesn't stop the job, they will be finished by November 15th. The paving will be done next spring. This will keep 5 or 6 of the good Brothers busy until the snow comes.

The Walker-Boudwin Company of Reno was awarded the new 3 million dollar Legislative Building in Carson City.

The Earl Games Company is doing all the excavating and back-fill work. This job will keep about 6 or 7 Brothers busy for most of the winter. With our large out-of-work list, every Brother that we can put to work this time of year is a big help to us.

Brother R. C. Wilson will retire November 1, 1968 from the Anaconda Company in Weed Heights, Nevada. Roy, as all Brothers know him, has been a long standing member of the Operation Engineers.

Roy and his wife, Carolyn, will reside in Yerington for now. The membership at the Anaconda Company Mine will all miss Roy and we wish him and Carolyn a happy retirement.

Brothers at the National Lead Company, outside of Battle Mountain, ratified a new three (3) year contract. Their present contract expired October 11, 1968.

The work has been comparatively good this season in Nevada and we expect some jobs to go

all winter, when it is at all possible to work.

Rogers Construction Company at Carlin has kept about 40 engineers employed this summer and with the jobs they have, both North & South of Reno, should keep most of their men busy this winter.

Charles T. Parker Company, west of Wells, is nearly completed with the excavation. They have laid off the swing shift and only about 5 operators are on the day shift. Due to the cold weather they were unable to lay the C.T.B. They are still going full bore with the crushers with about 2 engineers employed.

## VACATION CHECKS

### IMPORTANT NOTE

As listed below, these monies are in the Security National Bank, 180 West 1st Street, Reno, Nevada. In order to collect this money you must write to the Security National Bank, 180 West 1st Street, Reno, Nevada. You must have a return address shown and your Social Security Number and they will mail check direct to you.

L. Allard	B. Leyva
L. Allen	D. Liggett
P. J. Anderson	M. L. Lyon
G. Anderson	B. Madsen
E. Anderson	G. H. Mallette
E. N. Andreasen	J. O. Malone
J. Arnold	F. Malone
R. Arthur	E. M. Manley
T. Atkinson	J. L. Markell
J. B. Baker	J. L. Markert, Jr.
B. Baker	P. Mascarenas
L. W. Barkley	J. Matthews
H. Bear	M. Mauldin
G. Bell	J. Maynard
R. Bell	McBride
A. D. Belt	N. L. McBroom
G. Berry	R. McDonald
H. Bird	J. J. McMinn, Jr.
S. Bjorge	L. E. Messmann
J. D. Blackwell	A. Miller
R. P. Borders	E. Miller
R. K. Bouge	J. Mills
R. E. Bowser	J. Minnich
D. A. Boyce	L. Mondino
G. A. Brooks	C. D. Montgomery
H. D. Brown	L. Moody
C. W. Brown	H. B. Moore
R. E. Brown	W. E. Morrison
D. K. Bullock	J. W. Morrow
L. Burrows	C. Q. Mosdel
L. Burrows	K. W. Nelson
J. B. Carlson	H. Norton
H. Carlton	D. W. Nye
G. Champion	L. O'Brien
J. Childers	H. Owens
C. R. Clayton	A. Palander
L. H. Coburn	A. B. Park
R. Collins	R. A. Pearce
J. A. Cook	H. E. Peters
T. Costello	V. A. Petersen
D. V. Cottam	M. J. Peterson
H. Cowley	G. E. Pethel
R. D. Crenshaw	R. Phelps
B. Crouse	P. Pickering
L. J. Curtis	R. C. Pilkinton
L. L. Dahling	P. A. Pothuisie
M. Daly	C. R. Powers
G. E. Damerell	E. G. Proctor
T. G. Davidson	Rawlings
L. C. Dearmond	J. Reeves
J. A. Diaz	O. H. Reynolds
J. F. Donahugh	W. E. Richards
R. E. Draher	J. A. Roberson
W. A. Dunham	L. J. Robinson
G. Eastman	B. E. Robinson
D. A. Ekker	C. R. Rodney
G. Eldridge	A. Rogers
H. Ellwanger	W. W. Rogers
D. L. Farmer	T. S. Rose
E. O. Fillin	R. C. Rose
F. T. Flynn	S. Rossi
G. A. Forbush	M. L. Rowe
A. M. Foremaster	E. L. Roy
R. G. Foremaster	D. L. Runnells
K. Foremaster	L. A. Sawyer
A. R. Foremaster	L. F. Schlup
O. L. Fowler	J. J. Schwabenland
D. E. Gardner	M. Serrentine
C. D. Gate	J. Sherman
A. Gates	H. J. Smallwood
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M. Gillispie	H. L. Sparks
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R. A. Gomez	L. V. Stapley
W. C. Goodrum	R. C. Starr
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H. Jackson	C. Wardsworth
R. W. Jackson	R. A. Waller
C. James	J. P. Walsh
G. D. Jennings	J. R. Ward
G. Jensen	J. A. Weeks
B. E. Johnson	R. Weeks
A. E. Johnson	W. G. Wegman, Jr.
L. S. Johnson	J. L. Weishaupt
W. R. Judd	G. L. Wenzel
J. Juliot	H. D. Wenzel
J. K. Karr	W. T. Whitaker
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W. C. Keyoe	P. Wick
W. L. Killian	G. Williams
D. C. Kiser	V. Williams
J. R. Kline	E. Williamson
E. A. Kohmeyer	R. Wilson
F. E. Kuhn	D. R. Winters
E. F. Labelle	G. Wolf
E. H. Landis	E. Wosnum
K. R. Larson	B. W. Young
O. W. Layoy	D. A. Young
V. Lee	
N. Leegard	





## Collectively Speaking with Al Clem

As we prepare to write this article for the *Engineers News* we notice that it is raining and no doubt this will knock some of the brothers out of work. We were hopeful that the rains would hold off until later on in the year; however, these are the fortunes of the construction industry.

I think we are all deeply concerned with the future work picture in the industry. As many of you know B.A.R.T. is out of money. We are fearful that this will slow this phase of construction time considerably. We wonder at times what the politicians are thinking of when a country so wealthy as ours start projects and then they cannot be completed.

Hopefully after the election is over and the votes are counted and the people have made their choice of who they desire to operate the government for the next four (4) years, the situation then will settle down and perhaps America will be a better place in which to live.

We are continually busy negotiating agreements, securing the signatures to the short form agreement and again I ask all of you working for an Employer who is not paying the proper wage scale that you report it to your Business Agent or District Representative immediately. As you know, the contract was negotiated in good faith by the representatives of your union and representatives of the Employer Associations and it is mandatory that those Employers engaged in construction work in Northern California abide by the terms and conditions contained in the contract in order to have uniform pay and working conditions in the industry.

The construction agreements are now printed in booklet form and they are available in the dispatch offices and the Business Representatives will have them in their cars so we urge every member to secure one in order to become familiar with the contents of the contract. We do have a good contract and if we all police it, I am sure you will derive a great deal of benefits.

The addition to the headquarters building in San Francisco is coming along as well as can be expected, however, we get rather impatient at times hoping the work would go along faster than what it is. We are confident however that when the addition is completed and our computers are moved to roomier quarters that we then can put into effect some of the projects we have in mind which will be beneficial to all the members and their families.

During the coming month we are meeting with a group of contractors from Guam to hopefully consummate a model agreement for the construction industry on this island. It is unbelievable what some of the wage scales are there at the present time.

Our organizing campaign is coming along as well as can be expected. We have approximately 1,000 members in Guam at this time.

On rare occasions we hear that some member who does not understand that the organizing campaigns being conducted by your union are beneficial to all of us. Those people who are unorganized constantly pose a threat to the economic well being of all of those who are part of the trade union movement. We would certainly not be one of the largest local unions in the world if we had just sat back and rested on our laurels and not continued to work for the betterment of all men and women working for a living. For after all, aside from the fact that in organizing we create a reservoir of revenue which helps bear the expenses of operating our union whereby we are able to give all the members of Local 3 improved service with the dues being held to a minimum.

We recently won a certification election at the Wheeler Machinery Co. in Salt Lake City, Utah and the contract was negotiated and ratified by the employees by an overwhelming majority.

A labor organization which does not continue to grow will ultimately as all other things do wither and die on the vine. So if any of you brothers happen to know people who need help in securing better wages, more agreeable working hours and working conditions, I am requesting you to notify the Business Agent servicing you.

We all know that the construction industry is practically 100 per cent organized in our jurisdiction and these other units which are unorganized do not pose a threat insofar as their job opportunities are concerned.

They are a threat to the economic well-being of every man and woman in our jurisdiction for any unorganized units in the predetermination of wages that count the wages being paid in the unorganized units.

See CLEM page 3

If winter comes...

# Oakland Work Still Moving

By NORRIS A. CASEY,  
GUY JONES, TOM CARTER,  
ALEX CELLINI, JERRY  
ALLGOOD, DON LUBA, and  
BILL LARIMER

Work here in Oakland has, for the past few weeks been going good. Winter, of course, is just around the corner, and naturally will have its effects. The future depends on how much money can be appropriated for the Freeway work, etc. As usual there are lots of rumors, some we are sure will materialize, others we will believe when we see them in motion.

Brothers working under Construction Agreements should remember, your negotiating committee negotiated a four-day holiday over Thanksgiving weekend starting this year.

Brother Bob Mayfield is still back at Harvard University attending the Trades School. We receive word from him quite often. He is doing fine and enjoys it. He will be home and back out in the field about the first of the year.

Many of our Brothers have been on the sick list lately. They include: Troy Moryer, Sr., A. R. Englund, Ralph "Rag Head" Chaney and Gene Basham.

Brother Abe Ornelas was injured recently while at work in Alameda. He was working on the Utah Dredge Project. They were working behind a rifle range he was running a dozer. Somehow he was hit by a slug in the right leg. He is progressing well, and should be back to work soon. Needless to say, the Union forced the rifle-range to shut down until the Construction Project is completed or until proper precautions are taken to prevent it in the future.

The recent accidental death of Brother Johnny Joe King was a sad blow to all. Brother King was employed by the Martin Brothers Construction Co., Concord. Somehow, no one will ever know how, he got run over by a self-loading scraper and was killed instantly. He was 32 years old. Left a wife and four (4) youngsters.

We have also had many of the "Old Timers" come in and inquire about retirement. We, of course, refer them to the Fringe Center in San Francisco. It is with mixed emotions one talks to these fine old timers. We're sorry to lose all the wonderful talent and experience, but we're happy that they can see their way clear to do so, and that the Union has provided them the way.

## TO OUR BROTHER ENGINEERS:

We have many amongst us who are unfortunate enough to become seriously injured or sick. When this occurs, of course, the expenses go high. Right now we have Brothers in the Hospital that have required a large amount of blood. Blood for a normal transfusion costs \$37.00 per pint. It can be replaced on a two for one basis and be of no cost to the sick or injured Brother. It is easy enough to give blood. There is no damage or danger to it, and it is of great importance to the

Brother who needs it. Who knows who might be next.

Please donate blood to your OPERATING ENGINEERS BLOOD BANK. In the Oakland area you can do so by making appointments at the following places, in the name of Operating Engineers Local Union No. 3:

Their Main Office is: Blood Bank of the Alameda-Contra Costa Medical Association, 6230 Claremont Ave., Oakland, Cal. 94618, Telephone: 654-2924.

Blood can be donated at the following locations, on the following days.

### Alameda County

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

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

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

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

### Contra Costa County

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

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

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

RICHMOND: Mobile unit first Monday of each month at the Machinist Hall, 255-16th Street, 5:30 p.m. to 8:30 p.m.

Please help your Brother Engineers at a time when they really need help.

*Pleasanton is on the Move*—Ground breaking ceremonies for a \$2 million Volkswagen Distributor Facility has been held on a 26

acre site located at the intersection of Interstate 580 and 680.

Reynold C. Johnson Company distributors for Northern California, Northern Nevada, and Utah, supplies Volkswagen vehicles and parts to its dealer organization, which numbers 60 authorized Volkswagen Agencies in the Company's three (3) Western state area.

Another prime function of the Johnson firm is to provide training to employers, at the dealership level, in the Departments of Business, Management, Sales, Service, and Parts.

The Fredericksen and Watson Construction Company of Oakland has been awarded the \$1.37 million contract for construction of an interchange on the Interstate 580 freeway at Vasco Road near Livermore.

Eastman Kodak Company's new regional distribution center now under construction in San Ramon Industrial Center, Dublin, should be ready for occupancy by May, 1969. When completed, the 190,000 square foot plant will be the chief receiving warehouse and distribution facility for all Kodak photographic products in Northern California, Oregon, Washington, Alaska, and sections of Utah, Nevada, Wyoming, and Montana, and will employ about 175 people.

The 32 acre site in the industrial center was purchased from San Ramon Village Company in 1966.

*Livermore Building in Big Jump*—Building in Livermore over the first nine months of 1968 almost doubled construction in the City over the same period in 1967.

A total of \$11,944,429 worth of permits were issued by the City since January 1, 1968.

During the same period last year construction valuation totaled \$6,593,919. September building permits totaled \$834,943 in valuation factor by far was 51 private dwellings.

A total of 540 dwellings have been built in Livermore this year compared to 179 in 1967.

A pre-job conference was held with P.G.&E. regarding the new addition to their steam plant at Pittsburg. The cost of the project will be \$80,350,000 and will take three years to build. This will be 750,000 kilowatts and about double the capacity of the plant.

The piledriving work will start in December and the sub-founda-

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# ENGINEERS NEWS

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## ENGINEERS NEWS

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## Have Regular Checkups

## More About Your Eyes

By H. PAUL SCHWADEL, O.D.

Executive Director, Bay Area Union Professional Center

Light enters the eye past the cornea (window), through the pupil (regulated in size by the iris), squeezed by the lens to come to a focus point upon the retina.

RETINA—is a delicate transparent membrane composed of nine layers. As a simple explanation of retina-vision: light images form upon the retina, this in turn stimulates the nerves which carry these nerve impulses to the brain, and it is here that vision actually occurs. Arteries and veins are very visible upon the retinal surface and upon examination of a patient's retina by the doctor, he can determine the disease by the definite pattern marked upon the retina and blood vessels. Ailments such as heart disease, arteriosclerosis, kidney diseases, leukemia, atherosclerosis, diabetes, glaucoma, tuberculosis, and brain tumor fall into this category.

EYE MUSCLES—working together in complete harmony are most important for binocular vision. In order to see an object clearly, the eye cannot remain motionless (as does a camera), but performs a series of very fast movements all governed by the "messages" sent from the brain to the various eye muscles that in turn make the eyes move in the proper direction.

To summarize, vision is the result of a smooth working harmony of many parts of the eye, brain and the body all producing a well coordinated person.

VISION DEVELOPMENT—It takes approximately six months for your baby to learn how to see and coordinate his hands and feet with his vision. The new baby barely sees you and responds primarily to your tone of voice and sense of touch. He cannot see details of your face or your clothes and will stare aimlessly. Controlled movements of his eyes in a fairly accurate manner develop during the first four to five months. Don't be alarmed if his eye movements are erratic for the complete visual mechanism is developing at that early stage. You will notice with time how he will begin to hold his toy, direct his eyes and begin to coordinate his hands. As he learns how to see, he will explore almost everything by touch, hearing, smell, and taste—often times to the exasperation of the young mother.

Experiences from the baby's outside world such as the floor, play pen, cat or dog, furniture of different sizes and shapes, curtains, and toys all pour into his vision-memory bank at a tremendous rate. He learns how to control his body movements by what he sees and the greater and more varied the experience, the faster he will learn. Of all the senses, eyesight is most important because everything he learns will depend upon his sight.

As the early years pass by and your child is developing visually watch for certain common warnings as red and swollen eyes, frequent styes, frequent rubbing and tearing of eyes, pupils of unequal size, crossed eyes (at times of emotional stress or fatigue), holding or peering at objects at too close a range, and in general watch his performance achievement at school. Many a poor student showed tremendous improvement in his studies after having an eye examination and properly fitted glasses. At last, a brighter and visually clearer world opened. Even improvements in personality traits and better relations with other students have

BAY AREA  
UNION PROFESSIONAL  
CENTERS

Tuesday through Friday  
..... 12 noon to 9 p.m.  
Saturday... 9 a.m. to 6 p.m.

San Francisco  
715 Bryant Street  
Telephone: 391-2020

Santa Clara  
4482 Stevens Creek Blvd.  
Telephone: 244-3003.

(From Oakland take 5th  
Street Exit to Harrison Street,  
turn left at 6th Street, left  
again at Bryant).

been frequently evidenced. It is estimated there will be 12,500,000 visually handicapped children in the United States by 1970.

Eyestrain and the resulting visual problem can be caused by farsightedness, nearsightedness, astigmatism, muscular defects, crossed eyes (even though occasionally present), closing one eye to see, improper posture, diseases and other causes. Only your professional vision specialist has the training and modern equipment to examine the eyes (refraction) and determine the exact correction required to bring your vision to its peak of efficiency.

You or your child may have poor vision and yet may not be aware of it. The child having poor vision is used to seeing in this manner and mentally has nothing with which to compare his sight. He doesn't know what he's missing. Unknowingly he goes through the day completely unaware of the handicap. With the adult, the onset of poor vision is very slow and stealthy and only upon and eye examination realizes the great difference. How often have you heard the oft repeated joke with the car driver—"What sign in the road?" (Paid Advertisement)

## Oakland

Continued from page 2  
tion, stack and some of the structure work will start in early '69. The boiler, intake and discharge structures and piping work is scheduled to start in 1970. At this time only one contract has been let and that is for the stack, the Custodis Const. Co. will build the stack which is a tapered, reinforced concrete with a steel lining. It has a 63 foot diameter base and a 20 foot diameter top which is 450 feet high. A 750,000 gallon distilled water storage tank occupies the lower portion of the stack.

Dear Sirs:

My husband and I both want to thank you for what you are doing for we pensioners. To be able to have our eyes checked each year at no cost really means a lot to us, and we certainly do appreciate it and are truly grateful.

Thank you again so much.

Sincerely

Mr. &amp; Mrs. Sherman Brauscum

\$4.2 Okayed CLEM (continued)  
For Valley  
FreewaysBy BOB SKIDGEL, HARLEY  
DAVIDSON, MIKE KRAYNICK  
and DOUG FARLEY

A brief slowdown in construction in Santa Clara Valley was caused by an early storm, but some contracts continue to be let. The biggest of these is the \$4.2 million allotted for a new interchange between Highway 17 and Interstate 280. The project includes work on Interstate 280 one mile eastward in the vicinity of Bascom Avenue which calls for a new off ramp for northbound Highway 17 onto 280. The State Division of Highways was allotted 600 working days from the award of the contract on October 16th to complete the project. Also included in the project will be realignment and widening of Highway 17 to the Downing pedestrian overcrossing. This could keep a number of our Brothers busy through most of next year.

Armand & Smith Construction Co. Inc. of San Jose were low bidders on the new East Valley Public Health Center to be built and 10 acre site at McKee Road west of Jackson Avenue. The single story building will have a partial basement and 14,251 square footage for use as a public health branch building and out-patient medical clinic. Contract price was \$553,850.

A \$50,000 advance toward construction of the Pacheco Tunnel has been allowed in Washington by a house sub-committee. The money was allowed for "pre-construction geological surveys." It is hoped this action will speed up delivery of water via San Felipe Division of the Central Valley Project.

Another shopping center complex at Almaden Expressway and Branham Lane is being built by Nicholson-Brown Construction Co. March 1, 1969, has been set as target for completion of a 44,000 square foot store for Orchard Supply Hardware at the site of the old Robertsville General Store. Other stores and offices and parking space for 200 cars will be included in that spread.

A sewage sludge removal contract for \$70,400 was awarded to John Scheurer of Stockton and Pisano Bros. of Santa Cruz will construct a storm sewer in the East Hills for \$29,560. Leo Piazza was awarded a \$28,957 contract to expand a parking lot at City Hall. A. J. Raisch was awarded a \$44,925 contract for resurfacing Buena Vista Avenue and a \$16,275 bid to construct an employee parking lot at Municipal Airport.

Granite Construction were awarded the following contracts: \$24,093 for resurfacing of Ocean Street in Santa Cruz, \$43,202 for resurfacing of several streets in Salinas, and \$137,824 for surfacing with asphalt concrete near Salinas on South Main Street.

Pellegrini Paving received a contract for \$179,892 to install sewer near Capitola for the Capitola Sanitation District.

E. A. Buttler was low bidder in the amount of \$190,818 for grading and paving on Espinosa Road.

F & M Engineering were awarded a contract for \$191,000 for sewer work in Carmel.

Piazza Paving and Lew Jones were awarded a contract for \$3 million to complete intersection at Highway 17 and Route 280. This

See FREEWAYS page 14

The rest of the column is devoted to the second part of a continuing series on Social Security in the hope that it will clarify and answer most of the questions frequently asked by the membership.

