

Season's Greetings

It Happened That Christmas

This story is intended only for the young at heart and those who through the years have maintained a childlike belief in the Miracle of Christmas—so if you are young at heart, gather the youngsters around the Christmas tree and discover why on one night, Christmas Eve, donkeys are permitted to talk.

Emil sat under the spreading tree watching his tiny flock of sheep as they grazed under the

cloudy, chilled winter sky.

It was cold as the gusty north wind cut sharply through his worn, patched clothing.

It had been a long time since Emil, yet to reach his teens, had been able to buy a new coat or pair of sandals. But Emil was happy—he had his tiny flock to keep him company, and the wool from their coats provided him with a meager living, but enough to keep him fed.

Most of the lambs were just like brothers and sisters to him. They

were the only family he knew.

On the morrow Emil would have to join the long trek to Bethlehem to once again pay his taxes.

Emil had it all figured out. When his taxes were paid, he would still have eight pieces of silver.

He pulled his worn and tattered cloak around his shoulders and curled up beneath the tree, using the trunk to break the wind. He wanted to be rested and ready for the long trip to Bethlehem.

Emil had just closed his eyes and dozed when the sky became very bright—so bright it was as if ten suns had arisen all at once, and the light was blinding.

Then the heavens began to ring with loud hosannas, and Emil was very frightened. He pulled himself closer to the big tree and put his hand over his eyes, and grabbed his staff to protect himself.

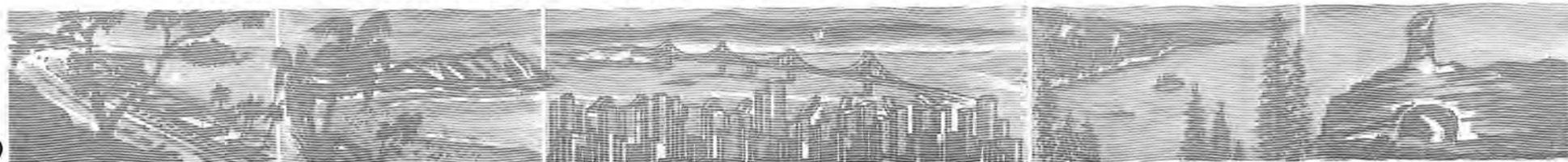
The hosannas got louder and louder, and then an angel, dressed

See IT HAPPENED on Page 4

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

Vol. 25 — No. 12

SAN FRANCISCO, CALIFORNIA



December, 1966

Pickets Down, Firm Signs

Life-Saving Dredgeman Is Honored

OAKLAND—Spin, Clotho, spin
Lachesis measure
Atropos sever
Forever and ever.

In this day and age when people continually turn their backs on other people in need of assistance because they are in danger of losing their lives, or who are being attacked by stalking criminals, it is unusual to find an individual who will risk his life to save another.

But such a person is Operating Engineer Local No. 3 member Fred Christie, an employee of Hydraulic Dredging.

Fred proved himself a hero by saving the life of George Kiefer, who accidentally triggered the valves on two CO₂ fire extinguishers in the close quarters of the tug Clara, working on the Foster City project with the dredge "Duamish."

For his action, Fred was awarded the President's Medal, given by the National Safety Council as a fitting recognition for those who successfully resuscitate and return breathing to victims stricken by electrical shock, gas asphyxiation, drowning or other accidental causes of suspended respiration. The ceremony was



Fred Christie, left, receives certificate of merit from Adm. Hipp during recent ceremony held at Athens Athletic Club, Oakland.

held Nov. 16 in Oakland.

The three goddesses on the face of the medal mentioned in the poem, Clotho, who spins the thread of life, Lachesis who determines its length and Atropos who cuts the thread, work under the watchful scrutiny of a figure symbolic of safety, who stays the hand that would cut the thread of life.

"The whole chain of events didn't really get to me until that evening when I was released from the hospital, and I realized I might not have gotten out alive," Fred related.

He said the feat was not out of

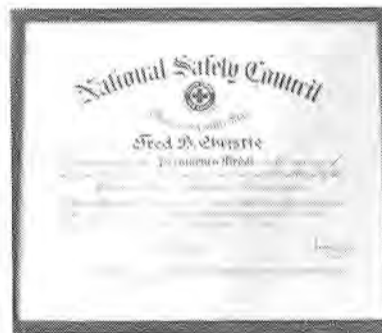
the ordinary, and that anyone faced with a similar situation would have done the same thing. "It happens every day. I just happened to be fortunate enough to have been chosen for this outstanding award, and I'm grateful," he said.

He said Kiefer was on the stem in the process of securing the fire extinguishers when they tipped over. Kiefer apparently thought both were expended because the safety wire and part of the conduit had been broken.

After the bottles were installed, Kiefer decided to test them, so he

Manila Trading, Local 3 Reach Pact Agreement

AGANA—The long struggle in settling differences between the Operating Engineers Local No. 3 and Manila Trading and Supply is over.



An agreement was reached recently, and will be in force a year. News of the settlement came when both Local 3 and company officials released a joint press announcement, stating the deadlock had been ended, and that both parties were looking forward to harmonious relations during the year.

During the lengthy labor dispute, which lasted almost a year, many charges and counter-charges were filed, and Local 3 filed a civil suit against the company for refusal to bargain. The company filed counter-charges against Local 3, but under terms reached in the agreement, all charges filed by both the company and Local 3 with the National Labor Relations Board were dropped and civil suits withdrawn.

More than 10 months ago, the Union was certified by the NLRB to represent the employees of the company, but a deadlock in negotiations evolved, which lasted until the recent agreement-signing.

Informational pickets had been placed around the company when

See MANILA on Page 10

triggered the valves, not knowing they could not be shut off. The compartment immediately filled with CO₂, drawing all the oxygen from the area.

Fred said he told everyone to get out, then directed Ronny Youmans to get Kiefer out.

Youmans couldn't handle the 200 pound Kiefer, who was frozen at the bulkhead, so Fred entered, and was successful in getting Kiefer away from the structure on which he was bracing himself.

"I tried to pull Kiefer from the area, but ran out of oxygen and

See LIFE-SAVING on Page 11

Semi Annual Meeting
January 14
1967

Memo

from the

Manager's Desk

By AL CLEM

As we write the article for the *Engineers News* issue, the rains are coming down and noting the out-of-work lists, we see that they are growing. This is the same as it has been for all the years that we have been working in the construction industry. Fortunately, we have some jobs which will keep some of the Brothers busy, even though it is raining. The best we can hope for is an early spring and then back to work.

In many sections of our jurisdiction, we are fortunate to have rather liberal unemployment insurance laws, while in other geographical areas, we are not so fortunate. We can only hope to improve these laws by actively participating in the various elections for Governors, Senators and Legislators hoping that these benefits will be improved as time goes on.

The elections are now over and in a great many instances, the people who had proven themselves friends of Local 3 went down in defeat, but in other instances, we were fortunate that there were a number of liberals elected to office. This is what makes our country so great. We will have to put forth our best efforts to work with those who were voted into office in the various states and trust that they will give all the working people the best. We feel confident that the great majority of them will do this. However, all we can do is look to the future and hope for the best.

During the past month, I visited Guam where we have had a strike in progress for quite some time. During my visit we were able to arrive at a satisfactory agreement with this Employer and negotiated additional agreement with other Employers. We believe that with these contracts behind us, the going will be smoother in this section of our jurisdiction.

On the way to Guam, I stopped in Honolulu where we are attempting to organize two ready mix plants. We had lost an election in one plant, but are presently concentrating on the other one. An election will be held in the near future.

We are still busy negotiating agreements with various firms where we were recently certified by the National Labor Relations Board to represent the employees.