A social security number serves many purposes other than its intended use. The Armed Forces are currently converting to the use of social security numbers as a means of identification. The old serial number system is being discarded. Internal Revenue has used social security numbers to identify records for a number of years.

The uses of a social security number are quite evident. But why use numbers? Wouldn't names be enough?

With our ever increasing population, the actual number of people with the same surnames also increases. It would be a monumental task just to keep the records of, for example, all people named Smith. Numbers, or series of numbers serve as a simple solution to identify a specific person.

Your social security number is a nine digit number. It provides approximately one billion usable numbers before any number will have to be used again.

The following questions and answers give additional information on the purpose and use of your social security number:

1. How does this social security number apply to you—the working man?

Your social security number is your identification number. The amount of earnings subject to FICA taxes are recorded under this number.

2. What does FICA mean?

It stands for the "Federal Insurance Contributions Act." It is your social security tax.

3. How are the FICA deductions figured?

The amount is determined by the prevailing tax rate and base. Presently you pay 4.8% of the wages paid to you, up to a maximum of \$7800.

4. What if you earn over \$7800 this year?

If you have worked continuously for one employer, withholding of FICA will be stopped when you reach the \$7800 level. Should you work for more than one employer, chances are you will pay more than the maximum taxes. If you do, you should claim the excess on your income tax return. The excess tax will not be credited to your number if you fail to claim it.

5. Does a self employed person pay the same amount?

No. As an employee your employer must match your contributions. A self employed person is his own employer. He pays 6.8% of the net profit from his business.

6. How does one insure himself that his employer has his correct social security number?

By always giving it correctly to any and all employers. Do not trust this number to memory, show the actual social security card when asked for the number.

7. What if you've lost your social security card?

Contact your local social security office. They will assist you in obtaining a duplicate.

8. How can you check on your past earnings?

By submitting a written request for this information. Or you may complete a "Request for Statement of Earnings," Form No. OAR-7004. These forms are available at any social security office. A record of your earnings will be sent directly to you.

9. What if there are errors in this record?

Contact your local social security office immediately. Any recent errors are usually easily corrected. If these errors were made more than three years ago, a statute of limitations may prevent their correction.

10. If these errors are over three years old and uncorrectable, how does one prevent them from occurring?

Always give your correct social security number to your employer. In addition, check on your earnings at least every three years. Should any errors have occurred, you will be able to catch them early and correct them quickly.

220 W. Turner Rd.  
Lodi, Calif.

## On-The-Job Injuries

In the five-year period of 1961 to 1966, injuries each year accounted for at least five times as many lost man days as labor disputes. The figures in 1966 were 25.4-million man days lost due to work stoppages and 255-million man days lost due to injuries.

Dear Sirs:

I had glasses made at your Health Center and am very pleased with them. Thank you so much for being able to have such fine service there.

Alice B. Lowe



# Await Funds For Eel River Delta Levees

By RAY COOPER and  
PHIL DURNFORD

Piombo Construction Company's Trinidad Freeway job has finally been able to go into a two-shift operation after two scheduled futile attempts.

In addition to the clearing problems, the early winter rains have hampered them on this project.

The future townsite of Klamath is rapidly coming to a reality as Granite Construction Company is coming down with their big cut and the fill is coming up.

"MOP DAY" — Eugene Lühr Company are hauling the last of the rock from their quarry to the Redwood Creek Levee project at Orick. Dedication of this three-year project will be held on September 22nd. This is also going to be called "Mop Day" as all the residents of Orick will burn their mops and hope that they and other communities may never have to mop up again, after another flood.

Hughes and Ladd have completed their Big Flat Forest Road Project and Rouge River Paving Company are in the process of laying the asphalt. They have moved in a small continuous cold mix plant to do the job.

The Army Corps of Engineers is contemplating work on development of a Small Craft Harbor in the bay of the city of Arcata. The State Harbors and Watercraft Commission has approved a \$90,000 loan to the city for the construction of three concrete launching ramps, this to be a part of Phase I in the development of the \$915,000 Small Craft Harbor.

Further plans are in the works for the city and the Corps to share in the costs and work of dredging a new channel of minimum width and depth to be constructed from the launching ramps to a point on the natural channel branching off from the Arcata Channel, and other channels leading into the marina area.

The city is at present building a road which will lead into the marina where a small parking area for cars and trailers will be filled and paved.

They also plan that sanitary landfill operations will be directed toward construction of a landscaping mound on the east side of the parking area which will later serve as a dike for hydraulic dredging.

This marina development is

planned in three phases, with financing from public and private sources amounting to nearly \$1 million dollars, and a time element of 8 to 10 years involved.

Word from the Corps of Engineers is that if enough money is available in 1969 work can begin on the Eel River Valley Delta levee system. According to Colonel Frank C. Boerger of the Corps, levees won't be the ultimate solution for flood problems in this area, but they would be a controlling factor over floods of the force which hit here in 1955, and with dams and reservoirs the lower valley would be protected.

The Corps is also studying plans for a protective measure directed toward the jetties on Humboldt Bar, since the ton sized boulders which form the jetties keep disappearing into the sea during heavy storms.

The county of Humboldt has asked for bids on the proposed construction of repairs to the Mad River Slough bridge, the construction of the Arcata Airport drainage structure; these bids to be opened September 18, and for the construction of a taxiway overlay at the Rohnerville Airport, this bid to be opened September 25. These three projects should provide several jobs for our Engineers.

Nally Enterprises, Inc. of Rio Dell was low bidder for repairs to old Highway U.S. 101 between Garberville and Dean Creek. According to District Engineer H. G. Larsen, the major work consists of placing one new metal bin crib wall, and replacing four old log and timber cribs with metal bin walls. Also, concrete is to be placed in the flowline of three culverts where the streambed load has cut away the culvert material. This low bid was in the amount of \$197,834.

Souza Bros., Inc. of Yuba City is back in the area for construction of a pile retarded system and rock slope protection between the south Fortuna overhead on U.S. 101 and the Eel River.

Mercer Fraser Company still keeps a large number of our Engineers busy on numerous projects throughout the three counties. This latest award was a \$120,000 job for extending the two-way left-turning lanes on south Broadway, and Elk River road. The Lucas Avenue, Myrtle Avenue and Tonkins Hill road jobs are being completed.

Morrison Knudsen Company is back across the County line into our area for a rock slope protection job near Myers Flat.

**REDWOOD NATIONAL PARK**—A 58,000-acre Redwood National Park will be reality by September 26.

The compromise bill goes to the floor of the House Thursday and to the Senate Monday. President Johnson would have 10 days after Senate passage to sign the legislation.

**PARK DETAILS**—Authorized is a 58,000-acre park, including 23,101 acres of private timberland and 27,468 acres in three state parks—Jedediah Smith, Del Norte Coast and Prairie Creek. In addition, the Secretary of the Interior is authorized to take 2,431 more acres to "round out" the boundaries at his discretion.

Arcata Redwood would lose some 11,000 acres, Simpson Timber Company 5,800, Georgia Pa-

cific 3,450 and Miller-Rellim 2,300.

The final bill is close to that passed last November as S.2515, a 64,000-acre park. Major changes are elimination of private land north of Jedediah Smith park and Arcata Redwood's Skunk Cabbage Creek area, and addition of a coastal strip south to Dry Lagoon park and extension of the Redwood Creek corridor through the Emerald Mile area.

The bill provides \$96 million for land acquisition and an additional \$10 million-plus for development of park facilities.

State donation of its three parks is not made a mandatory provision for creation of a national park.

**PURCHASE UNIT TRADE**—Exchange of land in the 14,567-acre Northern Redwood Purchase Unit is approved, to compensate the private companies for land lost to the park. The 935-acre Yurok Experimental Forest is retained

in Forest Service management.

Federal purchase of Van Duzen timberland from Georgia Pacific and subsequent donation to the state for addition to Grizzly Creek park, a feature of the House bill, is out.

Sen. Thomas H. Kuchel, R-California, hailed the compromise legislation as "the end of a half-century battle to preserve the redwoods. I have no doubt at all that our labors will be approved by the Congress and the President," he said.

Sen. Jackson described the bill as "one of the great conservation achievements of this or any other Congress. He emphasized that it provides for "legislative taking" of private lands required for the park. "There will be no more redwood logged within the boundaries we have established. Under the terms of the legislation, immediately upon its enactment title to private timberlands will vest in the United States."

## Cat and Can Cuts

# Near End On Peanut-Van Duzen

By LAKE AUSTIN and  
LOU BARNES

Work in Redding is just holding its own and it looks like we will be able to hold about a constant work picture until the snow flies. Some of the jobs have cut back and are trying to complete, while others are going two shifts trying to get as much work done this season as possible.

Rivers-Wesco canal job has started the trimming and lining operations. As with any new equipment there were some problems, however the major ones seem to be behind them now. This project will be running a race with the weather man. At this writing it's a full bore operation for all the good Brothers.

Purtzer and Dutton are still on schedule with the syphon part of the job and so far the job has sailed along real smooth. This is largely due to the same crew throughout the job from the start. It's been a good paying job and with any kind of luck it should last until the end of the work season.

Linderman and Sons' highway #36 job is starting to shape up. Tryon Construction from Eureka has the dirt spread. This is primarily a bridge job and it involved road detours — and with logging trucks on this old narrow twisting road it's a problem trying to get the job finished. There's six Brothers working here and making some good hours while they're at it.

T.H.R. Rock, Sand and Gravel plant in Red Bluff seems to be having a fair run of business after a slow start. The concrete operation is the major product.

Trinity Construction is about 50% complete on the off-ramps on highway #5 and by the time this is printed in the news the crusher should have the material ready for the sub-base.

J. F. Shea has a number of small jobs going in the area but the work is mostly a chicken and feather deal. On the Lake Boulevard job the cable is not available for the Telephone Company and this has the job slowed down. The job on Oregon Trail is ready for sub-base. The bridges on 299E near Bella Vista are in good shape and should be open for traffic soon.

A. Teichert and Sons are on the

down phase on the work in the Redding area right now but the weeks to come hold promise of some work. Their work on the campus is finished for the present but not completed. The water job in Enterprise is keeping some of the Brothers working.

Glen Shook Construction have finished their job on the Civic Center and have a crew working on the water line on the Oregon Trail from highway 299E to highway 44.

J. W. Vickery has the concrete finished on the Kizer-Heintz job on Interstate 5 north of Redding and Bob O'Hair will be moving in the asphalt spread to finish the shoulders.

Tonkin Construction near Douglas City will soon be ready for the finish spread to start. This job has already tested the Brothers' patience with the sliver cuts and fill and having to keep the road open to traffic. The specifications called for not more than a 20-minute delay at any one time.

Hughes and Ladd's job in Peanut-Van Duzen is working on the last part of the cat and can cuts now and are planning to bring in some rubber-tired rigs for the long haul. So far the crushing operation has not started.

Cypress Street bridge is providing some good jobs for the Brothers working here. There are at least three cranes working on the pilings at all times and the dirt spread is ready to start.

Vinnell Corporation has started to come alive again on their Box Canyon dam job after licking their water problem. This job has had many ups and downs but they are settled down now. The access road around the dam should be completed within a month and the remainder of the earth work in about the same time. They are looking forward to completion of the dam around the middle of January with clean-up work to be done sometime in the spring.

Post El Rio Company is working full tilt on its two-lane expressway bypassing Doyle, with approximately 12 to 14 Brothers. The Brothers are happy to say that the traffic is no problem here but the sagebrush and rock is.

Delzier of Carmichael have just ordered their first man for the pipeline job at Yreka. Their job consists of 24 miles of pipeline, with a diversion dam, storage shed and distribution center also a part of this project.

Peter Kiewit Sons are approximately one-third done on their excavation project at Yreka. This job is mostly rock and slow go, however they are right on schedule and expect to complete the project sometime early spring.

A. A. Baxter project at Grenada is in full swing with approximately 35 Brothers working on 22 miles of roadway between Weed and Yreka. This has been slow work because of all the lava rock which is difficult to handle. This job has also slowed up Fredrickson and Watson as they are just behind Baxter crew doing the finish work.

Dillingham Construction project at Rogers Creek on the Klamath had to import a diamond drill out of Wyoming to complete their drillage on the bridge footing after they went through a considerable amount of monies on a regular core drill. This is a go-ahead machine, the bits alone cost over \$6,000. The machine is running three shifts as they know time is short and old man winter will set in. At this point the river could run them out until Spring with just very little rain. We have had from 10 to 12 people working steady most of the season. For a bridge project it has been a good one.

The latest cuts in Federal spending in the highway program have affected the two projects at Yreka consisting of the portion from the Kiewit Project to the Shasta River, approximately 4½ miles in length. The next award would have included the paving on the job now in progress by the Kiewit Company. The next portion to be awarded runs from the Shasta River and connects with the Fredrickson and Watson job now under construction, approximately \$17 million. This is certainly going to hit hard in the north area for at present they were the only two projects in sight for next season. Herb Miles, District Highway Engineer, seems to think that the restriction will be lifted by the first of December—we hope so.

## Lower Driver's Age

WASHINGTON—Secretary of Labor Willard Wirtz has approved modifications in the Hazardous Occupations Orders which will allow 16 and 17 year olds to drive motor vehicles under certain safeguards.

Under the modifications, young workers who hold appropriate State driver licenses and have completed State-approved driver education courses may drive automobiles or trucks not exceeding 6,000 pounds gross vehicle weight during daylight hours.

Such driving must be occasional and incidental to the youth's employment, however, and the vehicle must be equipped with seat belts or similar devices for the use of the driver and helper.

Young persons of this age group may also be permitted to drive school buses upon approval granted by the Secretary of Labor.

The Secretary's approval in such cases will be based upon applications filed by the Governor of any State desiring to employ minors under 18 as school bus drivers. Approval or disapproval of the application will be based upon whether certain safety standards are met.

The modifications in the Order also exempt student-learners graduating from high school prior to their 18th birthday from the Hazardous Occupations Orders for occupations in which they have completed training as student-learners.

According to the terms of the Fair Labor Standards Act, under which the Hazardous Occupations Orders are issued in those States having different regulations in these areas, the more restrictive standards prevail.



# Snow Slows Highway Work At Mirror Lake

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By ASTER WHITAKER, JAY NEELEY, JOHN THORNTON, TOM BILLS, WAYNE LASSITER and DEL HOYT

The work at Utah Sand and Gravel is still pretty slow; however, the Company has been able to keep all the employees busy in and around the shop. They have had some work out in the Basin which has helped out very much.

The work in the pre-stress department has been off-and-on all year and really has never been what it should be but some of the senior employees have been able to keep on.

Our Stewards at Utah Sand are Brother Ralph McCleery in the shop and Brother Therlow Fenn in the Pre-stress Department. These two Brothers are doing a fine job and we appreciate the work they are doing.

Concrete Products Company seem to be having a rather good year. They are scattered all the way from Ogden to the Strawberry Reservoir. They are keeping quite a few members working. One of our Stewards, Brother Jay Haight, quit a while back and we were sorry to see him go. However, we wish him lots of luck on

his new job. Brother Emil Jager is the other Steward who is working out of Plant No. 1 most of the time.

Work in the Ogden area is continuing to look good. We are holding our own so far as furnishing these jobs with good hands. We just went through a little bad weather which panicked a few of the contractors so that they are getting tooled up for double shifts. Along with the work that is going, a few more jobs which have been let make our work situation look good.

Fife Construction at Brigham City has a \$1,911,117 I-80 Freeway job from Elwood to Tremonton. They are trying to get started as soon as possible due to the time of the year the bid was let. Fife Construction Company also landed a small reservoir at Woodruff at a cost of \$600,000.

R. B. Burgraff of Idaho is getting a good start at Monte Crisco Pass. They looked up and saw a little snow the other morning and decided that a double shift would not hurt anything. Northwestern Engineering on the Ogden Freeway is getting tooled up for another shift, weather being the prime factor. At last the State of

Utah has decided to do something about the mud slide east of Echo. They awarded the job to Gibbons and Reed for the low bid of \$115,193.00. The work includes 4/10ths of a mile of relocation—in other words, going around the slide.

Gibbons and Reed are also low bidders on \$63,212,000 for completion of the rest area on the Interstate northeast of Echo. With all the work we have going it should keep our Brothers busy until bad weather catches up with us.

We are sorry to report that Brother Wayne Barnes was seriously injured on the Gibbons and Reed job at Rattlesnake Pass. He has suffered the loss of his left arm.

Water Hollow Constructors (Boyles Brothers and Gibbons and Reed Joint Venture) are about to begin on the east, or Current Creek, portal of their 5.6 mile tunnel, which will consist of a thousand feet or so of conventional tunneling. The west, or Strawberry, portal will begin in late September or October when the mole which is being overhauled in their Salt Lake yard will be ready to go. This west portal will be the major entrance from which the muck will come out and be

dumped across the structure on Highway 40 at the Strawberry reservoir.

Strong Company is hoping to complete the access roads before winter, which will service the Water Hollow tunnel and also another nearby tunnel which should be let by the Bureau of Reclamation sometime this fall.

W. W. Clyde Construction Company has completed the concrete lining on the Starvation Tunnel and is loading out equipment. However, this Company is getting a good start on the nearby road and bridge job west of Duchesne.

L. A. Young has completed the grade at LaPoint and is moving equipment to Lawrence, in Emery County, and White Rocks. Inter-mountain Concrete has set up a crusher and are crushing road base to finish the LaPoint project.

Snow, in the middle of August, has slowed W. W. Clyde's job at Mirror Lake on Highway 150. Four inches of snow is rather hard to cope with while trying to lay hot mix. Of course, you can expect almost anything above 10,000 ft. elevation. This job, however, has its rewards. When the clouds go away, Ronald Gardner, Lube Engineer on the job, says that you

have to stand behind a tree to bait your hook or the 12 to 14 inch trout jump right out of the water at you.

Thorn Construction has been awarded and is working two shifts on the B.Y.U. Diagonal road job near Provo. Whiting and Haymond was low bidder on a secondary road job near Roosevelt. J. B. Parson Construction hasn't yet put on the anticipated second shift at Topaz Mountain for Brush Berryllium, but are still expected to do so or add more equipment to the spread.

The Harbors Flood Control Bill, which includes the Little Dell Dam Project, was signed into law by President Lyndon B. Johnson last month.

This bill reauthorizes construction of a 50,000 acre-foot reservoir amounting to \$23,000,000.

The Little Dell Dam is expected to take care of the Salt Lake metropolitan area's needs for the next twenty to twenty-five years as well as to provide excellent recreational benefits. This dam to be constructed in Parleys Canyon, east of Salt Lake City, will also be important in flood control in the Salt Lake area.

# Break Ground On Cosumnes River College

## LART Would Create Job Boom In Local 12 For Over 7 Years

More than 8,000 new jobs will be created in Los Angeles County by construction of the Rapid Transit system proposed by Southern California Rapid Transit District.

An average of 5,300 jobs will be maintained over a seven-year period to complete construction of the 89 mile, five-line rail network with the figure reaching the 8,000 mark during the peak construction time.

Workers in construction and allied trades, including laborers, skilled, clerical and professional categories, will be required to build the system if voters approve Proposition "A" at the November 5 election.

Jack R. Gilstrap, assistant general manager of Southern California Rapid Transit District, estimated the average annual payroll will be \$117 million per year for seven years, based on indirect as well as direct labor costs.

He said trades whose workers will be needed include bricklayers, carpenters, asphalt plant operators, cement masons, electricians, equipment operators, glaziers, iron workers, jack hammer operators, machinists, mechanics, millwrights, painters, pipefitters, roofers, sheet metal workers, pile driver operators, truck drivers, tile setters, tunnel workers, surveyors, air conditioning installers and engineers, designers and draftsmen, and many other allied workers and industries.

The SCRTD official pointed out also that millions of dollars spent for materials, machinery and services will indirectly add much additional aid to employment and will be a boon to local industry.

All this will come about if Los Angeles County voters approve Rapid Transit financing at the No-

vember 5 election, Gilstrap emphasized. The ballot measure—"Proposition A"—calls for a half-cent sales tax to go into effect after March 31, 1969. If it passes, construction of the mass transit system will get underway in 1970.

Employment predictions are based on a survey made for the District earlier this year by Stanford Research Institute, Menlo Park. The SRI findings are detailed in the District's May, 1968 Final Report, which points out that "current unemployment among construction workers exceeds 10,000 and is rising."

First phase of the RTD Master Plan for the Southland's long-needed mass transportation system calls for 89 miles of elevated, surface and subway rail track along five major corridors—Long Beach, San Gabriel Valley, San Fernando Valley, Wilshire and Airport-Southwest. Also 300 miles of new express and local feeder bus service and planned.

The project further calls for 65 stations and 756 high-speed, computer-controller cars. A work force of 6,600 operational, clerical and maintenance personnel will ultimately be on the RTD staff.

The Rapid Transit train of the future will be electrically propelled and capable of reaching 75 miles per hour. It will seat 80 passengers and be equipped with carpeting, air-conditioning, luxurious seating, picture windows and soothing decor. Construction is expected to start in 1970, with the system to be in full operation by 1976.

All estimates are predicated on voter approval of Proposition "A" at the polls November 5, Gilstrap emphasized.

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

Located one mile South of Sacramento on Highway 99, the Los Rios School District has let the ground work and some of the underground work out for bids on the new Cosumnes River College. Landing a sizable portion of this work was Langworthy Paving Co. out of Fresno. At this time they have moved onto the project with about ten Operating Engineers and are moving the 700,000 yards of dirt. We hope during the next year to have many more brothers working in the various stages of this type work on this project.

Cal Expo is to undergo a Committee investigation. The State Fair is now over and we are looking forward to more work on this job, including the Mini-Rail, on which most of the work was suspended during the Fair run. This Mini-Rail should be completed and in operation for the 1969 State Fair.

C. K. Moseman and A. Teichert & Sons have done very well on the new Howe Avenue Bridge and road which connects Howe Avenue to Power Inn Road and will take a real strain off the Eastbound traffic problems.

Most of the plants in the Sacramento area have had a busy year supplying the various road jobs in the immediate area.

Frederickson & Watson have moved their batch plant from the Granite job in Dunnigan to their own job in West Sacramento and will be laying concrete on this project until about October 15th. Lord & Bishop are building the bridges on this job and their work has been going very well. They also picked up a job of disassembling the old Jibboom Street Bridge for about \$150,000.00.

The "I" Street Bridge will get a face lifting by Klaas Bros., Inc. This Company is sandblasting

three days a week and painting two days a week now, and from this job will go over onto Peter Kiewit's job in the rail road yard and paint the steel structure. Peter Kiewit's job is slowly drawing to a finish. Many of the brothers have worked on this project for the past two years.

### POLLOCK PINES

Steve Bubalo Construction Co. started their underground job in Orangevale. Due to the underground springs in the area, this could run into a long job.

Also in Orangevale, Charles F. Dorfman Company was the low bidder on another pipeline job at \$600,000.00. This job should last about one year with clean-up time included.

T. A. B. Construction Co. at Cameron Park in the El Dorado Hills are starting another section of underground work. They also purchased a new Coring Backhoe. The Steward, Brother Brown with his big beard, should have a good time breaking this in. Claire Jordan is still on the job along with C. W. Gardner, one of the oldest backhoe operators in the business. They will have a cable rig and a hydraulic rig working on the same job. George Kilgore is also one of the operators on this job.

Joe Vicini and Harms Bros. are working in the El Dorado-Cameron Park area doing the street and land development work. They are also cleaning out the Lake and are planning to make a beach. The sand for the beach will be imported in on trucks. When all the

work is completed, this should be a beautiful place to live.

Bush Creek Dam in the Placerville area will be let out for bid October 16, 1968. This job will cost approximately 5 million dollars and should start from 15 to 30 days after the bid is let.

### HIGH COUNTRY

G. S. Herrington Co. have six members working on their Hell Hole recreation job at this time and are making good progress. This Company is also finishing their job in the City of Auburn.

Hansen Bros. just received a job in Meadow Vista and are finishing their job in Nevada City. This Company usually keeps a good number of brothers busy between the construction jobs and their Rock Plants.

Sutherland Construction Co. has finished the Western Lakes job after 4½ years work for the Brothers. This Company has another similar job at Alta Sierra and several other small jobs throughout the area. The mechanics for this company have been kept busy and are looking forward to a good winter in the shop.

M. L. Dubach only have a small crew left on their 880 job at this time.

Tom Hess, also on 880, has a large spread working and should go right up until the rains. The bids on the final section and the East End of 880 will come up in October of this year. This will be a very large interchange and all the rock and paving for the East end of Belt Line Freeway (880).

## Tech Push Aids Handicapped

Technological advances in industry have worked to the advantage of the physically handicapped worker, according to the U. S. Department of Labor. Skill means more than muscle in today's job market and many handicapped workers have the skills needed in this age of specialization. For example, a polio-paralyzed engineer does an outstanding job for the Hughes Aircraft Company in California—though he works from a wheelchair and sleeps in an artificial respirator.



# Hidden Water Halts Middletown Dam Job



TEXANS WITH A QUICK EYE for beauty are officers from Operating Engineers Local Union No. 450 of Houston, Texas. Shown with beauty queen Joy Casey are (l. to r.) Gordon T. Hyatt, Financial Secretary; W. O. "Ty" Bloodworth, President; J. A. McMahon, Jr., Business Manager and N. F.

"Bert" Renaud, Vice President. The group visited Local 3 during their attendance in San Francisco at an educational conference of the National Foundation of Health, Welfare and Pension Plans at the Hilton Hotel.

By RUSS SWANSON and  
BOB WAGNON

Dam job was running right along, but ran into a snag!

A. Teichert & Sons started off with a big bang on their dam job at Middletown with lots of overtime, and a good number of our brothers employed. But, due to unforeseen water problems the job is shut nearly all the way down. They have had to curtail their dirt moving, as they have hit a lot of underground water and the 'State' will not pass putting back the core material until the water problem has been cured. Myhren Drilling Co. has come in and drilled well points above the core of the dam, and they are attempting to pump the water out; but as of now, the problem is still not cured. If the wells do not cure the situation, Teichert says that there are several ways to do it; by free system or by grouting. However, both these processes involve a lot of time and would take them into the rainy season. Naturally this would mean that the job would not be finished this year. Needless to say all are in hopes they can pump this water out so that the dam can be finished this year. The rest of the project is not hampered by a water problem. Lange Brothers are doing the streets and the underground, and are going great guns. The golf course is progressing right on schedule. Except for two small projects this about covers the work in Lake County.

Over in Napa Valley as we have reported in the past, there has been very little work so far this year. However, there were a couple of highway jobs let, the larger of the two being close to \$500,000, went to Brown-Ely Co. and the other to Harold Smith Const. Co. The Brown-Ely job is a shoulder and overlay job, and is under the capable supervision of Ed Burke, an old timer at building highways. The job is progressing nicely and has a good number of our brothers working. The other highway job has just been awarded to Harold Smith Co., and hasn't started as of this writing. This job will be the "turnouts" on the Middletown grade, and was awarded for just over \$100,000.

Around the Santa Rosa area, Argonaut Constr. Co. has picked up a numerous amount of jobs (mostly underground) and are really busy trying to get them done before the bad weather sets in. McGuire & Hester on their channel job, even though they were completely washed out in a recent rain storm, they have made a comeback and have their job progressing nicely at this time. They should be finished by the time this goes to press.

The City of Santa Rosa has a bridge that was supposed to connect Mission Blvd. with Highway 12. Now due to lack of funds they are unable to complete Mission Blvd. and consequently have a bridge that goes from "nowhere to nowhere."

Up in Mendocino County, on our Brooktrails project which is located just west of Willits and has provided a lot of work, there is to be another contract let of \$1,500,000. As soon as this contract is awarded, we can expect more activity. This job originally began with 50 roads and streets on a 5,000 acre project, but from the enthusiasm shown and the number of lots that have been sold, it looks like it isn't anywhere near finished. The contracts say they will continue to develop as long as sales hold up, for the next five years.

Both our Guy F. Atkinson and Morrison Knudsen jobs up on highway 101 are progressing as scheduled. Morrison & Knudsen are in the finishing stages and Guy F. is still making the dirt fly on a two shift basis. If the weather holds, M & K should be finished this year.

Remco Hydraulics plant at Willits is feeling a slow period for about the last six months, but they are about to start an expansion by building a complete new addition on the back of the present plant. Added space is needed for the recently awarded new contracts.

After giving you an idea of the work picture in our District at the present time we would like to encourage you to be SURE AND VOTE AND MAKE YOUR VOTE COUNT, in the up coming National Election. Vote for the friends of Labor.

## Tam Retirement Center Tops Out In Marin County

By AL HANSEN

WE ARE KEEPING OUR FINGERS CROSSED—that this good weather stays with us—keeping all the Brothers busy.

Fisher Bros. still working around the area—for Elmer Freethy at Corte Madera Creek.

O. C. Jones still going strong at both of their jobs located at Sir Francis Drake Blvd. and College of Marin.

Madsen Construction Company trying to beat the rain at Novato on their job — demolition of new bridge and approaches.

Paul Respini moving right along on his subdivision at Petaluma. Also on same job is Rice-DeMartini & Smith.

Brown-Ely going strong on their job located at Terra Linda with still quite a few yards to move—this entire job went about 175,000 yards.

Carlos Gonzales, Civil Engineers with three crews going strong at the present time keeping all the men busy all around the county.

Marin Trucking & Storage also picking a few jobs up, trying to keep a few men on their payroll.

Piombo Bros. picked up a couple of small jobs and a few rentals.

Roberts Bros. Improvement Company going right along on their job located at Ignacio—they had about 60,000 yds. to move, with about ¾ of the job done, and keeping their fingers crossed on the weather.

Bobo Construction Company keeping busy with a few small subdivisions around the area.

Elmer Freethy Company still going strong on their job at Corte Madera Creek.

Holtzinger Bros. also picking up a few jobs around the county.

Edward Dorsett also keeping busy with a small crew.

Herb. Saxton around the county, doing little jobs here and there.

M.P.S. Inc. getting started on their storm drain and water lines, sewer, hookups, etc. on their job at Hamilton Field hill.

Ghilotti Bros. with lots of work all over the area.

Soiland Company getting started with quite a few jobs around the area, with a big crew working, and keeping everybody busy. As usual, the Operating Engineers are at the top of the list, with Brother Sandy Slack on top — making "bowler of the week" at the Bowling Alley (Country Club Bowl)—he is our job steward for Soiland Company.

A. J. Bresnan Company also busy around the area.

Larry Aksland Company going right along on their job at Hamilton Field Hill—this job consists of about 280,000 yds. to move in place. This will be a trailer park when completed.

Engineering Field Services also keeping busy in the county.

E. A. Forde Company running around the area with quite a few jobs here and there.

Maggiara & Ghilotti, Inc. finished up their job at Phoenix Lake Dam and have a few loose ends to pick up.

R. Mulloy Excavating Company going strong on their dam—Soule Jule Ranch Dam—still have quite a bit to go—keeping a lot of members smiling and happy.

Brown-Ely Co. of Greenbrae has been awarded a plaque by Industrial Indemnity Co. for an outstanding two-year safety record. During the period the company logged 95,541 man hours averaging one injury every 10,000 man

hours of work. The statewide average is one injury, every 3,800 man hours of work.

The 12-story Tamalpais retirement residence long under construction in Greenbrae has reached its full height and "topping out" ceremonies were recently held. Topping out usually consists of hoisting the last steel girder into place, but the Tamalpais is built of reinforced concrete, so the highlight of the ceremony in this case was the hoisting and pouring of the last bucket of cement. Completion of the building is scheduled for early next year. Beck-Utah is the contractor.

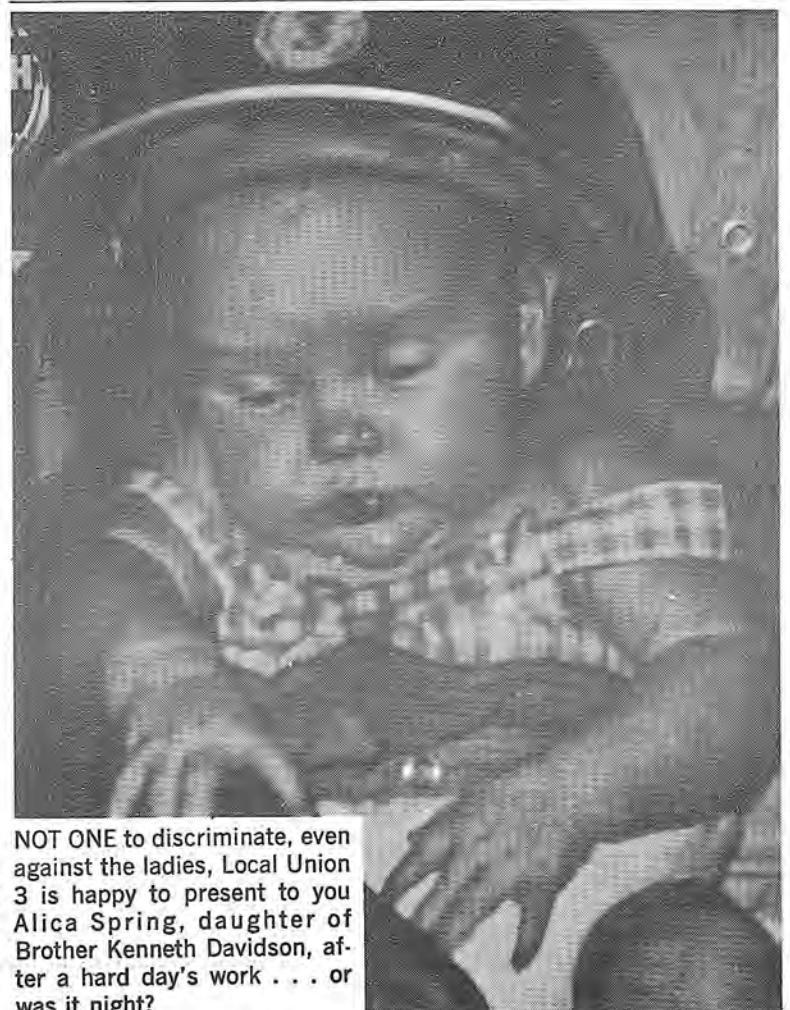
Six bids opened in Corte Madera—Ghilotti Bros. was the lowest on a project to widen Pixley Ave. in Corte Madera to 40 feet.

Bill McLellan was recently awarded the contract for road sealing work on Lucas Valley Road, and in Terra Linda.

A \$1,750,917 contract to widen Highway 101 between San Quentin Wye and Manuel T. Freitas Parkway was awarded to McGuire & Hester of Oakland. The work, to take 210 working days according to the contract, includes widening 2.1 miles from four to six lanes in each direction, ramps at Mission Avenue and North San Pedro Road, and widening of the Lincoln Avenue undercrossing. The work will bring the highway to full freeway standards between the two points.

The 30-acre Los Robles mobile home park, located behind Nave Lanes on Bel-Mar Keys Boulevard, has been sold, for approximately \$450,000. Carlos Gonzales, is the Civil Engineer on the project. Grading on the property has begun, and the first mobile

See SAN RAFAEL page 14



NOT ONE to discriminate, even against the ladies, Local Union 3 is happy to present to you Alica Spring, daughter of Brother Kenneth Davidson, after a hard day's work . . . or was it night?



# Fresno Council Ok's Sewage Plant

By CLAUDE ODOM,  
KENNETH GREEN, BILL  
RELERFORD, HAROLD  
"Doc" SUMNER and WALT  
NORRIS

An \$8.1 million long-range plan for sewage treatment has been approved by Fresno City Council. Stage one calls for a management development program and solid waste disposal at the city sewage waste facility. It is indicated that the city will have to acquire an additional 1,400 acres to meet future needs. Reports indicate the city should continue its disposal of sewage into the ground. Stage two and three of the plan calls for a second sewage treatment plant estimated to cost approximately \$3.7 million. The fourth stage calls for secondary treatment with oxidation ponds at both plants at a cost of \$2 million. The fifth and final stage the second plant would be enlarged when the population reaches 390,000. Estimated cost for this phase of the project would be \$400,000. It was indicated that contingent upon the federal construction in stage one could begin as early as next summer.

Public ceremonies have been held to mark the start of construction of the \$3 million parking garage to be located at Van Ness and Inyo Avenues. When completed the structure will accommodate 630 vehicles plus a floor level and basement retail facilities to be occupied by Gottschalks Department Store. The prime contractor for the project will be Harris Stevens Company, the same company that has built the city's underground garage at Van Ness and Tulare Street. Completion date is set for October 15, 1969.

Bids have been received on the city's newest fire station to be located at Fresno and Wernwood Avenue. The David Hoff Construction Co. was apparent low bidder at \$103,939. This is roughly 15% more than the engineers' estimate and before the bid is awarded there will be a discussion in an attempt to bring the cost more in line with the estimate.

Relocating Big Dry Creek away from the path of future Route 168 freeway at this time will benefit the City and County of Fresno. On the basis of this information the California Highway commission has allocated \$51,000 as the State's share of the cost to relocate the creek and constructing culverts at Ashlan Avenue and Gettysburg Avenue in Fresno. It is estimated overall cost of the project will be \$92,000, the City and County will share the balance.

A Santa Rosa firm, Wegner, Adams and Borbe Co., Inc., has submitted a low bid of \$16,474 for a project providing a series of turnouts on Highway 168 near Tollhouse, 20 miles northeast of Fresno. The turnouts will be on the stretch of road between Academy and Tollhouse.

The Hunsacker Construction Co. was low bidder for a project to improve the drainage along Highway 140 in the Planada area of Merced County, estimated cost was set at \$135,445.

Kimbo Company is nearly finished with Lateral #B on the Tulare Lake Canal. This job wasn't very long but the Brothers have been taking home some big pay checks. Everyone is looking forward to some more of these small canals.

Peter Kiewit & Sons has completed most of the dirt work on Interstate #5 at Kettleman City. The C.T.B. spread has been working lots of overtime. The paving will start Sept. 26 and should last approx. one month. There are 28 of the Brothers on the payroll.

Fresno Paving have completed their job on Hiway #65 with the exception of some overlay on old Hiway 65.

Fresno Paving's job on Hiway 33 south of Coalinga is off to a very good start. 3 miles of this job is in a subsistence area and it should be a good winter job. Their hot plant located at the old Brown Pit south of Coalinga has been producing material for the 12th avenue job in Hanford which should be finished by the 1st of October.

Huntington Bros. are approx. 50% completed with their rock job on the San Luis Canal. This job is from Panoche Creek to Kettleman City. Their Rock Plant located on Cantual Creek and Hiway 33 is running two shifts at this time.

Hood Corp. Pipeline job at Three Rocks has cut back to one shift on the trenchers but most of the Brothers are still getting some overtime. This job is approx. 80% complete with 23 operating engineers on the payroll.

W. M. Lyles job on Hiway 65 is coming along very well. Brother Mike Charest is the foreman and he runs a smooth operation. All the Brothers are happy with this job as it will run thru the winter and its in a subsistence area.

Kirst Construction Co. who is moving dirt on the Pleasant Valley Canal have moved over a million yards and they plan on finishing up around the last of November. There are 18 Brothers on this job.

R & D Watson have completed their Kings River Job with the exception of placing rock on the levee. They intend to make their own rock at Cantua Creek and Hiway 33. Watson was also low bidder on the Lloyd Meadows job out of Johnsondale but the Forest Service has been holding them back on getting started due to the extreme fire danger.

The California District Securities Commission has given final approval to the borrowing by the Westlands Water District of \$7 million by the issuance of five year warrants to supplement badly pinched congressional appropriations for work on the West Side irrigation distribution system.

The funds will be advanced to the U. S. Bureau of Reclamation to keep the construction timetable—already far behind schedule—from trailing further.

Ralph Brody, Westlands manager-chief counsel, said the borrowing will be repaid through sales of water, without an increase in assessments to landowners. He said revenue from the sale of the 1.4 million acre-feet of water will pay off the warrant issue well within the warrant period.

The funds will make is possible to complete the basic distribution system in the Five Points area, Brody said. A call for bids has been set for Dec. 3.

We are presently involved in negotiations with the City of Exeter which are expected to culminate in the signing of the first contract for public employees in this area.

Tentative provisions provide for an average 13.5% salary increase for employees of the City. Also being considered is an increase in the previously inadequate sick leave benefits.

Fresno County Sheriff's Deputies are anticipating the adoption of Safety member Retirement provisions under the 1937 Retirement Act as a result of our efforts to convince the Board of Supervisors and the general public of the advantages of this provision. Safety member retirement provides more efficient law enforcement by allowing members to retire at an age while still able to perform their duties. The increasing crime rate supports the expediency for institution of these provisions at this time.

Members in the Fresno County Clerks office have requested us to assist in preparing documentation of the need for additional staffing in this office. Tentative results of our study indicate a 64% workload increase as opposed to an 8% personnel increase since 1958. Judges on the Superior Court Bench have indicated their concern in regard to procedural problems caused by inadequate staffing of the clerks office.

Our concern over conditions affecting not only the employees but the patients as well at Springville Hospital promoted us to contact the Tulare County Grand Jury and ask for an investigation of the situation there. We plan

further action in regard to Springville after assembly of all the data necessary for proper presentation of the problems existing there.

We will appear before the Tulare County Board of Supervisors on Tues., October 1, 1968 to bring to the attention of the County the harassment the employees of the Road Dept. have been subjected to as a result of our efforts to resolve a problem con-

cerning the driving of County equipment on the employees time. Members indicate that a superior attempted to pressure them into signing a document purporting to indicate their feeling on this matter. Our legal Dept. is presently studying all aspects of the situation and this attempt by County Management to force the issue in this manner calls for disciplinary action.