A great deal of our time has been taken up during the past month in endeavoring to work out a solution to the various knotty jurisdictional problems. It seems as job opportunities decrease, jurisdictional disputes increase.

I feel fortunate to have been able to attend the District Meetings in Stockton, Watsonville and Sacramento and visit with the various Brothers in attendance. As always, we enjoy attending the District Meetings for it is here that we are able to meet many of the Brothers and discuss the problems of our Union with them.

I would like to take this opportunity to urge all of you to make a New Year's resolution to attend as many of your Union meetings as possible during the coming year. Let us not forget the Semi-Annual Meeting to be held on Saturday, January 14, 1967.

To those Brothers employed in the Rock Sand and Gravel industry, we will be sending you a card in the near future and we personally would like to request you to fill it out in its entirety as it will help us to prepare the proposal for the forthcoming negotiations.

Looking back over the happenings of the past year, in spite of the tight money situation and the work picture not meeting our expectations, we can only say again that this year, another milestone in the history of Local 3, has been one of progress. The major contract which we negotiated this year was the construction agreement in Utah. This again proves that by working together we can continue to make progress and improve the economic well-being of all the members and their families.

In conclusion, on behalf of myself, the Officers, Executive Board, Business Representatives and staff of Local 3, we extend to you and your loved ones the Season's Greetings. When driving over the Holidays, be a defensive driver.

MEETINGS

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

1967—Schedule of Meetings Dates

SEMI-ANNUAL

Saturday, January 14, 1967

Saturday, July 8, 1967

JANUARY

San Francisco—Wed. January 4

Eureka—Tuesday, January 10

Redding—Wednesday, January 11

Marysville (meeting at Oroville)—

Thursday, January 12

Honolulu—Wednesday, January 18

FEBRUARY

San Jose—Wednesday, February 1

Sacramento—Thurs., February 2

Stockton—Tuesday, February 7

Oakland—Thursday, February 9

MARCH

Fresno—Tuesday, March 7

Santa Rosa (meeting at Ukiah)—

Thursday, March 9

Salt Lake City—Friday, March 10

Reno—Saturday, March 11

APRIL

Eureka—Tuesday, April 4

Redding—Wednesday, April 5

Marysville—Thursday, April 6

San Francisco—Wed., April 12

Honolulu—Wednesday, April 19

MAY

Sacramento—Tuesday, May 2

San Jose (meeting at Watsonville)

Thursday, May 4

Stockton—Tuesday, May 9

Oakland—Thursday, May 11

Fresno—Tuesday, May 23

JUNE

Santa Rosa—Thursday, June 1

Provo—Friday, June 9

Reno—Saturday, June 10

JULY

San Francisco—Wed., July 5

Eureka—Tuesday, July 11

Redding—Wednesday, July 12

Oroville—Thursday, July 13

Honolulu—Wednesday, July 19

AUGUST

Sacramento—Tuesday, August 1

San Jose—Wednesday, August 2

Stockton—Tuesday, August 8

Oakland—Thursday, August 10

SEPTEMBER

Fresno—Tuesday, September 5

Ukiah—Thursday, September 7

Salt Lake City—Friday, Sept. 8

Reno—Saturday, September 9

OCTOBER

San Francisco—Wed., October 4

Eureka—Tuesday, October 17

Redding—Wednesday, October 18

Honolulu—Wednesday, October 18

Marysville—Thursday, October 19

NOVEMBER

Watsonville—Thurs., November 2

Sacramento—Tues., November 7

Oakland—Thursday, November 9

Stockton—Tuesday, November 14

DECEMBER

Fresno—Tuesday, December 5

Santa Rosa—Thurs., December 7

Ogden—Friday, December 8

Reno—Saturday, December 9

SAN FRANCISCO

474 Valencia St. 431-1568

SAN MATEO

1527 South B St. 345-8237

SAN RAFAEL

76 Belvedere 454-3565

VALLEJO

404 Nebraska St. 644-2667

OAKLAND

1444 Webster St. 893-2120

STOCKTON

2626 N. California 464-7687

MODESTO

1521 K Street 522-0833

EUREKA

2806 Broadway 443-7328

FRESNO

3121 East Olive 233-3148

MARYSVILLE

1010 Eye St. 743-7321

REDDING

100 Lake Blvd. 241-0158

SACRAMENTO

2525 Stockton Blvd. . . . 457-5795

SAN JOSE

760 Emory 295-8788

SANTA ROSA

3913 Mayette 546-2487

RENO, Nevada

185 Martin Ave. 329-0236

SALT LAKE CITY, Utah

1958 W. North Temple 328-4946

PROVO, Utah

165 West 1st No. 373-8237

OGDEN, Utah

2538 Washington Bl. . . . 394-1011

HONOLULU, Hawaii

2305 S. Beretania St. . . . 99-0084

Time To Apply For College Aid

OPERATING ENGINEERS LOCAL UNION NO. 3
SCHOLARSHIP AWARDS 1967-1968 SCHOOL YEAR

General Rules and Instructions for Applicants

Two college scholarship awards of \$500.00 each will be awarded, one to a son and one to a daughter of members of Operating Engineers Local Union No. 3 for study at any accredited college or university.

The Local No. 3 scholarships will impose no restrictions of any kind on the course of study. Winners may accept any other grants or awards which do not in themselves rule out scholarship aid from other sources, announced Thomas J. Stapleton, Recording-Corresponding Secretary.

WHO MAY APPLY

Sons and daughters of members of Local No. 3 may apply for the scholarships. The parent of the applicant must have been a member of Local No. 3 for at least one year immediately preceding the date of the application.

The applicants must be senior high school students who have, or will be, graduated at the end of the Fall Semester, 1966, or Spring Semester, 1967, in public, private or parochial schools who are planning to attend a college or university anywhere in the United States during the 1967-1968 academic year and who are able to meet the academic requirements for entrance into the university or college of their choice. Students selected for scholarships must have achieved not less than a "B" average in their high school work.

Applications will be accepted between December 1, 1966, and March 1, 1967, for appointment to begin with the following Fall Semester.

AWARDING SCHOLARSHIPS

On receiving the application, Local No. 3 will verify the membership of the parent. The application will then be submitted for judging to the University Scholarship Selection Committee, an independent, outside group composed entirely of professional educators.

Apart from verifying the eligibility of the applicant, Local No. 3 will not exercise any choice among the various applicants or indicate in any way that one applicant should be favored over another. All selections will be made by the University Scholarship Selection Committee on the basis of factors normally used in awarding academic scholarships.

Selection will be announced before the end of the current school year, and a check for \$500.00 will be deposited in each winning student's name at the college or university he plans to attend.

INSTRUCTIONS

All of the following items must be received by the Recording-Corresponding Secretary, Operating Engineers Local Union No. 3, 474 Valencia Street, San Francisco 94103, California, before March 1, 1967.

1. *The Application*—to be filled out and returned by the applicant.

2. *Report on Applicant and Transcript*—to be filled out by the high school Principal or person he designates and returned directly to Local No. 3 by the officer completing it in the postage-paid envelope which is supplied with the form.

3. *Letters of Recommendation*—every applicant should submit one to three letters of recommendation giving information about his character and ability. These may be from teachers, community leaders, family friends or others who know the applicant. These may be submitted with the application, or sent directly by the writers to Local No. 3.

4. *Photograph*—a recent photograph, 2 inches by 3 inches, with the applicant's name written on the back, attached to the application. (Photo should be clear enough for reproduction.)