## Conductor's Letter

# Nelson Resigns

Executive Board  
Operating Engineers Local  
Union No. 3  
474 Valencia Street  
San Francisco, California 94103

Dear Sirs and Brothers:

It is with regret that I present my resignation from the office of Conductor of Local Union No. 3 as it has been a pleasure to serve the Local Union and work with its Officers and Executive Board.

However, in view of my retirement status, I think it best that I resign and respectfully request that my resignation be accepted as of October 1, 1968.

I will continue to be a loyal and interested member of Local 3 and look forward to its continued growth and prosperity.

Fraternally and sincerely,  
Ernest M. Nelson

4040 Colonial Way  
Sacramento, California



CHICO BROTHERS at Peterson Tractor Company pose with new special type truck used in COPS Program recently instituted by the company. New

system is able to provide parts and service within 24 hours to customers within the area.

## Inaugurate COPS Program

# Parts System Set At Peterson

COPS—"Complete Order Parts Service" is a new system for Petersons Parts customers. But it's based on the tried and true system of calling first and then pick up your parts. Special procedures have been set up to handle most parts orders by phone and are ready for pick up either later in the day or no later than early the next morning. The customer really benefits because he doesn't have to make return trips to the Chico store to pick up back orders. He gets it all in one trip . . . no later than 24 hours after phoning in the order.

How's it done? Being situated between the

main warehouse in San Leandro and the big stocks in Redding, Chico has the advantage of being able to draw from these two main sources without having to carry duplicate stocks of its own. With a system of trucks going to all three stores, Chico gets the full benefit of the truck's morning and afternoon schedules.

It works. Parts availability to the customer is substantially increased now by actual test. While availability has always been good, it is now running 98% plus with the new system. And it promises to get better. COPS may be a strange name for the new system but it sure works.



## Dredging

By GUY JONES

At the present time 95% of Dredging hands are working throughout this area.

Utah Dredging is still gong strong at Bay Farm Island, 7 days a week—3 shifts. This job will last about another 4 months.

Utah Dredge San Mateo is working at the Sacramento River out of Rio Vista, 3 shifts.

Trans Bay Construction Dredge "Thelma" still going steady in San Francisco Bay with about 1 mile of trench left to dig.

Dutra Dredging Company are going strong with all hands working. They are keeping busy their 6 rigs up and down the bay maintaining the levees and pipe line trench work.

At present Shellmakers Dredging have just finished up in Bodega Bay with the dredge "Vanguard," and have moved into Petaluma Creek for a 3 month go at that job. Their dredge "Vagabond" is working around the clock at Alameda Creek. This promises to be a good long job.

Western Pacific Dredging have started their new job at North Sacramento River and coming right along—should be there for a few months or so.

United Sound & Gravel is keeping busy on San Francisco Bart Job. They are back filling with sand and are keeping a steady crew busy.

Smith Rice's Clamshell Dredge "24" is on 3 shifts loading their 1,000 yard barges out of Todd Shipyard. They have just added a new 6 yard bucket to the rig.

Healy Tebbits have 3 rigs working at this writing, digging pipe line trench from Oakland Airport to San Francisco Airport. This will be a good long job for the Brothers.

Manson General Dredging still busy on their job of hauling sand over to 7th St., Oakland.

Hydraulic Dredging have their Corte Madera job half completed at this time. This job is supervised by Army Corps Engineers.

Olympian Dredging Company at this time are repairing their equipment in the Rio Vista yard. They have just finished their Army Engineers job by High Street Bridge in Alameda.

Peter Kiewits' dredge "Sandstorm" is in their yard being completely overhauled.

Construction of permanent levee and river bank protection works along the Sacramento River and in the Delta has virtually ground to a halt due to the lack of federal funding during the Vietnam War.

A report issued by the State Reclamation Board and the California Central Valleys Flood Control Association said only 30 miles of levee slopes have been reveted (strengthened) under the 10-year program which started in 1963.

The plan called for 80 miles of river bank protection works at a cost of \$21.5 million. The present cost estimate has now risen to \$36.6 million and at present it's only possible to make emergency repairs, the report said.

The report noted that during the past century federal, state and local interests have built 1,300 miles of levees at a cost of \$200 million. The cost of replacing the system would approach \$1 billion, the report said.

The levees provide flood control protection to a number of cities and about one million acres of prime farmland. The program of construction rock revetments along the levees is financed by federal funds.

The state has asked Congress to appropriate \$3.5 million in the 1969-70 budget to get the work on schedule.

## R&F Wages Record

WASHINGTON—Gross weekly earnings of rank and file workers reached a record high in May, and the purchasing power of these earnings increased sharply, the Department of Labor's Bureau of Labor Statistics has reported.

Because of rising prices and increased social security taxes, however, purchasing power still remained below that for several months of 1965, 1966, and 1967.

At \$106.03 in May 1968, gross earnings for production and non-supervisory workers were up \$1.59 from April because of a 2-cent rise in hourly earnings and an 0.3 hour increase in the workweek. The real value of these earnings—\$88.14 in 1957-59 dollars—rose \$1.03 over the month.

Despite the over-the-month gain, real earnings in May were slightly below the levels of July, August and September 1967 (when they averaged \$88.51) and July 1966 (\$88.23).

Take-home pay in May (after deduction for social security and

Federal income taxes) amounted to \$94.20 for the worker with three dependents and \$86.56 for the single worker. Both spendable earnings figures were at alltime highs, up about \$1.20 over the month and slightly more than \$4.00 above the May 1967 levels.

After adjustment for price increases, spendable earnings averaged \$78.30 for the worker with three dependents and \$71.95 for the worker with no dependents, up 79 and 76 cents, respectively, over the month. Real spendable earnings in May reached the highest levels for any month in 1968 but were below the levels of the second half of 1967 and several months of 1966 and 1965.

### Service Apprenticeship

Two-thirds of all pilots hired by U. S. airlines in 1966 and two-thirds of those now flying in the front cockpits had their principal training in military service, according to a U.S. Department of Labor manpower study.



THOSE PRETTY TROPHIES in the background are part of the loot won by International Go-Kart Champion Joe Vera. Joe who is this year's overall champion shows off his style in the 117-lb. Hornet Sidewinder Go-Kart that he pushed to a new record point total at the Go-Kart International in Batavia, New York, recently. Normally the operator of multi-ton heavy construction equipment

for Wenrick & Associates in Menlo Park, Vera has been competing in Go-Kart racing for the past nine years. The trophy with the pretty legs? Well, that isn't Joe's, rather that's Mimi Neal, a sort of a permanent trophy that serves as secretary for Wenrick & Associates. Now see if you can find Joe and his Go-Kart. (Photo by Ken Erwin.)

## Speedy Vera Is Top Hand In Any Type Driver's Seat

When is a lightweight a heavy-weight?

When Joe Vera is in the driver's seat.

If the question seems academic, it is, at least with those who know the prowess of Vera at the wheel of either the multi-ton construction equipment he pushes around Wenrick & Associates in Menlo Park or in the cockpit of his 117 lb. Hornet Sidewinder go-kart.

The Sunnyvale, California speedster, who weighs in at a 135 lbs. soaking wet, recently annexed the Overall Champion title while competing against some 400 drivers in the Go-Kart International at Batavia, New York.

"This was my third crack at a national title," said Joe, "and after some nine years of competition it gave me a great deal of satisfaction to beat such a good field of drivers."

Vera pointed out that there are several classes in Go-Kart competition and that classification depends on the weight of the car and driver combined.

"I usually compete in the A Standard Light Class which means that the car and driver combined must weigh in at 250 lbs. or less."

Vera favors the Hornet Sidewinder which weighs 117 lbs. dry and boasts a Saetta engine. "The engine is offset mounted to balance against the weight of the driver," says Joe.

The Vera team, which includes mechanic Richard Burton, took five engines back to the International competition. "Of course," says Vera, "each engine is modified to certain specifications by Dick and the idea is to select and run-in the power plant best suited for the racing conditions at the different tracks." All of the engines now being used by Vera

are Italian made Saettas and cost from \$500 to \$1000.

Vera is high in his praise of his mechanic Dick Burton. "Dick is only 23 years old and a fine driver in his own right. Of course, he races the bigger Karts, the lay-down type," Burton is the son of Art Burton who heads Wilburton Construction Company one of the Peninsula's better known general construction firms.

This year's International competition was the toughest ever according to Champion Vera and in the combined time and point totals used to determine the title winner three drivers scored perfect totals of 1200 in 3 ten-lap heats on the ¼ mile track, however, Vera posted a record time to outpoint the field.

"The track back there was very fast this year," according to Vera, "and we were hitting speeds in excess of 82 miles per hour." Joe said the small Go-Karts have no gear box and depend on one direct gear. The 40-year-old title holder pointed out that most of the really good drivers hit the turns full-bore and that one of the more important attributes of a top driver is his ability to study and know the "small quirks and habits of competing drivers."

Go-Karting has long been a family affair with the Vera clan and Joe's wife Mary frequently helps with such tasks as clocking the other karts, helping around the pits and attending most events with her husband. At one time Joe's oldest son, Richard, 21, competed in the junior classes. Vera has two other children, Marsha, 15 and Steve, 11.

A 16-year member of Operating Engineers Local Union No. 3, Vera has worked for Wenrick & Associates, an underground construction company in Menlo Park,

for the past ten years. The 20-year-old firm recently added a Paving and Grading Division and is headed by H. L. "Larry" Wenrick. Wenrick is President of the Peninsula Chapter of Engineering Grading Contractors Association.

As for his future in racing, Vera says he will be driving as long as the sport provides him with the same satisfaction and thrills it has for the past nine years. "Karting is relatively safe if you know your business," says Vera. "I've flipped several times, but never anything serious."

Anyway, let's lift a tall one to Joe Vera, a 40-year-old champion of a young man's sport who hasn't yet heard of the "generation gap."

## State Water

Continued from page 1  
in Northern California is now cheap and plentiful.

Also under study is a nonregional plan, calling for a high degree of waste treatment, but with continued discharge at present location. Full evaluations of the plans will be ready later this year.

**High Water Mark** — Another \$100 million worth of California water bonds goes on the block in October, pushing the states sales of water development issues since 1964 over the \$1 billion mark.

Voters in 1960 authorized \$1.75 billion in general obligation bonds to finance the huge State Water Project.

Water sales will amortize these bonds. It will raise additional funds by selling \$275 million in revenue bonds to be paid off by power sales derived from the Oroville and Thermalito Plants on the Feather River.



Obituaries

Name — City	Local Social Security No.	Register	Deceased
Avilez, Ralph .....	3	499144	10/9/68
Martha—Wife	SS#565-12-9920		
1379NorthBarton Fresno,California			
Benson, Don .....	3	814760	10/1/68
1600 E. University	SS#550-30-6300		
Fresno, California			
Borman, George .....	3	453646	9/10/68
Velma—Wife	SS#527-01-3807		
425 Granite Avenue Monrovia, California			
*Bridges, Celce .....	3	1219520	10/5/68
Frances—Wife	SS#430-56-9435		
120 Solano Street Brisbane, California			
Cleaver, Louis .....	3	888758	9/28/68
Lucille—Wife	SS#511-03-8440		
3411 Adeline Street Oakland, California			
Conrad, D. K. ....	3	904621	9/15/68
Boulah—Mother	SS#551-32-9997		
705 Aldridge Drive Marysville, California			
Donaldson, William F. ....	3B	894831	10/11/68
Sarah Delaney—Friend	SS#485-09-2373		
P.O. Box 194 Valley Springs, California			
Elzea, Deane M. ....	3D	1276942	9/17/68
Maurine—Wife	SS#536-01-5576		
1315 E Street, Apt. 1 Marysville, California			
Farris, John .....	3	693636	10/2/68
Margaret—Wife	SS#551-18-5893		
1147 Pico Fresno, California			
Gurney, Daniel .....	3	301412	6/18/68
Millie—Wife	SS#550-16-8450		
29 Park View Grover City, California			
Hardin, George .....	3	1055581	9/30/68
Kathryn—Sister	SS#447-09-4599		
2618 East 16th Street Oakland, California			
Kelly, Martin W. ....	3A	1117580	9/14/68
Irene—Wife	SS#558-09-0999		
P.O. Box 64 Inverness, California			
*King, Johnny .....	3A	931147	10/11/68
Anna—Wife.....	SS#442-38-2225		
110 East Lind Port Chicago, California			
Koivisto, Richard .....	3	652492	7/1/68
Marvis Koivisto	SS#272-05-8909		
4897 Miramar Avenue San Jose, California			
Lewis, A. G. ....	3	955099	9/24/68
Minnie—Wife	SS#526-09-1092		
219 Wilson Avenue Vallejo, California			
Lowe, Marvin .....	3	848282	10/7/68
Mrs. L. H. Goontz—Mother	SS#310-12-3789		
Route 1, Box 1145 Durham, California			
Manning, Floyd .....	3	754174	10/13/68
Mae—Wife	SS#550-16-6132		
201 Third Street Rodeo, California			
Neel, Frank .....	3	532954	10/12/68
Mary—Wife	SS#429-07-4456		
1142 Echo Road Redding, California			
Parker, Amos R. ....	3	549438	9/8/68
Hedy—Wife	SS#548-16-0698		
370 Whitney Dinuba, California			
Peck, Stan .....	3	955122	9/29/68
Nettie—Wife	SS#559-14-6212		
867 Locust Street Redding, California			
Piersol, Eugene .....	3	1067394	9/22/68
Ralph—Brother	SS#533-01-9141		
2548 Amethyst Drive Santa Clara, California			
Richmond, Clair S. ....	3	1112965	9/18/68
Betty—Wife	SS#528-24-6070		
2815 Lake Street Salt Lake City, Utah			
Scales, Fred .....	3	456116	9/11/68
Alma—Wife	SS#455-05-9299		
312 Chestnut New London, Iowa			
Silveira, L. L. ....	3D	1296269	9/16/68
Angelica—Wife	SS#549-26-7298		
Box 633 Colusa, California			

Hawaii Construction

Highrise Helps Hook Scale

By HAROLD LEWIS, BERT NAKANO, WILFRED BROWN, JOE REINERT, KENNETH KAHOONEI and WALLACE LEAN

DISABILITY INCOME INSURANCE PLAN — If I should become disabled, how will I provide for my family?

How will I pay my bills?

How can I obtain the special Disability Income Insurance Plan I have heard so much about from my fellow Brother members in Hawaii?

If you have been wondering and have asked yourself these questions, here is what everyone is talking about!!!!

Realizing the existence of the many hazards on and off the job, thru the efforts of your Sub-District Representative, Local 3 provides a special Disability Income Insurance Plan. Our plan is underwritten by Mutual of Omaha, the largest company in the world specializing in health and accident insurance.

Because of the buying power of our group, our Disability Income Insurance Plan is much more inexpensive than a similar plan if purchased individually. We find the fast benefit service and the personal compassion and interest shown by the Mutual of Omaha representative in each Brother member is truly a great asset. The cost of this plan is borne by the individual member and it is entirely up to each Brother member to purchase the plan.

Disability income insurance benefits paid out monthly to disabled members totals over \$3,000. Many disabled members have received as much as \$400 per month and have found peace of mind during those troubled times. Your Disability Income Insurance Plan lessens the burden of the ever surmounting bills during loss of income as a result of disability.

For more detailed information, you may contact Mr. Ken Higuchi, Mutual of Omaha Representative, at either his office (Phone No. 586-966) or at his home (Phone No. 774-385). Mr. Higuchi informs us that he is trying to contact as many members as possible before 1969 to give them the opportunity to purchase the plan. However, if Mr. Higuchi has already contacted you and you find that you were hasty in your decision and would like to purchase the Disability Income Insurance Plan, do not hesitate to contact him at the telephone numbers mentioned above. Mr. Higuchi will be more than happy to contact you a second time to give

you another opportunity to purchase the plan.

BUILDING CONSTRUCTION PICTURE WAIKIKI—Highrise hotel building construction along the Kalakaua Golden Strip of Waikiki which began approximately 16 years ago is still booming today. Presently ten new hotels costing more than \$41 million are in various stages of completion from ground breaking to topping off.

The big problem that fronts the rapid growth of the famed Waikiki tourist district is the TRAFFIC! Although parking establishments have been erected to ease the flow of automobiles off into the narrow side streets, the general traffic problem still remains. Serious planning must be done soon by our City's fathers for broad landscaped thoroughfare within the area of Waikiki. Some interest has been shown by the business groups to cope with this serious problem; however, it will take both parties to really come up with a sound plan.

DOWNTOWN HONOLULU — The convenient facilities for parking and shopping at the world's largest shopping center, the Ala Moana Shopping Center, seriously threatened cutting business down to a minimum for the merchants in downtown Honolulu. Unlike Waikiki, after serious planning, downtown Honolulu is undergoing a long systematic improvement program. The transition period may last for more than ten years at the tune of \$32 million. The general plans specify additional interest in storm drainage, street expansion, off-street parking facilities, pedestrian malls and luncheon areas. When completed, downtown Honolulu will blend in with the modern metropolis of Honolulu.

ALA WAI AREA—New giant condominium project is slated for early 1969 in the Ala Wai area. The \$25 million "Ala Wai Plaza" will be built at the intersection of Kapiolani Blvd. and University Avenue. The five-acre parcel of land on which this giant condominium will be built is one of the very few remaining undeveloped large parcels of land in the Ala Wai area.

When built, the "Ala Wai Plaza" will be the largest condominium in the State planned to date. Tho the world famous Ilikai is the largest at present, it did not start as a condominium. The Ilikai was first built as a cooperative.

The entire complex of this giant condominium will consist of three highrise apartment buildings and a parking structure. The smallest

will be a four deck parking area, one 17-story structure, one 24-story structure and the largest structure will be 31 stories. All three residential structures will have penthouse floors.

A very unique feature, a first for condominiums in the State, will be split level apartments. The elevator will be housed in separate shafts connecting to the residential towers by bridges at each floor. Floor area will range from 600 sq. ft. thru 1,600 sq. ft. Prices will range from \$18,000 and up to \$90,000. Surrounding complex will be the Ala Wai Golf Course, Ala Wai Canal, and Iolani School which makes for unobstructed view of the mountains and the sea. The general contractor for this project will be Hawaiian Dredging & Construction Co., a subsidiary of the Dillingham Corporation.

HIGHRISE CONSTRUCTION AFFECTS HOOK INDUSTRY CONTRACT—As a result of the ever soaring skyward highrises being built in Honolulu, the renegotiated Hook Industry contract which involves eight contractors has an added feature affecting the booms of cranes.

Operators, Mobil Crane Operators, Assistant to Engineer, and Indentured Apprentices on cranes with booms of eighty feet or more, including jib, receives additional premium. Booms of 80 feet up to, but not including, 130 feet—15¢ per hour premium; Booms of 130 feet up to, but not including, 180 feet—30¢ per hour premium; Booms of 180 feet and over—45¢ per hour premium. The length of the boom is measured from the center of the heel pin to the center of the head sheave pin.

Our Brother members employed in the Hook Industry are very pleased with this added feature in their renegotiated contract which means added money in their pockets.

Hook Industry contractors include: Allied Construction, Inc., Associated Steel Workers, Ltd.; Hawaiian Crane & Rigging, Ltd.; Hawaiian Reinforcing Steel Co., Ltd.; Hawaii State Steel; Mutual Welding Company; Pacific Welding and Machine Works; and United Crane Rentals, Inc. A total of sixty Brother members are employed in the Hook Industry according to our last count.

Lewis Wins In Hawaii

Recording-Corresponding Secretary T. J. "Tom" Stapleton announced this week that Harold Lewis had won an uncontested election as the new Sub-District Advisor to the Executive Board for Hawaii.

Lewis was already serving in this capacity on an appointed basis. Lewis is also a Local 3 Trustee and Sub-District Representative for Hawaii.

Brother Lewis has been a member of Operating Engineers since 1951 and has been successful in increasing the membership in Hawaii from a mere handful to several thousands since being assigned there as Business Representative.

Obituaries (continued)

Smith, Samuel .....	3D	452492	9/24/68
Charlotte—Wife	SS#528-05-3563		
2750 South 20th East Salt Lake City, Utah			
Standerfer, Mike .....	3	1144740	9/24/68
Shirley—Wife	SS#432-28-3357		
Box 1117 Susanville, California			
Viggers, Raymond .....	3	1195056	9/23/68
Barbara—Wife	SS#546-54-9368		
P.O. Box 173 Hydesville, California			

76 Deceased Members August thru October, 1968.  
5 Industrial Accidents.



## 6 Bay, Central Area Highway Projects Set

SACRAMENTO—Contracts for six bay area and central California State highway projects were awarded today in Sacramento by the Department of Public Works.