It is the responsibility of the applicant to see to it that all the above items are received on time and that they are sent to:

COLLEGE SCHOLARSHIPS
Operating Engineers Local Union No. 3
474 Valencia Street
San Francisco, Calif. 94103

EDITORIAL

Cannot Agree With Road Cuts

The Johnson Administration made two announcements during the last week of November which will have some bearing on construction industry economics during the next few years.

One announcement, release of \$250 million for the sagging home-building industry, brought shouts of joy from construction workers, contractors and Labor officials, but the other, announcement of a 25 per cent cut in Federal highway funds, was disappointing.

While it is a commonly known fact that cuts in the federal budget were forthcoming, it is difficult to agree with the Administration in cutting funds from a program as critical as the highway system, which could snip up to \$700 million from projected construction projects over a period of six years.

With a state growing as rapidly as is California, and with the evident need for improved and additional highway and freeway facilities, such a cut could do nothing more than hamper California's over-all development. This new cut, coupled with a voter defeat of Proposition 1-A, can only stymie the state's transportation and construction industries. The question we ask: Are the cuts in highway spending worth the beating the most rapidly growing state in America will take in unemployment, inadequate highway facilities, poor traffic control and other unforeseen circumstances?

Certainly the country should be concerned with the war effort in Viet Nam. Our troops are putting their lives on the line there, but we cannot afford to overlook the well-being of millions of people at home, either.

On the good news side, \$250 million in Federal National Mortgage Association funds have been released to revive the slumping home-building industry.

The money is expected to "stimulate activity in home-building," a subject of increased concern to the Administration.

This release of funds will help stem the tide of unemployment among construction workers, who have been caught in a tide of poor job prospects.

The release of funds is a giant step in curing a year-old ill.

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AL CLEM..... Editor and Business Manager
PAUL EDGECOMBE..... President
DALE MARR..... Vice-President
T. J. STAPLETON.... Recording-Corresponding Secretary
A. J. HOPE..... Financial Secretary
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APPRENTICESHIP CORNER

Extension Service Starts



Garry Barker, right, receives congratulations from Lou Jones. Gary is now a journeyman.



Operator Jim Nugent in cab of new Manitowoc chats with Oiler Apprentice Frank Mixon, below.

The Correspondence center for service to the isolated apprentice has begun operation. At present, 63 men have been certified as isolated. These men are maintaining their positions in classes because of this new program.

Rules for correspondence students are stringent, requiring more effort than is required in normal classroom work.

The Apprenticeship Committee felt the correspondence program would be a good one, because it will permit those men in isolated areas to keep up on classwork without driving long distances at night, which would shorten hours of sleep. They will be safer individuals because they will not have to travel.

The apprentice is looking to the journeyman for guidance and instruction. It is a proven fact that there is no substitute for experience. It is the obligation of journeymen to assist an apprentice whenever possible.

Contractors are aware of the need for proper training of young men just coming into the industry. As Don Phelps said in a letter to the Administrator: "Galbraith Equipment Co., Inc., is aware of the need for proper training to meet the needs of the industry we represent and are happy to have been a part of the training organization."

"At this time I would like to compliment you on the efficient manner in which the program is administered and wish you continued success."

In the work situation, many employers are batten down the hatches as the rains approach in Eureka. At present, 25 Apprentices are working, some on a part-time basis.

E. V. Luhr is down to one apprentice but expects to expand operations in the spring. Luhr's cooperation in the program has been excellent. The company's supervisors have shown a great deal of interest in the boys.

Two instructors, Clyde Olds and Don Allen, are doing an excellent job in passing on their knowledge to the younger people. To them we offer our sincere thanks.

In Marysville, 21 Apprentices have qualified for Class I driver's licenses and special equipment endorsement.

Our special thanks to Bigge Drayage, Oroville, for use of a tractor and trailer used for Class I testing, and to Guy F. Atkinson for use of a 632 Cat scraper for special equipment endorsement.

Rains have drenched the valley and snow has buried the hills in Redding, but a few Apprentices continue to be employed.

Pacific Gas and Electric invited Apprentices to its shop to receive instruction on use of natural gas cutting torches, welding tips and rosebuds. Each apprentice had the opportunity of cutting a four-inch steel plate.

Rains have also hit the Sacramento valley causing the closing down of some jobs. This slack season provides the opportunity for Apprentices to acquire the Class I driver's license now necessary. The license is necessary if the Apprentice desires future advancement.

In spite of the weather, A. Teichert is keeping his six apprentices busy. Three of them are in shops with the others in the field.

Granite Construction is keeping two Apprentices working at Bass Lake and Nevada City.

Mid-term Examinations have been completed at Diablo Valley College, so Apprentices are settling down to the remainder of the school year.

Tom Hilton, the instructor, has livened up the curriculum by conducting field trips to Gordon Ball's shop to observe equipment in the process of repair.

The Bigge Crane and Rigging Co. has received a new 3900 Manitowac Truck Crane, one of the largest in the area.

The combined weight is greater than allowed on the highways, so the truck is dismantled and taken to jobsites in separate pieces.

Jim Nugent is the operator of the 47-ton rig. His assistant is Frank Mixon, an Apprentice.

EUREKA—ALWAYS HAS

If History Prevails, The Sun Will Shine

By RAY COOPER AND
LEONARD YORK

EUREKA - The winter rains have come, as they have in several other areas, but if history prevails, we can expect a month or two of good weather, which should provide completion of several storm damage jobs presently in progress.

The early rains have caused several jobs to close down, and dirt projects will remain down until spring.

The Hughes and Ladd project at Gasquet and Oscar C. Holmes job at Patrick Creek are all but shut down. Men will be notified when to report for work.

Hazardous conditions on High-

way 199 now exist, because of construction presently underway. At each curve, a crew is working, generally permitting one-way only traffic.

The Mill Creek project has been awarded Wilbur Little.

Pump trouble on the Crescent City project has caused problems for Pelican Bay Construction Company, which began operations at Second and D Streets. Vernon Vickery is steward and Ernie VanDyke is safetyman on this project.

During the slack period, North Coast paving will construct a shop to house its equipment and provide a lubrication area.

We welcome Brock Logging and Charles "Joe" Moon into the construction industry. Vern Brock has rented some of his equipment to Granite Construction Company. Moon is running his rig on the Lewis Nicholson project on Highway 96.

In Orleans, Tonkin Construction Company has begun constructing bridge approaches on the Murphy Pacific project.

Rains have caused a cessation of work on the Willow Creek-Weitchpec project, contracted to Lewis Nicholson. Harry Metaxas, foreman and Don Lewis, steward, are wading in mud attempting to gravel roads.

Although the Granite Willow Creek project is coming along nicely, sliding was a problem recently at Berry Summit. In some places, both lanes were blocked and it was necessary to drive on shoulders to get through.