The largest—a \$1,180,124.50 contract in *Solano and Napa Counties*—went to Syar & Harms Industries, Inc. of Vallejo for grading and paving a 7.5 mile segment of median along Interstate 80 and constructing barrier railing between 0.2-mile east of the Carquinez Bridge Toll Plaza in Vallejo and 0.2-mile east of the American Canyon Road Overcrossing. The existing highway will be resurfaced between the Toll Plaza and Redwood Street.

In *Napa County* a contract for \$103,332.75 was awarded to Harold Smith and Son of St. Helena for constructing uphill passing lane at three locations on Route 29 between 1.8 miles north of Calistoga and the summit near Mount Saint Helena. Existing highway at these locations is also being resurfaced.

In *San Francisco County* a contract for \$159,455 was awarded to A. E. Mullin Construction, Inc. of Mountain View for constructing planter balconies in an Interstate 280 retaining wall, and reconstructing the roadway between 18th and 19th streets in San Francisco. These balconies will be used for landscaping.

In *San Mateo County* a contract for \$16,168 was awarded to The Lowrie Paving Company, Inc. of South San Francisco for constructing a storm drain of reinforced concrete pipe on the west side of El Camino Real (Route 82) between Kains Avenue and San Bruno Avenue in San Bruno.

In *Santa Cruz County* a contract for \$4,825 was awarded to Oakland Fence Company, Inc. of San Leandro for constructing chain link fence and chain link sidewalk railing in Santa Cruz, at La Fonda Avenue Overcrossing, on Route 1.

In *Yolo and Sacramento Counties* a contract for \$11,083 was awarded to Epoxy Fabricators International of Richmond for placing plain and reflective pavement markers along a total of 17.4 miles of Interstate 80 and State Routes 275 and 16 at the following locations:

On six-lane Interstate 80 in Yolo County, from the Solano County line to the east end of the Yolo Causeway, a distance of 9 miles.

On four-lane Route 275, from Riske Lane in Yolo County to the east end of the Tower Bridge in Sacramento County, a distance of 0.7-mile.

One two-lane Route 16 from 0.8-mile west of the Kiesel Crossing to Bryte, a distance of 7.7 miles.

P.O. Box 51  
Phoenix, Ore. 97535  
Feb. 13, 1968

Dear Sir and Brothers:

I wish to express my thanks for receiving my 25 year membership pin and scroll. Very proud of it.

Am enjoying retirement for the past 3 years, thanks to Local 3 Pension and Health and Welfare Plan.

I read the *ENGINEERS' NEWS* from head to foot—nice paper. You officials are doing a wonderful job.

Yours truly,  
A. J. RUELL.

# State B&T Will Spend \$1,194,865 On New Airports, Improvements

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SACRAMENTO—Gordon C. Luce, State Secretary for Business and Transportation, today announced the allocation of State funds to assist in construction of two new airports, relocation of a former airport and improving facilities at 35 others already in operation.

Joseph R. Crotti, Director of the Division of Aeronautics, joined with Luce in making the announcement.

The \$1,194,865 to be spent on

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the projects will come from the state's Airport Assistance Revolving Fund.

The approved distribution of the funds is based on the premise there will be no financial federal aid given to the airports program. Should any entity receive such funds the allocation from California will be proportionately reduced.

The two new airports will be located at Malum Ridge in Madera County and Firebaugh in Fresno County. The airport to be re-

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located is at Buttonwillow in Kern County.

A total of 60 projects were selected by the State Aeronautics Board from a group of 75 for which financial assistance had been requested by California cities and counties. An additional \$533,850 would have been required to honor all requests. Some airports had more than one request approved.

The revolving fund was established two years ago for acquisition to aid development of aviation

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activities in California.

Local governments are required to match all state grants from the fund. In most cases this combined amount is matched in turn by the federal aid to airport program.

State funds are derived from the unrefunded motor tax attributable to general aviation uses and by the two cents per gallon that is withheld from the gas tax refund to general aviation only. Aircraft operating in support of agriculture and common carriers are exempted from the two cent impost.



COLLECTORS of almost everything are Brother and Mrs. R. C. Workman of Linda, California shown with their bottle collection recently displayed at a meeting

of the Sutter County Historical Society. The Workmans also have several other major collections.

## Bottles, buttons—you name it!

# Engineer Couple Are Real Collectors

The hobbies of Mr. and Mrs. R. C. Workman in Linda were on display at the recent meeting of the Sutter County Historical Society. Here the Linda couple stand in the midst of hundreds and hundreds of bottles collected over the years. The Workmans also collect buttons, old-time furniture, pictures, chinaware, stoneware objects, Chinese pottery and other miscellaneous objects.

The summer session of Sutter County Historical Society at the home of Mr. and Mrs. R. C. Workman, 1779 Hile Ave., Linda, gave members and guests opportunity to view the large number of antique bottles and other artifacts collected by the Workmans.

Brother Robert Workman was introduced to speak informally on the collecting of antique glassware, in which he and Mrs. Workman have been interested in the last four years. Brother Workman is employed by Tenco Tractor in Marysville.

In addition to bottles, hundreds of which are housed in the Workman home and many of which date back more than a century, other collections have been made by the couple. Their button collection for example, contains about 20,000 separate items.

Old-time furniture, pictures, chinaware and miscellaneous objects also add to the treasures, as well as a number of Chinese pottery or stoneware objects dating back to the Gold Rush days in Yuba County.

Workman said the bottles had been discarded by the pioneer residents and many have been unearthed near the Yuba River levee in what had obviously been a garbage dump.

Also recovered by the collectors, were some stoneware beer bottles that had come to California from England by sailing ship and Chinese earthen or glass containers that brought foods, condiments or narcotics from the Orient.

Early-day druggist in Marysville apparently did a thriving business, as many medicine bottles of various sizes and colors were unearthed.

The patent medicines so popular in the last century were packaged specially for the California trade with the name of the druggist blown into the bottles. One such firm was the Hornung Drug Store, which began operating here about 1854.



# Last Gold Dredge Passes Into History

By HAROLD HUSTON,  
W. R. WEEKS, DAN  
CARPENTER, JOHN SMITH  
and GENE BROWN

**Yuba Consolidated Ends Operation Here** — The shrieking groan of steel on steel seemed especially loud the day it died. California's last operating gold dredger was closed down this week in Hammonton east of Marysville because it ran out of money. Money in dredger talk means gold. "We knew it was coming for some time" said Cecil Brophy, general manager of Yuba Consolidated Gold Fields, a division of Yuba Industries.

The shut-down of the 64-year-old operation eventually will throw about 40 men out of work — 29 right away and the rest later as the operation is gradually phased out. An aura of sadness permeated the entire complex of the cranes, derricks, cables, winches and the screeching of the conveyor of scoop buckets of Dredger No. 21 as it ground its way through the last bit of rocks and mud it will ever consume on a pond not far from the site of Hammonton — once the second largest town in Yuba County.

**Through Site**—Buildings of the town were removed as the dredgers ate their way through the site of the community that once had its own school, stores, post office and numerous dwellings. All that remains now are huge mounds of tailings stripped of their gold content and laying inert waiting for some future use. Deer play on the cobbles left in the hundreds of acres roughly nine miles east of Marysville which were worked years ago and since have come to form valleys, a little grass at the bottom with polar trees fed by the water level of the Yuba River not far below the surface.

There are quite a few deer in the area and the gold firm has prohibited hunting on its property for the past 15 or 20 years. Brophy said to date a total of \$137,234,898.30 worth of gold had been recovered from the dredger fields since Wendell P. Hammon put his first dredger to work in 1904. Some of the area has been reworked three times, Brophy said, and a total of over 1 billion cubic yards has been processed by the 21 dredgers that



WENCHMAN BROTHER LEO COLBERT for the last time handles the controls of dredger No. 21 the last remaining active gold dredger in California. Earlier this month the giant mining boat lapsed into silence following a decision by company officials to end its 64-year gold mining enterprise due to costs in relationship to the fixed price of gold. Colbert had worked 23 years for Yuba Consolidated Gold Fields.

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have inched their way back and forth over the gold bearing area. 1,078,787,298 cubic yards to be exact. When a dredger is working it runs 24 hours a day, seven days a week, barring a major breakdown.

At the peak of activity around Hammonton there were seven dredgers going at the same time. In 1957 these were cut to four. Last year No. 20, the largest dredger of them all was taken out of operation. This week the twenty-first and last of the line of dredgers at Hammonton scooped up its last speck of gold.

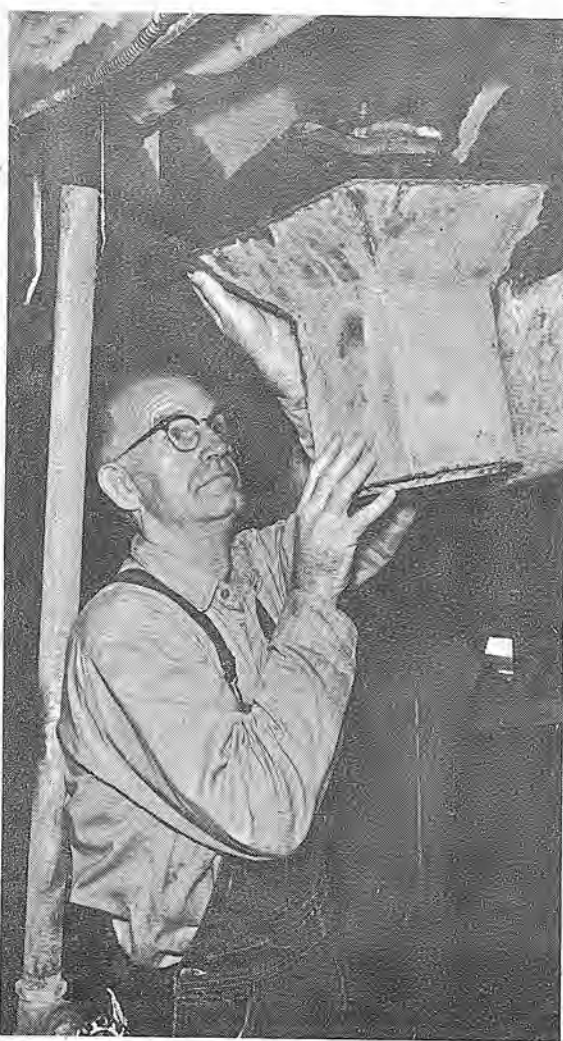
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**No Marysville** — Many "old timers" and Marysville businessmen have said that there wouldn't be any Marysville if it hadn't been for the dredgers. Hammonton was built as a company town in 1903-04 after Hammon, a Biggs area farmer who built his first dredger in 1900, found the enterprise so profitable that he formed the Yuba Consolidated Co., and began exploitation of the gold bearing land east of Marysville. Hammonton was a more or less self-contained community in the days before the automobile gave men greater mobility. The men and

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their families lived in houses—some in tent houses — near the dredger ponds and "went to town" infrequently. At one time an auto stage ran between Hammonton and Marysville. Later many families moved closer to established communities such as Linda, Olivehurst and Marysville. Many of the original Hammonton houses were sold to their occupants for \$1 and still stand where they were moved to Linda and Olivehurst.

Some of the present Brother engineers have been with the company for over 40 years. Some



BROTHER C. M. McCORKLE, 23-year veteran gold dredge employee at the Yuba Consolidated Gold Fields at Hammonton, inspects one of the "boil boxes" where fine particles of gold collect after having been dredged from the rocky land about nine miles east of Marysville and a mile south of the present bed of the Yuba River. The gold is amalgamated with mercury and later separated and the mercury is then reused. It was McCorkle's last inspection before the dredge was closed down a few hours later.

of the men will retire and some of them will be looking for other work. Many of the early dredgers were built in Marysville, but the manufacturer was moved to Benicia in 1925. Dredger No. 21 was built there and was brought to the Hammonton fields in 1953 from fields in the Folsom area. After No. 21 scooped up its last bucket of rocks and much earlier this week, crew members came back aboard and cleaned "accumulators" and other pieces of equipment.

**No. 21 is for Sale** — The dredger will continue to sit in the pond it ate out of the flatland south of the Yuba until a buyer comes along. When a dredger is working, an endless chain of 119 steel buckets scoop material from more than 100 feet below the surface of the water which is the same level as the Yuba River which feed the ponds. The buckets carry the rocks, gravel, sand and gold to the top of the dredger, dump it into a huge perforated revolving drum where the raw ore starts its journey through a refinement process which casts out the rocks and keeps the gold. Trouble is there isn't enough gold any more. The gold is attracted to mercury with which it amalgamates. This is then processed, the gold and mercury separated and the mercury used again.

**Main Product**—There are also small amounts of platinum and silver recovered, but the main product has always been gold. Now old No. 21 sits strangely quiet in the pond of its own making — its screaming chain of buckets still, the high whine of its scores of electric motors mute, the throbbing vibration that once rumbled underfoot from stem to stern gone. Hammonton never had a saloon of its own but the feeling this week around the site of the modern ghost town was one of a sad and silent toast to the days that can never return.

Brother Wallace V. Darnielle has been the job steward since March 1946. Brothers W. L. Wyatt and Theodore Dodson are the safety committeemen.

The following Brothers have been laid off with some of them applying for their much earned pension and the rest of them registering on the out of work list: William Sliger, Frank Pegden, Thomas Meakin, Rudolph Jace-nich, John Griffin, Leo Colbert, Chase Cushman, Charles Dallas, Theodore Dodson, Thomas Friedman Jr., Clifton McCorkle, George W. Morton, Bruce Murdock, Martin Rizor, Edwin Rowell, Earnest E. Sargent, Troy Scarberry, Charles Sharp, William D. Swain, John F. Vails, Richard D. Donahue, Albert G. Pritchard, William J. Stayer, John W. Williams, Ralph W. Gallatin, Charles L. Poe, Warren W. Setzer, Wallace V. Darnielle and William W. Sullivan.

Only the following Brothers are still working, cleaning up the dredge and securing operations: W. L. Wyatt, Claude Franklin, Albert Pool, William Goss, Donald Leidy, and Thomas Monahan.

May we take this opportunity to personally thank all you Brothers for your 100% support and co-operation you have always given the officers of Local No. 3 and your Business Representatives. It has been a real pleasure to help you in your problems for so many years.

See MARYSVILLE page 12



GOLD DREDGER NO. 21, the last of its line, is shown here during the last day of its operation this week on a pond east of Hammonton. Yuba Consolidated Gold Fields, a division of Yuba Industries, found gold dredging in the area no longer profitable and ordered the close down of the last operating gold dredger in California. The dredger was working about a mile east of the site of the former town of Hammonton, named after

the company's founder, Waddell Hammon. He was a Biggs area farmer until he became interested in dredging possibilities, devised a dredger, and in 1904 commenced mining the Yuba River country east of Marysville. The water is the same level as the Yuba River about a mile away in the background. At one time there were seven dredgers working in the Hammonton area—Now there are none.



# WABCO Scraper Wins Siri International



STARTING LINEUP for the first road race ever at the new Sears Point International Raceway between Vallejo and Novato in Sonoma County

awaits flag-drop. Unique competition brought together various pieces of construction equipment on the Arthur B. Siri job.



JOCKEYING FOR STARTING position in the Arthur B. Siri Equipment Handicap at the Sears Point International Raceway are hot seat drivers from Operating Engineers Local Union No. 3.

Some 23 spectators packed the area and howled their approval as multi-ton construction equipment unraveled the tight turns at the tough course.



FLAG TO FLAG winner in the Siri Grand Prix was a Wabco Scraper that withstood charge after charge by dozers, euclids, rollers and even an up-tight little backhoe. Brother Cal Hall who drove the winning entry said his piece was going full-bore all the way and except for a little squeaking and tightening-up on the sharper turns gave a

fine performance. Hall said he has no plans at present for future racing. Brother Jerry Bull who won a second heat, also on a Wabco Scraper, said, "It's no cow, this was the dustiest course I've ever raced. I think it was a mistake to accept the Water Wagon as a bona fide entry."

## First Road Race Held at Sears Point International Raceway:

Sears Point International Race..

Friday, the 13th of September saw the rather informal christening of California's newest, and destined to be finest, road racing circuit.

It was interesting to note that the entries were limited to American manufacture only. This might have been a significant factor in the rather slow lap times that were turned in, which were estimated only, as the official timing clocks, consisting of a Westclox Baby Ben and a Grandfather's Clock that ran down during the first lap, caused a dispute between the apparent winner and second place, which came in 13½ minutes behind.

The sponsor for what is to be destined the first and last annual event to be run at Sears Point International Raceways was the Arthur B. Siri Construction Company of Santa Rosa, California—who, incidentally, is the engineering contractor doing the construction for the Raceway. Art Siri, Jr., long a racing enthusiast, was quite content with the performance shown by his sterling machinery. He appeared quite confident before the race, perhaps due to the fact that he knew he would have a winning vehicle inasmuch as he was sponsoring all of them. It did not come as much of a surprise that a B-70 Wabco Scraper led the pack through the entire race and finished well ahead of the remaining machines. True, there had been some speculation that one of the two engine entries—also a first to be run at this track—held position well, but lost out at the end. There were two of these light green Euclids entered. Despite the 933,141 cubic inch displacement (carrying capacity, not piston) they just could not come close to the Wabcos.

Excitement was obviously present in the vast throng of spectators, estimated by the management of Sears Point International Raceway to exceed 23 people, in the performance shown by a D-7 Caterpillar Dozer. Hearts were in the throats of many as this vast yellow machine lumbered through Turn 6 at a speed estimated at four miles per hour. This was obviously the underdog of the pack and at least four people were rooting for it to overtake the winner. Unfortunately, it finished well behind a Michigan 46=A Dozer who managed to take it coming out of the carousel Turn 8 on to the main straightaway. One bit of comic relief was apparent when a Backhoe managed to inch its way up the alternate Turn 8B attempting to cut ahead of those leading the race, but only to be forced back down the turn by a Water Wagon that had inadvertently got itself into the pack. Fortunately, the driver had his goggles on, but his snorkel did fill up in this little dice. In all fairness, it must be said that the Gallion 160 Roller did exceedingly well despite the fact that this was the driver's first try at competition in the world of racing.

Notwithstanding the above, track progress since the formal groundbreaking on August 14 has been dramatic with Siri Construction Company working two shifts and substantially completing the 500,000 cubic yard earth moving operation. Actual paving of the road circuit and drag strip will be completed by September 27. The

road circuit promises to be one of the finest in the nation. There are twelve turns in the final plan, with elevation changes from 15' to 185'. The entire circuit is nestled in the natural amphitheatre that the site provides. There are three alternate road circuits integrated into the track, with the longest being almost precisely 2.5 miles, and the shortest being 1.78 miles, with the middle circuit being 2.1 miles. In any given race weekend these alternate courses could be employed if the occasion arises. Spectation from the hill-sides is superb. At any given point, at least 75% of the road course can be seen. The course will be paved to a full 40' width and no expense has been spared in preparing the sub-base to insure a good road surface.

Sears Point International Raceway is a scant 45 minutes north of San Francisco via Highway 101 and the Highway 37 turnoff. It is the center of a 60 mile radius that takes in Sacramento and San Jose, and is easy access from these, as well as the East Bay cities.

## Marysville

Continued from page 11

**NORTH AREA NEWS**—The North Valley Plaza shopping center in Chico has been completed and a grand opening is scheduled for October 1968. Construction was by Harvis Construction Co. Inc. of South San Francisco as the general contractor on the job.

The J. C. Penney store has a floor space of 130,000 square feet and Montgomery Ward has a floor space of 85,000 square feet. The shopping mall has 136,000 square feet with 35 additional shops in the center with every type of merchandise for sale to be found anywhere. Approximate cost of the total complex is \$10 million and is all under one roof and single story.

Site grade work was done by M & K Company which had six engineers on the job for several weeks. Butte Creek Rock supplied all the concrete for the tilt up, exposed rock paneling and floors for the building and also paved the parking area that has space for 2,500 cars.

Campbell Construction of Sacramento also is progressing very well on the ten story dormitory and penthouse at the Chico State College keeping a few Engineers busy on the hoisting equipment around the project. Completion is slated for next year at an approximate cost of \$4 million. Also at the college, \$14 million worth of new building construction is proposed for the coming year.

**APPRENTICESHIP** — At this writing we have nineteen indentured and one probationary apprentices working in the Marysville area. There are four indentured apprentices on the out-of-work list and eight young men waiting to start their programs. Not included in this summary are five boys who for one reason or another have asked to leave the program or due to their own failure to live up to the responsibilities of Apprenticeship are being relieved of them by your J.A.C. We have four additional apprentices to add to the total who are in the process of being transferred to other areas for a grand total of thirty-seven currently on our books.

The work load in Marysville

See MARYSVILLE page 16



## "Slag" Comes Into It's Own

# Used As Aggregate In Utah Highway Construction

By ASTER WHITAKER, JAY NEELEY, JOHN THORNTON, TOM BILLS, WAYNE LASSITER and DEL HOYT

Thorn Company of Springville is racing to complete Interstate 15 widening and resurfacing between Lehi and Provo before daytime temperatures sink below 60 degrees.

Once dismissed as a useless steelmaking by-product, slag is proving its worth for this asphalt road construction. The man-made rock is a tough, durable road-building aggregate, which the Utah State Highway department describes as "beautiful material."

The slag comes from the U. S. Steel corporation, Geneva Works, and is being used by Thorn Construction on this 17-mile stretch of Interstate 15 in Utah County. By the October completion date, Thorn will have laid 280,000 yds. from their hot plant at the U. S. Steel location. While the use of slag is new in this area, U. S. Steel officials say that the material has wide usage among roadbuilders elsewhere in the nation.

Hall Brothers Construction at Hurricane was low bidders of \$87,289 to complete a graded and drained roadway on Utah 215 eastward from the Juab-Millard line 22 miles. This will be a connecting link between Topaz Mountain and Lyndyl where Stearns Roger is building a mill for Brush Beryllium Company.

L. A. Young Construction was awarded another small job in Fillmore (State Road 100) toward Flowell, six tenths of a mile, amounting to \$58,000.

Goodfellow Brothers is "making hay" while the sun shines, for it may not be shining very many more days before the Bureau of Reclamation decides it is too cold to move dirt on the Starvation Dam. The Strawberry River channel change has been completed into the tunnel and the company is hoping to fill in the west end of the dam (in the old river channel) to bring it up to level.

W. W. Clyde Company is moving towards the finishing stages of the Salina Canyon Interstate 70 project with the cuts almost completed and laying asphalt and gravel on the lower end of the job.

Wilbur Christensen Company is putting the finishing touches on I-70 just east of Cisco. This job has run two shifts since it started. Christensen subcontracted the oil to Corn Construction.

Morrison & Knudsen is about ninety percent finished with their section of I-70 just west of Green River. This has been a tough rock job through the reefs. Cox Construction is finishing up with the Woodside job but are only about fifty percent finished with the job south of Hanksville. They have about 30 Engineers employed and are running two shifts. Rodney Rassmussen has sub-contracted the job on this job.

W. W. Clyde Construction is about eighty percent done with their job in Huntington Canyon. They still have some crushing to do, but should be finished in good time before the snow flies. Nevada Rock & Sand are in the final stages of their job in Cedar City on I-15. However, they have just moved

most of their engineers to the section of I-15 at Beaver. This job is just breaking and should be good for the winter for about 25 to 30 engineers.

Fremont Junction has priority over all the highway work in the northern part of the state and it should be let this fall sometime. The Ferron Dam has been advertised and work is expected to start sometime in October. Many jobs are expected to be let late this fall if the money isn't pulled again.

Construction activity in the Northern Utah area is on a definite upswing. First of all we are happy to report the Out-of-Work List is usually between 0 and 5 during the weekly work period.

The next important item is the current work picture in this Ogden Area. We have 22 road construction projects underway which amount to \$14.1 million in current work in counties from Davis County to the Idaho border. Latest bids which were just awarded and are not included in the \$14.1 million figure are: an addition to the I.R.S. Center in Ogden, awarded to Oakland Construction Company of Salt Lake City at \$3,307,000 and a 3-mile segment of I-80N between Henefer and Echo Junction awarded to Peter Kiewit at \$1,913,388. This job will tie in with the Echo Interchange which P.K. is already working on and consists of three structures, 1.6 miles of Interstate at a cost of \$2,000,000.

One of the smallest jobs, but yet one of the more interesting, will be the bridge across the Syracuse road to Antelope Island. The State of Utah is rushing this job so that they can explore and develop new ways of tapping the recreational potential of the 2,000-acre northern tip of the island. This island is considered unique because of its landscape and wildlife.

The largest single project at this time is Northwestern Engineer's \$3,872,005 contract to pave the section of I-15 from 31st Street in Ogden to Hot Springs. This project is scheduled for completion in October, 1969.

Other projects in the area are an important viaduct to facilitate traffic in Ogden at 24th Street, a realignment project from Harrison Blvd. to Ogden Canyon and an extension job at 12th Street.

Other major projects in the northern part of the state would be Gibbons and Reed Company's project on I-80 at Rattlesnake Pass, costing \$1,987,719. This job is about 80 percent complete and is expected to be ready for use this winter. In the Brigham City area we have \$700,000 surfacing and view area project on U.S. 91.

In addition to the jobs mentioned, there are many other smaller projects currently employing our Brothers and each new job helps keep our Out-of-Work List small.

## Stockton Report

# County Road Work Down In Four County Areas

By WALTER TALBOT, AL McNAMARA and JIM GENTRY

The prospect for work in this district continues to be real slow, as new projects have failed to be advertised for bid for this season. According to optimistic reports from the Capitol, several million dollars was to be forthcoming for the completion of Interstate 5 (West Side Freeway) in San Joaquin County. However, the State Division of Highways District X office claim they cannot advance the bidding dates for at least three more contracts of Interstate 5, because the engineering on the projects has not been completed and some rights-of-way have not been acquired. Consequently, the only good that we will achieve from the propaganda that we read regarding the millions that were being put into the unfinished highway, will be to advance those jobs scheduled for bid in 1970 to 1969.

The State Division of Highways is at this time calling for bids on \$900,000 worth of highway improvement projects in San Joaquin and Calaveras counties. Bids will be opened September 25th for a \$680,000 contract to resurface 10 miles of four-lane freeway along Highway 99 from Lone Tree Slough to the Milgeo Avenue overcrossing near Ripon, and in Calaveras County, for awarding a \$234,000 contract for widening and reconstructing two miles of O'Byrnes Ferry Road southeast of Copperopolis. These two jobs, which will afford little work for

unemployed engineers, are all that are being contemplated by the State for this district for awhile.

Underground Construction Co. of San Leandro was low bidder for the reconstruction of the South Seawall Area of the Stockton Channel.

Numerous small contracts have been bid and awarded by the city and county governments—all falling below the \$100,000 figure.

Brighton Sand & Gravel of Sacramento has moved into Big Trees State Park, where they have a job with the State on an hourly equipment rental basis.

Tom M. Hess, Inc., continues to unload sand barges on a three-shift basis with one shift employed on the fill placement operation. The Company should have moved about 25% of the fill material that is needed from Rio Vista by this time.

Asbury Constructors, Inc., who have the imported borrow material for the Gordon H. Ball job near Tracy, are keeping twenty engineers employed on a one-shift with overtime basis.

The new sewer trunk lines in Modesto have afforded employment for several engineers with more contracts to be awarded before their completion.

Pacific Excavators have about completed the demolition of sixteen buildings at the old State Hospital Farm site on Pacific Avenue. This is to be the site of the new Delta College, and, with the stand of trees and lawn that is already there, it should be a beautiful campus when completed.

Several building projects have been under construction in both Stockton and Modesto, which have helped both the general and sub-contractors in keeping some engineers employed in the grading, paving and erection phase of the building construction.

The mountain work was a disappointment to many engineers this year due to the sharp decline in funds allocated to these counties for road improvement. This district has four counties that fall in the mountain terrain category.

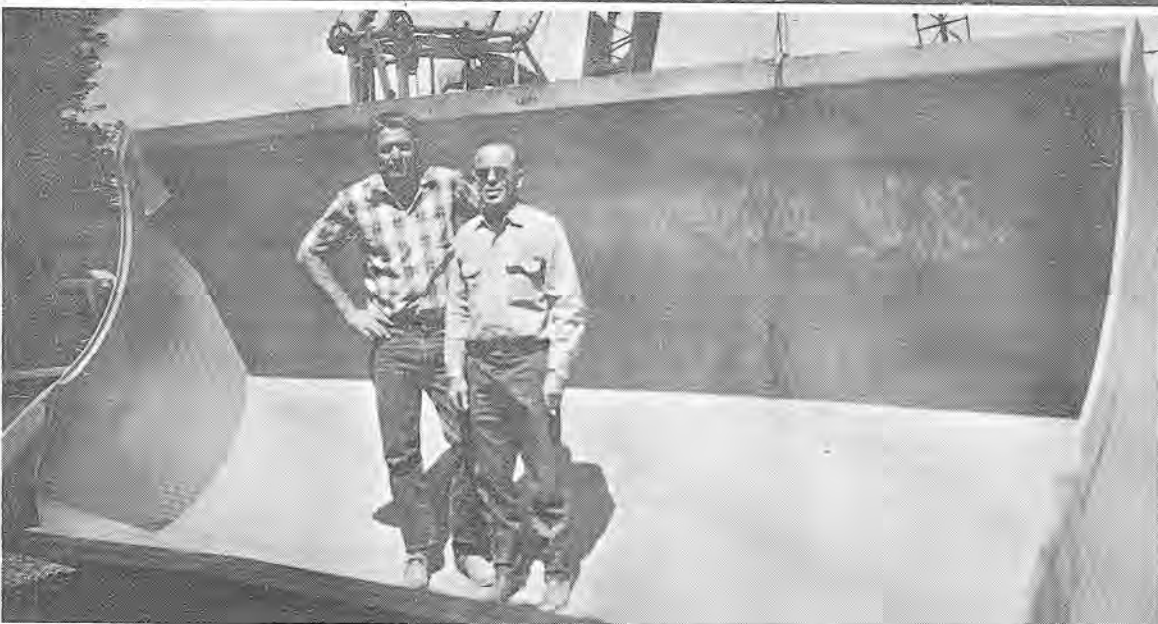
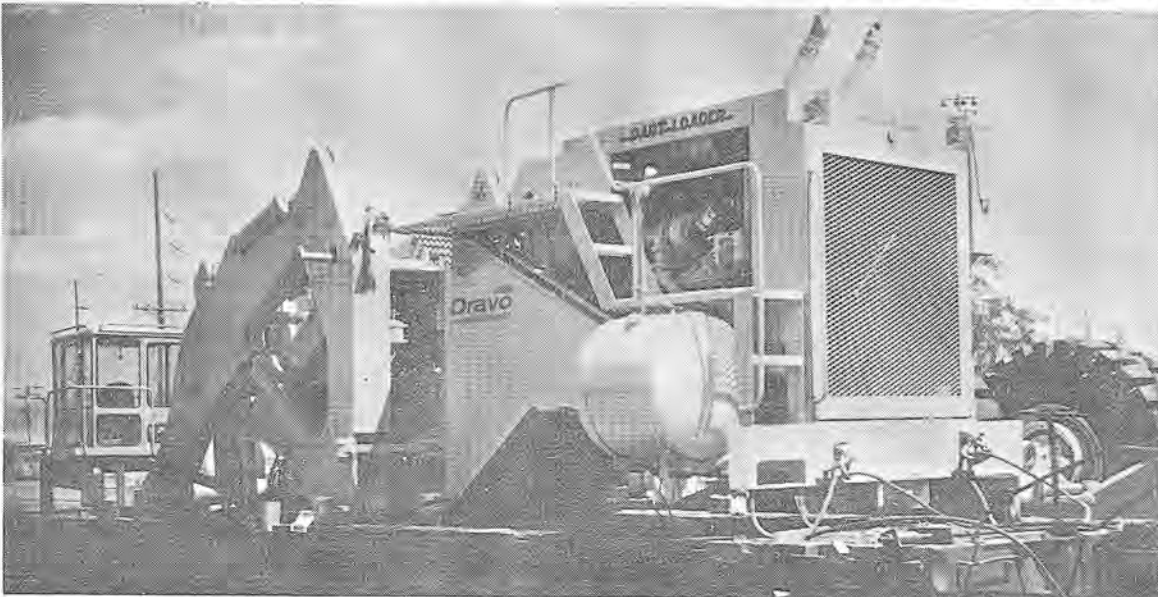
Post-El Rio, Cooley Bros., Minnis & Wright and Burchett & Good, who are in penalty time on the Red Lake Grade job, are the only jobs under construction at this time in the mountains.

Claude C. Wood Co. has kept several engineers busy on housing projects sites in and around Arnold.

C. L. McLaughlin Co. is still busy near Jenny Lind on their home building site development as is the George Reed Co. at Rancho Calaveras.

## They Tire Early

Among married couples, age makes work look better to women than to men. The Bureau of Labor Statistics reports that back in 1957, 32 out of 100 married women age 45 to 64 were either working or looking for work. That proportion had risen to 41 out of 100 in 1967. In the same age bracket—45 to 64—the proportion of married men participating in the labor force declined from 94 out of 100 in 1957 to 92 out of 100 in 1967.



TWO VIEWS of world's largest front-end loader are shown above. Currently being used on the Dravo Corp. job at Bingham Canyon, Utah, this Dart loader boasts a V-12 Cummins Diesel producing 700 h.p. and has a bucket capacity of 17-yards. Transmission is 4 speeds forward and 4

speeds reverse. High forward gear will move the loader at 22 m.p.h. Utah Construction is using a like model with a 30 cubic yard bucket in their open pit coal operation. Brothers Harvey Carson and Ned Shurtleff demonstrate size of bucket.



Legal Limits

Hazardous Occupations Orders issued by the Department of Labor prohibit the employment of minors under 18 in non-farm occupations or under 16 on farm jobs deemed particularly hazardous.

Service Connected

The number of military retirees in civilian life is increasing rapidly, according to the U. S. Department of Labor. With 55,000 to 60,000 military personnel retiring annually, the total is expected to reach one million by 1980.

GOVERNMENT SERVICE CONTRACTS

The Labor Department has announced new regulations affecting labor standards on service contracts with the federal government. The standards include minimum wages and fringe benefits for the contractor's employees.

Today: Visit Your Credit Union!  
Tomorrow: Buy Your New Car!!



FINANCE that new 1969 model with YOUR Credit Union ! ! ! !  
Use the handy chart\* below to compare the payments on a Credit Union Loan with the financing offered by your dealer.  
DON'T FORGET: Credit Life and Total Disability Insurance is provided on all insurable borrowers at no additional cost.

NO. OF MONTHS	AMOUNT OF LOAN								
	\$100	\$200	\$300	\$400	\$500	\$600	\$700	\$800	\$900
18	5.959	11.920	17.879	23.839	29.799	35.759	41.719	47.678	53.638
19	5.667	11.333	17.000	22.667	28.334	34.000	39.667	45.334	51.000
20	5.403	10.806	16.209	21.612	27.016	32.419	37.821	43.225	48.628
21	5.165	10.329	15.494	20.658	25.823	30.987	36.152	41.316	46.481
22	4.948	9.895	14.843	19.790	24.739	29.686	34.634	39.581	44.529
23	4.750	9.499	14.249	18.999	23.749	28.499	33.249	37.998	42.748
24	4.569	9.137	13.706	18.274	22.843	27.411	31.980	36.548	41.117
25	4.402	8.803	13.205	17.606	22.008	26.410	30.811	35.213	39.614
26	4.248	8.495	12.743	16.991	21.239	25.486	29.734	33.982	38.229
27	4.105	8.210	12.316	16.421	20.526	24.631	28.736	32.842	36.947
28	3.973	7.946	11.919	15.892	19.865	23.837	27.810	31.783	35.756
29	3.849	7.699	11.549	15.399	19.249	23.098	26.948	30.798	34.647
30	3.735	7.470	11.204	14.939	18.674	22.409	26.144	29.878	33.613
31	3.627	7.255	10.882	14.510	18.137	21.764	25.392	29.019	32.647
32	3.527	7.053	10.579	14.106	17.633	21.160	24.686	28.213	31.739
33	3.432	6.864	10.296	13.728	17.160	20.592	24.024	27.456	30.888
34	3.343	6.686	10.029	13.372	16.716	20.059	23.402	26.745	30.088
35	3.259	6.518	9.778	13.037	16.296	19.555	22.814	26.074	29.333
36	3.180	6.360	9.540	12.720	15.900	19.080	22.260	25.440	28.620

\*The interest rate included in the payments indicated on this chart are 3/4 of 1% per month on the declining balance.

Freeway's

Continued from page 3 includes construction of bridges, ramps, loops, overlaying street, landscaping and sprinklers. There will be 220,000 yards of excavation in addition to paving. The approximate length of the job is three years with 600 working days.

Bellicitti and Pellicciotti were awarded a contract for \$300,000 for improvement of Santa Teresa Blvd. in Morgan Hill.

The County of Santa Clara has awarded the following contracts this past month:

- Resurfacing of Buena Vista between Monterey & Neu Road on 9/16/68 to A. J. Raisch Paving for \$44,925.00.
- Clareview-Easthills storm drain unit #1 to Pizano Bros. on 9/16/68 for \$29,560.
- Flood control at Stanford Channel from Page Mill Road to Stanford Road to Power Construction for \$189,496.
- Repair of Kirk Avenue between Alum Rock and McKee Road to A. J. Raisch on 9/10/68 for \$19,987.
- Resurfacing at South Bascom Avenue between Camino del Sal and Union Street to Raisch Paving on 9/10/68 for \$46,389.
- Dredging Project at Palo Alto Yacht Harbor was awarded on 9/10/68 to Shellmaker Inc. for \$281,754.

\*The interest rate included in the payments indicated on this chart are 3/4 of 1% per month on the declining balance. This rate applies to new car or pickup financing for members whose down payment, trade-in and/or Credit Union share balance equals 1/3 of the purchase price of the new vehicle. Payments are slightly higher on used vehicles. The payments are also higher on new vehicles if the borrower requires maximum financing.

FLEET PRICES????? Numerous dealers have contacted the Credit Union and offered to deliver their 1969 models to members financing through the Credit Union for prices as low as \$100.00 over dealer's cost. See the Loan Officer in your Operating Engineers District Office for details.

CREDIT UNION GROWTH RECORD

YEAR ENDING	MEMBERS	ASSETS	LOANS	DIVIDENDS
1963	....	....	....	...
1964	2931	\$ 265,562	\$ 263,306	0
1965	3934	\$ 470,009	\$ 410,071	0
1966	4094	\$ 579,939	\$ 567,481	4%
1967	7941	\$1,663,313	\$ 785,133	4%
PERIOD ENDING*				
9/30/60	10,881	\$3,235,856	\$1,639,093	**

\*Increase due primarily to 2nd annual Vacation Pay transfer to member's share accounts.  
\*\*Dividends declared after close of year.

CREDIT UNION FINANCING IS AVAILABLE FOR:

- Home Improvement  
Motor Vehicles  
Mobile Homes  
Campers and  
Camp Trailers
- NEW Furniture and Appliances  
Boats and Boat Trailers  
Aircraft  
Real Estate (up to \$10,000.00 plus member's shares)

SAVE AND BORROW THE CREDIT UNION WAY

IT'S EASY TO FIGURE THE MONTHLY PAYMENT ON ANY LOAN



Move decimal point to divide or multiply by 10 or 100.

Move decimal point to divide or multiply by 10 or 100.

EXAMPLE:  
\$2,880 borrowed for 36 months:  
Monthly payment on \$2,000 is \$63.60 (use \$200 column)  
Monthly payment on \$800 is \$25.44 (use \$800 column)  
Monthly payment on \$80 is \$2.54 (use \$800 column)  
Total payment on \$2,880 is \$91.58 per month for 36 months.



"The car dealer has given you a standard contract. The large print has you jumping for joy and the small print brings you to your senses."

San Rafael

Continued from page 6 units should be in the park by January, if weather permits. The park will hold 206 units.

Humble Oil Company has bought about 1000 acres of San Marin. The acreage is undeveloped property north of San Marin Drive, and it comprises the majority of the San Marin area zoned for planned community development. The total San Marin area is 2200 acres. It's believed that Humble Oil has no immediate plans for development of the purchased 1000 acres, but will follow the somewhat typical pattern of selling all or parts of the acreage to builders.

A Flying Future

The zooming aviation industry will need 48,500 additional pilots in the next decade in order to meet its expected growth in civil air carrier and general aviation needs, according to a manpower survey by the Department of Labor.

Poor Run Program

The Labor Department says the poor are going to help run the Concentrated Employment Program from now on. CEP sponsors have been ordered to recruit at least half their staff from among residents in poverty neighborhoods served.



# SWAP SHOP CORNER: Free Want Ads for Engineers

## FOR SALE

**CLEAR LAKE OAKS COTTAGE**—For sale. Ideal for summer home or retirement. Large living area with full fireplace; all electric modern kitchen; beautiful view overlooking lake; fully enclosed porch; two bedrooms. Owner will finance. Don Kinchloe. Ph. 837-7418.

**NEW CUSTOM RUSTIC HOME**—2 bedrooms, 2 baths, all electric, large stone fireplace, paneled walls, beam ceilings, full basement, 2 1/2 car garage and shop, paved streets, P.G.&E. water, covered decks, \$26,500. 3 3/4% Cal-Vet, miles above Twain Harte. Richard R. Owings, Star Route, Box 1115, Sonora, California 95370. Reg. # 987250. Phone 209-586-3860.

**FOR SALE**—1955 Dodge Truck, 1-ton Flat Bed, with mechanics tool boxes, 55 gal. saddle tank, two speed "Brownie," trailer hitch, Warner trailer brakes, equalizer trailer hitch, excellent condition. N. J. Sheeran, Box 81, Biola, Calif. 93606. 209-843-2580. Reg. # 535417, 8-1.