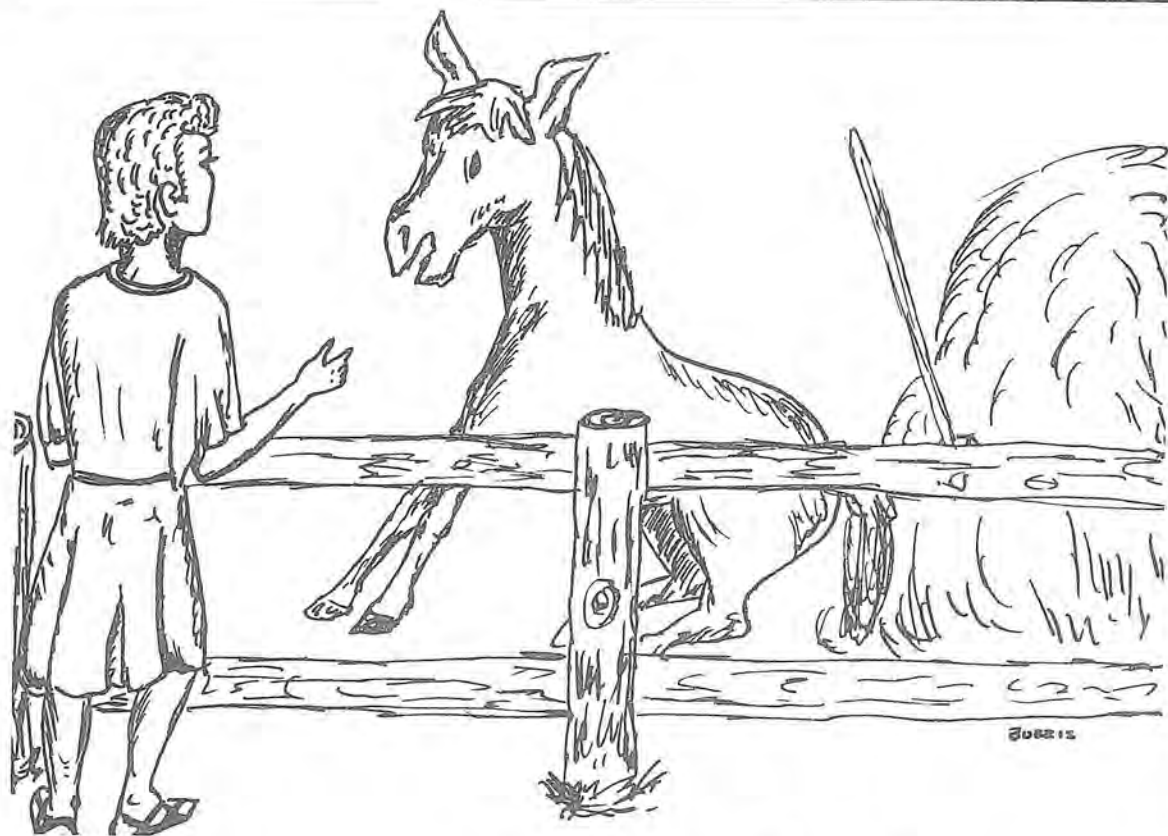
In spite of the rains, Souza Brothers Company is working at Redwood Creek. The Brothers are hard to recognize, all bundled up in foul weather gear. Mud keeps slipping out on the bottom threatening to slide across the road. The loaders are busy.

At Bridgeville, problems have arisen because of slides. Traffic in the already narrow area has

caused considerable concern here. Ron Ohlman is foreman on this project, now approaching completion.

The gradesetting school which has brought many inquiries, began on Monday, Dec. 5, at Eureka High School. In past years, these classes have held constant attendance, and have apparently been extremely beneficial to those who have participated.

The Eureka office, including Ray Cooper, Leonard York, Danny Senechal and Hazel Swaner would like to take this opportunity to wish all the members of Local 3 and their families a merry Christmas and happy New Year.



It Happened That Christmas

Continued from First Page
in brilliant, white robes descended, and said to Emil:

"Be not afraid, Little Emil, for soon to be born in the City of David is Christ the Lord, the King of Kings, the Messiah. Little Emil, lift up your head and rejoice. Soon he will be born, The Saviour."

Then the angel vanished, and Emil was sure he had been dreaming, but there in the eastern sky stood the brightest star he had ever seen. Then Emil knew he was not dreaming.

He could not sleep now. He was excited. He must leave for Bethlehem right away.

The trek was a long one for such a small boy, but he kept trodding along.

"Oh, if only I had a small donkey to ride, I could get to Bethlehem much faster, and perhaps in time to see the New King—the Messiah. Oh, if only I could see Him. But I have too little money to buy a donkey."

On and on he went, and as the sun rose, its warming rays chased the chill from his body. He felt better now, but he was getting tired.