**APPROX. 2 LEVEL ACRES.** Fenced, good well, furnished 2 bedroom 1965 mobile home, lge. garage with workshop & 2 guest rms., tractor & equip. All for \$12,500. Call 707-459-5048. Eugene Jones, Rt. 1, Box 99, Willits, Calif. Reg. # 1208708, 8-1.

**MOBILE SHOP** mounted on 2T. F600 low mileage, Welder Compressor, Winch, loaded with heavy duty tools. John E. Fritz, 1640 Victoria Dr., Modesto, Calif. 95351. Ph. 522-0655. Reg. # 331850, 8-1.

**GUZMANS BAND** radio Equipmt., 1-Guardian 23 Channel Base, 2 Mobile transistor radios, plus 2 table microphone, beam, ground plane, mobile antenna's and other misc. equipmt. All for \$450. Cash (Cost New over \$1,000). R. G. Anderson, 8880 Ridge Way, Roseville, Phone 916-791-1395, Reg. # 845493, 8-1.

**FOR SALE**—3 bedroom house in Oroville, Calif., with refrigeration and w to w carpeting. Yard in. Near schools and shopping. Call Jamestown 984-5370 or write Virgil Carpenter, Star Rt., Box 33, Jamestown, California 95327, for information. Reg. # 821018, 8-1.

**LABRADOR PUPS**, A.K.C. champion stock. Sire son of Freehaver Muscles, \$75.00. Vernon F. Dias, 4539 Fieldcrest Dr., El Sobrante, Calif. 223-2583. Reg. # 935703, 8-1.

**BACKHOES**, 1968 580, with 160 hrs, \$1,000 for \$3,000, equity, \$2,000 for \$4,000 equity with 400 hrs, 3 bucket each. W. O. Nelson, P.O. Box 603, Woodlake, Calif. Phone 209-564-2463. Reg. # 908615, 8-1.

**FOR SALE**—1967 Honda 90 Scrambler, \$275 cash or take over payments. Helmet. Call Jamestown 984-5370 or write Virgil Carpenter, Star Rt., Box 33, Jamestown, Calif. 95327. Reg. # 821018, 8-1.

**GAS AND ELECTRIC Air Compressors.** New lawn mower and engine parts, also Jack repairs. Larry J. McFadden, 1450 Oakland Rd., Space 85, San Jose, Phone 292-3602. Reg. # 879604, 8-1.

**10x55 NEW MOON MOBILE HOME** set up on homestead on Hiway #108 in beautiful Sonora, California, central to booming construction area. Completely furnished with many many extras. Full price \$3,995. Contact Brother Chet Abell, 209-984-5676 or 557-289, 8-1.

**HYDRAULIC PUMP** 1 3/4"x2" suitable for Backhoe, Hopto or any hydraulic equipment. Never used. Best offer. Jim Taylor, 536-1496. Reg. # 912148, 8-1.

**COMBINATION WOOD/METAL Craftsman lathe; 8" swing; 28" between centers; motor with 8 speed pulley; tools & accessories including 4-jaw chuck with cabinet stand. Clean and in good shape. 3821 21st Street, San Francisco. Phone: AT 2-3190. Reg. # 239614, 8-1.**

**TWO WATER FRONT LOTS.** Clearlake on Cache Creek. One lot 60x325 with older two bedroom trailer, retaining wall and dock, only \$11,000. One lot no improvements, 51x325, \$8,500. Good fishing. M. J. Dunham, P.O. Box 66, Leggett, Calif. 925-6334. Reg. # 569565, 8-1.

**JOY COMPRESSOR.** 32 cu. in. on trailer with 4 sack sand blasting pot and hose, \$1,800.00. D. W. Lane, Rt. 1, Box 4117, Redding, Calif. 96001. Reg. # 635722, 8-1.

**NBOARD SKI Boat, Aqua Craft 17'3", 427 Ford, tandem trlr. w/mags. Must see to appr. Asking \$5,000. Call (707) 795-7626, Mike Erb, 2005 Adrian Dr., Rohnert Park. Reg. # 1095829, 8-1.**

**W. TRADE OR SELL** for short wave ham radio equipment, home or mobile: 1 two year old Admiral Color T.V., 21"; 2 Modern Table Lamps—Walnut finish; 1 Udicco Electric Can Opener; G.E. Electric Percolator; Hanson Kitchen Scale—Capacity 25 lbs.; 1 Lucas 12 volt Motorcycle battery; 1 set Women's Golf Clubs with cart. Call or write Kenneth Mahoney, 455-41st Ave., San Francisco, Calif. 94121, Ph. 388-5369. Reg. # 883769, 8-1.

**1/2 - ACRE CORNER LOT**—Sonora Meadows. Phone 689-1921 (Concord). Reg. # 1103556, 8-1.

**0 x 55 HOUSE TRAILER**, furnished, with awning and skirt. Set up near Don Pedro and Melones Projects. Terms available. Will take travel trailer for down payment. Chester A. Abell, Rt. 1, Box 961, Sonora, Calif. 95370. Phone 209-984-5676. Reg. No. 557289, 9-1.

**VANT** information as to purchase of old 4-door, convertible sedan, any model prior to 1941. Write, send pictures and information to Jim Standley, 2150 Somers-et, San Leandro, Calif. Phone 276-0202, 9-1.

**ER HOUSE** in San Francisco, newly painted, new roof, 220 power, insulated, close to transportation. Telephone 585-2903. William Dumas. Reg. No. 303216, 9-1.

**VALF-ACRE** lot, Rio Rancho Estates, Albuquerque, N. M. New retirement development. Roads, water? \$1,250.00 for quick sale. Hugh Bodom, (707) 544-8817, 9-1.

**OMART 400**, Water Softener. Semi-automatic, 220. Make offer. Clair Fair, 821 Latimer Ave., Space 46, Modesto, Calif. 524-7842. Reg. No. 649249, 9-1.

**TRAILER**, 2-Wheel, Steel Frame, to pull cab over campers on. Good tires, lights. Cost \$300.00 to build sell for \$100.00. Clair Fair, P.O. Box 132, Modesto, Calif. 524-7842. Reg. No. 649249, 9-1.

**BIG CABINET MAGNAVOX** Radio, 15 years old with 78 record player, only 1-short band. Real good, \$25.00. Clair Fair, 821 Latimer Ave., Space 46, Modesto, Calif. 524-7842. Reg. No. 649249, 9-1.

**SILVERTONE STEREO** Radio, AM-FM Table Model. Speaker in each end. \$45.00. Clair Fair, 821 Latimer Ave., Space 46, Modesto, Calif. 524-7842. Reg. No. 649249, 9-1.

**BACKHOE**, Ford 1961 4000 Industrial 723 Hoe to 12', 720 Loader 4 buckets includes new 12" x 24" Ziemann 1968 Tilt Bed Trailer, 6-Ton Capacity, Ford 1953 F600 Dump, 5-Speed Trans, 2-Speed Rear End, Ray Brown. Call (415) 687-6252 after 6:00 P.M. 9-1.

**10 ACRES** . . . \$3,500 full price. Must sell. Near lakes in Lake County. Secluded with good hunting and fishing. Several cabin sites, \$1,500 down, \$55 mo. Anthony Goularte, 455 Oak, Mtn. View, Calif. 592-3082. Reg. No. 623749, 9-1.

**CHEVROLET** Rear Axle housing, narrowed and fitted with Oldsmobile axles by Henry's Machine in L.A. Trade for rebuildable GMC 6-71 or 8V-71 blower, Jim Bowland, 24900 Santa Clara, Hayward, Calif. (415) 785-2851. Reg. No. 1243036, 9-1.

**JOHN DEERE** Model 40 wheel tractor equipped with 7' grader blade, loader and 3-point hitch with scraper, \$890.00. Charles Gebhart, P.O. Box 395, Santa Cruz, Calif. 95060. Phone 408-423-3800. Reg. No. 1229814, 9-1.

**WANTED**—27 or 28-foot S/C Travel Trailer, front divan, twin beds, Cash deal. Write to C. A. Abell, Route 1, Box 981, Sonora California 95370. Phone 209-984-5676. Reg. No. 557289, 9-1.

**LARGE THREE-BEDROOM** house with double garage and workshop. Electric kitchen, clean and fully carpeted, also drapes, 5.638 acres, fully fenced, \$18,500. 2 1/2 miles off Hwy 49 on Sandridge Road (209) 245-3804. Joe Zeissler, Sandridge Rd., El Dorado, Calif. 95623. Reg. No. 519792, 9-1.

**FOR SALE**—2.48 acres on Lower Banner Mt. Rd. 3 miles to Grass Valley, Calif. Has unfinished house, 2 bedrooms, livable, good 50-foot well, never runs dry. \$12,000. Phone 273-0987. P. E. Northup, P.O. Box 196, Grass Valley, Calif. 95945. Reg. No. 863913, 9-1.

**FOR SALE**—All brand new: Baby-Mate combination safety feeder play table, and all accessories with portable stroller. Asking \$100. Swiss knitting machine, \$300. Ultra Violet health lamp with automatic timer, \$65. Carl C. Lovewell, 4585 Cerritos Ave., Fremont, Calif. 94536. Reg. No. 1014478, 9-1.

**3 BEDROOM HOUSE** on 1/4 acre. W to w carpeting, double car garage, full basement, swimming pool, 3 years old. Just below Twain Harte, Gilbert Dahl, Rt. 1, Ponderosa Hills, Tuolumne, Calif. Phone 928-4764. Reg. # 826806, 10-1.

**1966-500 JOHN DEERE BACKHOE** with Dismore, 1956 five-yl. Reo dump truck (T13353), 4-wheel tilt trailer, Buckeye ditcher Model 121, Ph. 931-1807, John Bolls, 4035 Cherryland, Stockton, Calif. 95205. Reg. # 625842, 10-1.

**LAKE BERRYESSA LOT**, all utilities in. Gorgeous view, access to Lake for launching and dock. Low down payment. Owner will finance, Phone 368-6712 or write Roy E. Faris, 43 Fiesta Ave., Redwood City, Calif. 94065. Reg. # 702244, 10-1.

**FOR SALE—THREE BEDROOM HOUSE** in San Francisco. Good condition. Fully insulated, 220 power, new roof, freshly painted inside and out. Telephone William Dumas, Ph. (415) 585-2903. Reg. # 903216, 10-1.

**SELL OR TRADE**—2 1/2 ac. beaut. desert rimrock land, Kingman, Ariz. water avail. soon or drill own well. Water table estab. near 260'. Elec. avail. Mkt. price \$1195 will disc. or trade for good boat, motor & tr.—or ??? of equal value. Reg. No. 787999, 10-1.

**SELL OR TRADE**—1 1/2 ac. Indust. Park. Util. avail. Mkt. Price \$1195—Will disc. or trade for gas & elec. welding equip., shop tools or ??? of equal value. Reg. No. 787999, 10-1.

**FOR SALE**—Attachments 1 1/2 Erie Clam Bucket, 1 H. D. 5 Angle Dozer Blade, 1 1/2 Page Dragline Bucket, Reasonable — Make offer. T. E. Nissen Phone 276-2984 or 276-4952 — equipment at 19365 Western Blvd., Hayward, Calif. Reg. No. 132127, 10-1.

**PLACER GOLD MINE**—About 17 1/2 acres. Tuolumne County, N. E. of Sonora, \$3,000. Buck J. Madruga, 865 Willow Glen Way, San Jose, Calif. 95125. Tel. 293-5911. Reg. No. 908598, 10-1.

**NICE** two bedroom home. Large family room. Two fireplaces. Excellent condition. Sell or trade for ranch, in Paradise area. Carl Streightiff, 3601 Keswick Ct., San Jose, Calif. 95127. Reg. No. 708725, 10-1.

**FOR SALE**—John Deere Model 1135 trailer—9 ton—electric brakes. Excellent condition. No reasonable offer refused. Call aft. 6 p.m. Patrick Kennedy, 545 Clarinada Ave. No. 13, Daly City, Calif. 94015. Ph. 415-994-0078. Reg. No. 1164979, 10-1.

**FOR SALE**—1958 Mack Thermoline, Diesel, 3-axle, Long Wheel base, 1200 miles since complete overhaul. 2-axle Low Bed, 18-ton, 15-inch tires and wheels. C&C 24 ft. 18 yd. Frameless End Dump. Toughboy Tilt Trailer. Alis Chalmers A.D. 40. Maintainer. 36M Dripboard (Rear End). G.I. 4x4 Metal Bed & Sideboards. 2-1 1/2-ton G.I. Transfer Boxes. 2—G.I. Power Winches. 24-36 Building, complete but dismantled in sections. AC or DC Generator (Light Plant). Misc. Pipes and Fittings. Several Steel I Beams, long lengths. Solid Oak Serv-ing Table, 4 ft. x 10 ft. Will take a small late model bus in trade. Phone Sonora 532-2090, if no answer call 532-2547, 9-1.

**TRADE 18-FT.** 1967 Pan-Pacific trailer house, complete self contain. every way, for same 21 to 24-ft. with twin beds. Clair Fair, 821 Latimer Ave., Space 46, Modesto, Calif. 524-7842. Reg. No. 649249, 9-1.

**1965 NEWPORT TRAILER**, 10'x57', 2 bdrm. Completely furnished. \$300 equity & assume \$79.62 per month payments. Balance \$3,550. Larry T. Moore, P. O. Box 9177, South Lake Tahoe, Calif. 95705. Phone 916-547-0193. Reg. # 1296295, 11-1.

**1955 CHEVROLET** 2 ton truck. Excellent condition. Used for hauling back hoe. \$750. C-350 crawler bantam cable rig back hoe. Good condition. Reasonable. Phone 209-522-4929. Reg. # 1142725, 11-1.

**CASE TRACTOR BACKHOE** with one yd. scoop. Completely overhauled and ready to go—\$4000. John E. Fritz, Reg. # 331850, 1640 Victoria Dr., Modesto, California Reg. # 95351, 11-1.

**14' SKI** or fishing boat fibre glass 45 H.P. Mercury, many extras \$750. Al Sousa, LU 1-2275 or 657-2271, 427 Grove Way Hayward. S.S. 549-05-8893, 11-1.

**1950 CHEV.** Suburban good condition. \$250. 772 Marin Ave. Hayward Cal. Phone 415-783-9011. W. D. McMackin. Reg. # 1117429, 11-1.

**SHASTA COUNTY RETREAT** Ideal spot for trailer or home. 15 AC—Springson property tall oaks & pines. Secluded 8 mi. west of Anderson. \$450.00 dn. 50. mo. Ph. 916-357-4241. William A. Asher. Reg. # 1014517, 11-1.

**TD9 INTERNATIONAL LOADER**, Drott bucket and rippers. Runs good. Must sell \$1250.00. W. L. Maddox Rt. 1 Box 1202, Los Banos, Cal., 93635. Phone 209-826-0684 after 6 p.m. Reg. # 1043356, 11-1.

**ANTIQUE AUTO PARTS**, gen. starter, vac. tanks, etc. Rock collection 1/2 ton polished slabs & chunks. Lots rare items. Started collecting in the '30's. Lots of old iron relics, tools reasonable. Bids accepted (junkys nix). Walter P. Kolb, 322 N. Underhurst, King City, Calif. Phone 385-3706. Reg. # 310690, 11-1.

**3 BEDROOM FLAMINGO** mobil home, metal awning & cooler. 555 Moffat Blvd., Space 10, Manteca, Calif. Phone 823-2813. Bob Wendt. Reg. # 1098544, 11-1.

**G.I. LOAN** no down payment, 3 bedrooms, 2 bath. Built in range and oven, nice carpt. home 2 car garage. 1238 Cambridge St. Novato, Calif. Fred L. Montoya. Reg. # 791531, 11-1.

**DELTA QUEEN** house boat 1964, 32'x10' steel hull, 140 Interceptor inboard, outboard, sleeps 6, head, galley, heater will sell or trade for motor home, real estate or note, will also accept smaller boat as part payment. Write B. G. Butterfield, 100 Rainier Circle, Vacaville or phone 707-448-2920. Reg. # 232961, 11-1.

**CHEV.** 3/4-ton dump truck—full floating axle—overload springs. Tractor Trailer —2-ton axle. H. W. Schell, 19073 Carlton Ave., Castro Valley, Phone 582-4698. Reg. # 484646, 11-1.

**WILL TRADE** equity for trailer self contained 18' to 25' or sell outright. Lot at Shelter Cove, 5,000 sq. foot, level ground. Located on 9th golf green. Ron Gilardi, 604 Elm Dr., Petaluma, Calif. 763-0824. Reg. # 1124510, 11-1.

**WE NEED PAPERBACK BOOKS!** to help fill packages we are preparing to send to the soldiers in Vietnam. Any amount would be appreciated. If you write "Books" on the package, the post office will charge you a lower rate of postage. Art McConnell, 737 W. Center, Manteca, Calif. Ph. 209-823-3734. Reg. # 688887, 11-1.

**1968 FORD 1/2 Ton Pick-up**, V8, 4 speed, H. D. tires, big box, H. D. bumper, overload springs, custom cab, radio, 10,000 miles. Make offer. P. Sharott, San Jose. Call 294-7183. Reg. # 1243009, 11-1.

**BOLINAS**—30 miles north of San Francisco, small two bedroom home. Property 100 ft. by 120 ft. About 1/4 mile from ocean. Almost all new interior; walls, floors & etc. \$12,000. Walter E. Washabaugh, 7386 Burton Ave., Rohnert Park, Calif. 94928. Phone 707-795-7025. Reg. # 1181713, 11-1.

**FOR SALE:** 1/2 cab over camper; tear drop. Butane & electric, sleeps 4. John N. Tiner, Orangevale, Calif. 988-3191. Reg. # 782764, 11-1.

**WANT TO BUY** a flat bed 7"x8" for '66 Ford pick-up. 3/4 ton pick-up 8 ft. long, wide bed. Clair Fair, 821 Latimer Ave., Modesto, Calif. 95353. Phone 524-7842. Reg. # 649249.

**SELL OR TRADE**—16 acre, Grizzly Flat sub-division, El Dorado County. All utilities. \$6,000. Full price. Equity \$2,000 and assume \$30 mo. or \$500 down and owner will carry second. Will consider any trade. Stoney L. Marlow, 251 Center Ave., Pacheco. Phone 689-3257. Reg. # 115417, 11-1.

**FOR SALE:** Piano, Cramer Boston upright carved, antique \$150. Frank T. Taylor, 3942 Dennis, Stockton, Calif. 95204. Reg. # 939798, 11-1.

**GRASS VALLEY HOME** with beautiful view. You Bet Co. Road near Rollins Lake, 1/2 mile off Colfax Hi-way. Large living room with full fireplace, all electric kitchen, dining room, 2 bedroom, basement. App. 4 1/2 acres, fenced, good barn, family orchard. \$29,500.00, owner will finance. George Shoemaker, 3105 Kensington Dr., Modesto, Calif. 95350. Ph. 209-322-2880. Reg. # 0679675, 11-1.

**NICE TWO-BEDROOM HOME:** large family room; Sell or trade for small ranch in Paradise area, two fireplaces; excellent condition. Carl Streightiff, 3601 Keswick Ct. San Jose, Calif. 95127. Reg. # 1164979, 11-1.

**ALL METAL TRAILERS** for sale. All sizes ranging from 4'x8' to 4'x14'. Price varies according to size, \$200 to \$400. Good rubber. All legal. Ramp up tail-gate. Contact Sandy Mills at Ghilotti Brothers, 525 Jacob St., San Rafael, Calif. 415-454-7011. Reg. # 1328152, 11-1.

**ESTES SPINET PIANO**, mahogany; Toloroid camera with case, model J 66; Homelite light plant, 13.1 amps; 600 ft. lbs. snap-on 3/4 drive torque wrench; 1" drive sockets and ratchet. Gordon Hunt, Georgetown, Calif., Ph. 333-4638. Reg. # 535847, 11-1.

**7 ACRE HORSE RANCH** with training track, 2 story house with 3 bedrooms, 2 baths; beautiful oak trees, irrigation water. Gordon Hunt, Georgetown, Calif. Ph. 333-4638. Reg. # 535847, 11-1.

**RETIREMENT HOME**—Oroville. For Sale or trade—small 2 bedroom, large living room, w/w carpet, covered patio, fenced backyard. Close to Churches, schools & shopping. Amadeo Medina, 120 Crane, Oroville, California. Reg. # 579362, 11-1.

**BLACKHAWK**—12-ton Jack, Sioux auto polisher, Lindsay Water Softener, 22' boat propeller, 4' log saw, 3 aircraft antennas, Hudson sprayer, drills, taps. Jared Byrd, 415-692-0626. Reg. # 1216125, 11-1.

**ENGINEERS LEVEL**—Dietzen try pod and case \$40. Refrigerator and stove moving dolly or hand truck. \$20. 2 pipe vises, \$5 each, attachment for holding a blade on a side hill \$5. Battery charger, \$25—booster brands for N.W. 25—\$10 each. Rope block and tackle 200 ft. length \$10. Each. Many other items. Call on Sun, morn. only. Herb Nirstead, 2667-18th Ave. SE 1-2048. Reg. # 1276799, 11-1.

# Personal Notes

## SAN RAFAEL

Our thanks to the following brothers who took the time to donate to our Blood Bank:

Roger Hilton, Ray R. Schunk, and Duane Hope.

## NEVADA

Brother Frank Gebhardt is in the Washoe General Hospital with a ruptured diaphragm. Brother Frank, who is a long-time member of the Operating Engineers, is wished a lot of luck and a speedy recovery.

We are sorry to note that Brother George Koltkepp's wife passed away the other day, after a long illness. Brother George is an old-time member and we extend our deepest sympathy and wish him well.

We regret to inform the membership of the passing of Brother Joe Brinsko last week at St. Mary's Hospital. We extend our deepest sympathy to his family. Brother Brinsko was a fine engineer and friend and will be greatly missed by all of us.

Brother Tracy Horn is recovering from an illness.

## MARYSVILLE

We received the following letter from Mrs. L. L. Silveira whose husband recently passed away. He had been working for I. G. Zumwalt Co. at their shop in Colusa for over 28 years.

Mr. Harold Huston, District Representative:

*There are no words with which to express my deepest gratitude to you for all you have done and offered to do for me at this time in the great loss of my beloved one and of great need and comfort. It seems harder as time passes. We had such a happy life together. Pray that God give me strength to bear all. The Bible means so much to me. Thanks for everything.*

Mrs. L. L. Silveira  
A. G. Silva Family

Get well wishes to the following members who have been hospitalized during the past month: Opal Johnson, George McCollum, Barbara Crane, Fred Mullineaux, Jack Roberts and George Meiers and Nick Griffin.

Still in critical condition at San Joaquin Community Hospital is Brother Don Barrie who was involved in a car accident last month. Brother Barrie was returning home to Marysville from his work in the Stockton area when the crash occurred.

## SAN JOSE

We would like to take this opportunity to thank Brother Bill Dalton for his donation to the Blood Bank.

We wish to express our condolences to the families of the following Brothers who recently passed away: W. E. "Ted" Dearman and Roy A. Silvey.

## Rejects Are Working

Of the 87,000 men rejected by the Selective Service in 1967, Federal-State employment service personnel placed 18,000 in jobs or appropriate job training, according to the Labor Department's Manpower Administration.

## Hear No Evil Noise

A large Chicago insurance company has found that the deaf make better-than-average file clerks and checkers because their concentration is unaffected by office noise. The deaf also perform well as linotype, tabulator, and keypunch operators, according to the U. S. Department of Labor.

## 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.

## Working Mothers

Over 7 million women work part-time, 6 million because they want to, 1 million because they have to. The U.S. Department of Labor figures also indicate that about 370,000—or one out of 19—part-time women workers are 70 years of age or over.

## Outreach Aid

The Labor Department reports that "outreach" programs to locate minority youths and provide them with preapprenticeship training have been most successful. Since the inception of the program in 1965, 30 contracts have been executed covering 37 cities. These have resulted in 2,015 training slots at a Federal outlay of \$2,603,270.





GAIL BISHOP

### JOB STEWARDS APPOINTED

Week Ending September 27, 1968			Week Ending October 11, 1968		
Dist.	Name	Agent	Dist.	Name	Agent
1	Billy J. Inman	A. J. Hope	3	Thomas Spiller	W. Talbot
1B	Elmer Conklin	B. Raney	9	James N. Hall	M. Kraynick
1B	George Doyle	E. R. Bell	9	David K. So	D. Farley
1B	Gene Killeen	E. R. Bell	12	Kent Barney	J. Thornton
1B	Joseph Celes	T. Sapp	12	Eugene Davis	W. Lassiter
6	Norman Cossavit	D. Carpenter	12	Don A. Larsen	I. J. Neesley
10	Howard Addington	R. Swanson	12	Dick Maynard	J. Thornton
10	Deane Giacolini	R. Swanson	12	Ted Phillips	J. Thornton
10	George P. Hansen	R. Swanson	12	Roland Smith	T. E. Bills
10	Joe McMillan	B. Wagon	12	Jay Sulser	J. Thornton
11	George Aubin	M. Parker	12	Joe Widdson	J. Thornton
11	Russell R. Cobb	J. Hamernick			
11	Jesse H. Raine	J. Hamernick			
11	William P. Thomas	J. Hamernick			
9	Henry Williams	M. Kraynick			
12	Don Cox	J. Thornton			
12	Carl Harden	W. Lassiter			

Week Ending October 18, 1968		
Dist.	Name	Agent
1	Walter Collinge	W. A. Sprinkle
1	Donald F. Davis	M. Womack
1	Wade Henderson	A. J. Hope
1	Jack P. Jones	W. A. Sprinkle
1	Dominic Pitto	W. A. Sprinkle
1B	Charles E. Swares	E. R. Bell
1B	William S. Quenga	J. Sablan
8	Glen Lonteen	M. Womack
8	John McGuire	H. Eppler
10	Alvin Burr	R. Swanson
2	Wm. C. Connolly	A. Cellini
2	W. J. Freitas	A. Cellini
2	Hale A. Mason	G. Jones
2	Wm. Pearson	A. Cellini
2	Glen V. Shaner	N. Casey
5	James L. Fagundes	C. Odom
12	Ellis Bryan	T. E. Bills
12	John Devy	T. E. Bills
12	J. Carmen Wood	D. Hoyt

Week Ending October 25, 1968		
Dist.	Name	Agent
2	James L. Beatty	M. Womack
2	Earl H. Blair	T. Carter
2	Carl J. Davis	M. Womack
2	B. Isley	J. Carter
2	L. L. Maguire	J. Allgood
2	Rocky Passmore	D. Luba
2	Clyde B. Pierce	M. Womack
2	Joe Thornley	J. Allgood
2	Ivan Weston	D. Luba
9	Joe A. Catalano	D. Farley
12	Richard Braegger	D. Hoyt
12	Virgil Hansen	D. Hoyt
12	Elmo Johnson	D. Hoyt
12	Dean Maurer	D. Hoyt
12	Lloyd Walker	W. Lassiter

Week Ending October 4, 1968		
Dist.	Name	Agent
1B	Arman Herrera	E. R. Bell
1B	Timothy J. Hurst	M. Womack
1B	Gilbert Rodrigues	M. Womack
1B	Nibuk Delmau	T. Sapp
4	Loren Preudential	P. M. Durnford
4	Ivan Moulton	R. Cooper
4	Ervin O'Connell	R. Cooper
4	Leonard Waters	P. M. Durnford
10	Kenneth W. Hansen	B. Wagon
11	James Andrain	M. Parker
11	William H. Cullen	G. Jones
2	Allen B. Mullen	G. Jones
2	Rex F. Stanbery	G. Jones
2	Donald L. Todd	G. Jones
3	Frank Bullock	W. M. Talbot
3	Bill Bly	B. Relford
5	Merrill Ball	B. Relford
5	Jerry Bennett	B. Relford
5	Charles E. Kazarr	K. Green
5	T. G. Marlin	B. Relford
5	Robert Neell	B. Relford
5	Merle Powell	B. Relford

Week Ending October 11, 1968		
Dist.	Name	Agent
1B	Oren W. Pollock	E. R. Bell
6	Ernest E. Lafond	W. R. Weeks
6	Clyde Thomas	W. R. Weeks
1	E. J. Boortz	A. J. Hope
1	Marion L. Monn	A. J. Hope
1	F. L. Skoney	A. J. Hope
6	Norman Cossavit	D. Carpenter
2	Chester Reid	D. Luba
3	Rex Melton	W. Talbot

Week Ending October 18, 1968		
Dist.	Name	Agent
2	William F. Cowden	A. Cellini
9	John W. Gardenhire	K. Kraynick
12	Mark Jones	J. Thornton
1E	Herbert A. Tom	J. Sablan
6	Bernard Sirokman	W. R. Weeks

Week Ending October 25, 1968		
Dist.	Name	Agent
2	James W. Clark	D. Luba
2	Ernest George	T. Carter
12	Dennis Ward	W. Lassiter
11	R. G. Desruissdoux	Jack Evans
11	Eldon Dodson	Jack Evans
11	John M. Hemp	Jack Evans

Week Ending October 4, 1968		
Dist.	Name	Agent
5	James F. Johnson	B. Relford
5	Ted Medeiros	B. Relford
5	Edward Sharp	K. Green

## DR Is New Conductor

A veteran official of Operating Engineers Local Union No. 3, Ernie Nelson, Conductor, has announced his resignation effective October 1st (see LETTER page 7). Officers of Local 3 have met in session and elected Gail Bishop, Business Agent and District Representative for Northern Nevada, to fill Nelson's unexpired term.

Brother Nelson was elected Conductor in 1963. He has been an Operating Engineer since 1942 and worked at the trade until 1953 when he was named Business Agent for the Sacramento area. He has been a trustee; member of the Sacramento Building and Construction Trades Council and a delegate since 1953. He has served for a number of years on the Board of Directors of the Carpenters, Engineers, Laborers and Teamsters Association.

Gail Bishop has been a member of Operating Engineers since 1950 and has been a Business Agent and District Representative for the past five years. A long-time resident of Nevada, Bishop spent the World War II years in the U.S. Navy and served in Okinawa and Japan. Brother Bishop and wife, Velma, have three children. Steve, 20, is currently serving in the Air Force and on service withdrawal from Local 3. Two daughters, Kathryn, 14, and Susan, 12, attend Archie Clayton High School in Reno.

In addition to responsibilities as District Representative, Bishop serves as President of the Nevada Industrial Council. Co-Chairman of the Joint Apprenticeship Committee; Delegate to the Four Counties Construction and Building Trades Council, the Northern Nevada Building and Construction Trades Council and the White Pines Building and Construction Trades Council. Secretary of the Grievance Committee, Trustee and Co-Chairman of the Nevada Construction and Industrial Workers Health and Welfare Fund. He is also a member of the Board of Directors, Operating Engineers Credit Union and Advisor to the Local 3 Executive Board.

## Marysville

Continued from page 12  
area is very light, as it is in all areas this time of year. However it is gratifying to know our contractors think so much of all apprentices and keep them until they run head on into work rules before they are layed off. The Journeyman of this area are particularly cooperative, even sollicitious, as to the training of the apprentices on their jobs. These men are the real activators of the program and too much cannot be said for their fine attitude.

### Clip & Save

## MEETINGS SCHEDULE

1969 Schedule of Semi-Annual, District and Sub-District Meetings	
<b>SEMI-ANNUAL MEETINGS</b>	
<b>JANUARY</b>	
4	San Francisco, Sat., 1:00 p.m.
<b>JULY</b>	
12	San Francisco, Sat., 1:00 p.m.
<b>DISTRICT &amp; SUB-DISTRICT MEETINGS</b>	
<b>JANUARY</b>	
8	San Francisco, Wed., 8:00 p.m.
14	Eureka, Tues., 8:00 p.m.
15	Redding, Wed., 8:00 p.m.
16	Oroville, Thurs., 8:00 p.m.
22	Honolulu, Wed., 7:00 p.m.
23	Hilo, Thurs., 7:30 p.m.
<b>FEBRUARY</b>	
5	San Jose, Wed., 8:00 p.m.
11	Stockton, Tues., 8:00 p.m.
13	Oakland, Thurs., 8:00 p.m.
25	Sacramento, Tues., 8:00 p.m.
<b>MARCH</b>	
4	Fresno, Tues., 8:00 p.m.
6	Ukiah, Thurs., 8:00 p.m.
7	Salt Lake City, Fri., 8:00 p.m.
8	Reno, Sat., 8:00 p.m.
<b>APRIL</b>	
8	Eureka, Tues., 8:00 p.m.
9	Redding, Wed., 8:00 p.m.
10	Marysville, Thurs., 8:00 p.m.
23	San Francisco, Wed., 8:00 p.m.
23	Honolulu, Wed., 7:00 p.m.
24	Hilo, Thurs., 7:30 p.m.
<b>MAY</b>	
1	Watsonville, Thurs., 8:00 p.m.
6	Sacramento, Tues., 8:00 p.m.
8	Oakland, Thurs., 8:00 p.m.
13	Stockton, Tues., 8:00 p.m.
<b>JUNE</b>	
3	Fresno, Tues., 8:00 p.m.
5	Santa Rosa, Thurs., 8:00 p.m.
6	Provo, Fri., 8:00 p.m.
7	Reno, Sat., 8:00 p.m.
<b>JULY</b>	
9	San Francisco, Wed., 8:00 p.m.
15	Eureka, Tues., 8:00 p.m.
16	Redding, Wed., 8:00 p.m.
17	Oroville, Thurs., 8:00 p.m.
23	Honolulu, Wed., 7:00 p.m.
24	Hilo, Thurs., 7:30 p.m.
<b>AUGUST</b>	
6	San Jose, Wed., 8:00 p.m.
14	Oakland, Thurs., 8:00 p.m.
19	Stockton, Tues., 8:00 p.m.
26	Sacramento, Tues., 8:00 p.m.
<b>SEPTEMBER</b>	
16	Fresno, Tues., 8:00 p.m.
18	Ukiah, Thurs., 8:00 p.m.
19	Salt Lake City, Fri., 8:00 p.m.
20	Reno, Sat., 8:00 p.m.
<b>OCTOBER</b>	
1	San Francisco, Wed., 8:00 p.m.
7	Eureka, Tues., 8:00 p.m.
8	Redding, Wed., 8:00 p.m.
9	Marysville, Thurs., 8:00 p.m.
15	Honolulu, Wed., 7:00 p.m.
16	Hilo, Thurs., 7:30 p.m.
<b>NOVEMBER</b>	
4	Sacramento, Tues., 8:00 p.m.
6	Watsonville, Thurs., 8:00 p.m.
11	Stockton, Tues., 8:00 p.m.
13	Oakland, Thurs., 8:00 p.m.
<b>DECEMBER</b>	
2	Fresno, Tues., 8:00 p.m.
4	Santa Rosa, Thurs., 8:00 p.m.
5	Ogden, Fri., 8:00 p.m.
6	Reno, Sat., 8:00 p.m.

### Business Offices & Agents Phone Listing

CALIFORNIA	
<b>DISTRICT 1—SAN FRANCISCO</b>	
Dispatch Office: 470 Valencia St. 94103	
A. J. "Buck" Hope, Dist. Rep.	431-5744
George Baker	349-2639
Jim Jennings	586-4423
Health & Welfare Rep.	828-5803
Wayne Sprinkle	647-6855
Fran Walker, Trustee	479-6828
<b>SAN MATEO</b>	
1527 South "B" 94402 (Area 415)	345-8237
Bill Raney	368-5690
Dick Bell	359-6867
<b>SAN RAFAEL</b>	
76 Belvedere St. 94901	
(Area 415)	454-3565
Al Hansen	479-6874
<b>VALLEJO</b>	
404 Nebraska St. 94590	
(Area 707)	644-2667
Aaron S. Smith	644-6978
Doug Emmans (Organizer)	644-2850
<b>DISTRICT 2—OAKLAND</b>	
1444 Webster St. 94590	(Area 415) 893-2120
Norris Casey, Dist. Rep.	687-8545
Tom Carter	682-6382
Guy Jones	525-5055
Mike Womack (Tech. Engrs.)	522-5859
Jerry Allgood	443-3239
Alex Cellini	828-3486
Bill Larimer (Job Checker)	682-4430
Don Luba	682-3777
<b>DISTRICT 3—STOCKTON</b>	
2626 N. California 95204	(Area 209) 464-7687
Walter Talbot, Dist. Rep.	477-3210
Al McNamara	464-0706
<b>MODESTO</b>	
401 H. St. 95354 (Area 209)	522-0833
Jim Gentry	522-0266
<b>DISTRICT 4—EUREKA</b>	
2806 Broadway 95501 (Area 707)	443-7328
Ray Cooper, Dist. Rep.	443-1814
Phil Durnford	442-5081
<b>DISTRICT 5—FRESNO</b>	
3121 East Olive 93702 (Area 209)	233-3148
Claude Odom, Dist. Rep.	439-4052
Bill Relford	924-4478
Ken Green	299-2904
Harold Sumner (Organizer)	239-1492
Walter Norris (Organizer)	224-6697
<b>DISTRICT 6—MARYSVILLE</b>	
1010 Eye Street 95901 (Area 916)	743-7321
Harold Huston, Dist. Rep.	743-1728
W. R. Weeks	743-2366
Dan Carpenter	533-8156
John Smith	743-6113
<b>DISTRICT 7—REDDING</b>	
100 Lake Blvd. 96001 (Area 916)	241-0138
Lake Austin, Dist. Rep.	241-4833
Lou Barnes	243-7645
<b>DISTRICT 8—SACRAMENTO</b>	
2525 Stockton Blvd. 95817	(Area 916) 457-5795
Dave Rea, Dist. Rep.	624-3241
Al Dalton	644-2565
Art Garofalo	346-8836
Herman Eppler	487-6925
<b>DISTRICT 9—SAN JOSE</b>	
760 Emory Street 95110	(Area 408) 295-8788
Bob Skidgel, Dist. Rep.	269-8436
Wm. Harley Davidson	724-5490
Mike Kraynick	346-8836
Doug Farley	259-6746
<b>DISTRICT 10—SANTA ROSA</b>	
3913 Mayette 95405 (Area 70)	546-2487
Russell Swanson, Dist. Rep.	545-4414
Robert Wagon	544-6736
<b>NEVADA</b>	
<b>DISTRICT 11—RENO</b>	
185 Martin Ave. 89502	(Area 702) 329-0236
Gail Bishop, Dist. Rep.	747-1814
Joe Hamernick	882-0388
Mont Parker	882-6338
Jack Evans	463-2686
<b>UTAH</b>	
<b>DISTRICT 12—SALT LAKE CITY</b>	
1958 W.N. Temple 84103	(Area 801) 328-4946
Aster Whitaker, Dist. Rep.	521-6788
Tom Bills	255-6515
Jay Neeley	255-1304
Kay Leishman	298-3710
<b>PROVO</b>	
125 E. 300 South 84601	(Area 801) 373-8237
Wayne Lassiter	225-6362
<b>OGDEN</b>	
2538 Washington Blvd. 84401	(Area 801) 394-1011
Delos Hoyt	376-5475
<b>HAWAII—Honolulu</b>	
2305 S. Beretania 96814	(Area 808) 949-0081
Harold Lewis, Sub-Dist. Rep.	923-1207
Bert Nakano (Hilo)	604-886
Ken Kahoonel	811-093
Wilfred Brown	554-678
Wallace Lean	453-098
<b>GUAM—Agana</b>	
Corn Building—P.O. Box 2521	724-222
Tom Sapp	44-7536
William Flores	729-500
John Sablan	446-214

### SAFETY COMMITTEEMEN APPOINTED

Week Ending September 27, 1968			Week Ending October 11, 1968		
Dist.	Name	Agent	Dist.	Name	Agent
1B	Peter T. Fogarty	E. R. Bell	2	William F. Cowden	A. Cellini
1B	Jesus C. Reyes	J. S. Sablan	9	John W. Gardenhire	K. Kraynick
6	T. A. Adair	W. R. Weeks	12	Mark Jones	J. Thornton
6	Billy L. Cobb	D. Carpenter	1E	Herbert A. Tom	J. Sablan
11	Dave Hansen	J. Hamernick	6	Bernard Sirokman	W. R. Weeks

Week Ending October 18, 1968		
Dist.	Name	Agent
4	Russell J. Wheeler	R. Cooper
4	Cecil N. Yardley	R. Cooper
10	Robert R. Scott	B. Wagon
2	Wilbur Bruce	A. Cellini
2	Edward T. Peters	G. Jones
3	Victor Johnson	W. Talbot

Week Ending October 4, 1968		
Dist.	Name	Agent
5	James F. Johnson	B. Relford
5	Ted Medeiros	B. Relford
5	Edward Sharp	K. Green

### Education Is Key

The relationship of education to job stability can be seen in the unemployment rate for young adults. According to the Labor Department's Manpower Administration, only 1.4 percent of 20-24-year-olds with a college degree were unemployed in March, 1967. The percentage rose to 5.3 for those with a high-school diploma and to 10.5 individuals in that age group with only an eighth-grade education.

#### CREDIT UNION

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

#### FRINGE BENEFIT SERVICE CENTER

474 Valencia Street  
San Francisco, Calif. 94101  
Phone: 431-1568

### IMPORTANT

Detailed completion of this form will not only assure you of receiving your ENGINEERS NEWS each month, it will also assure you of receiving other important mail from your Local Union. Please fill out carefully and check closely before mailing.

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