By noontime, Emil had entered a small village which was rapidly filling with other travelers on their way to Bethlehem, the City of David.

There were rich men, poor men, old men and young, and many women who were traveling with their husbands.

All of them were talking about the New King and the gifts they planned to give him.

Emil was suddenly sad. He was tired, and eight pieces of silver were hardly worth mentioning, since it would take four pieces to buy enough food to complete the trip. He would have nothing to give the New King.

After a short rest, Emil started out again, hoping to reach the Blessed City by the next mid-day.

As he approached the edge of town, he heard the sound of many donkeys braying. Then he saw the corral. There were many fine donkeys, all braying and trying to crowd toward the feeding trough.

Emil saw the donkey merchant, a huge, rough-looking man with tanned leathery skin.

"Pardon me, sir, but do you have a little donkey I might buy?" Emil asked timidly.

"Ho, ho, my good man. All of my donkeys are for sale. Which one would you like?"

Emil studied each animal, and finally came across a grey, bright-eyed little animal with a cheerful face.

"How much is this one?" Emil asked.

"Only 28 pieces of silver," the merchant said.

Emil's heart sank.

"Oh—I only have four pieces of silver to spend," he said sadly.

The merchant laughed.

"Only four pieces? And what would you expect to buy with four pieces of silver?"

"Well, I thought you might have a small donkey you would sell for that much," Emil replied.

Then he heard the most awful braying and the sound of hooves striking a fence.

"What's that?"

"That's only Rudy," the merchant said, "the meanest, ornriest donkey in all the land. He would never do for you."

But Emil ran to where the sound was coming from. There he saw a shaggy, skinny and starved-looking little donkey, who not only looked angry, but frightened.

The merchant picked up a leather whip and lashed at Rudy. Rudy bared his teeth and lunged at the merchant, but the whip struck him across the nose.

He reeled back in pain, then bucked and snarled and kicked all around the corral.

Emil felt sorry for the little beast. He knew he would not be able to ride Rudy, but the poor little donkey needed to be treated kindly.

"Would you sell me this donkey for four pieces of silver?" Emil asked.

"What? Why this animal would kill you."

"No, he won't," Emil said confidently.

"Well, if you're foolish enough to waste your money, you can have him."

"Could I also have a bag of oats?"

Emil tied a rope around Rudy's neck and gently led him from the corral. He knew Rudy did not trust humans, so he was careful not to abuse him. Rudy had been treated badly for so long he did not know the meaning of kindness.

At evening, Emil and Rudy came across a brook of cool, running water. Emil cupped his hands and drank a little, then offered a drink to Rudy, but Rudy drew away, not trusting Emil.

"It's all right, Rudy, I'm your friend. Here, have a cool drink of water."

Rudy inched a little closer, sniffed at the water, lapped a bit, then nipped Emil's fingers.

"Ouch!"

Then Emil smiled and patted Rudy on the forehead as Rudy brayed and bared his teeth.

That night Emil cut some pine boughs and gathered some leaves to make a bed for himself and another for Rudy.

But Rudy was still suspicious.

Then Emil poured a delicious pile of oats for Rudy's supper, and snuggled up in his bed of leaves. He pulled his worn and tattered cloak around his shoulders and closed his eyes. Then he heard what he thought was a sobbing sound. He was happy.

It was near midnight when Emil heard a rustling sound in the brush. He awoke to find a robber standing over him with a long, pointed knife aimed at his throat.

Suddenly there was a horrible sound, and Rudy began to kick and bray and bare his teeth, and he jumped at the robber, kicking, biting and bumping him until the battered and bleeding robber screamed and fled into the night.

Rudy's heart was pounding so hard the excited little donkey thought it would jump right out of his chest. He wanted so badly to tell Emil how thankful he was to have a true friend, but donkeys can't talk, so Rudy just stood there for a moment.

Rudy nuzzled up to Emil, and both were very happy.

The next evening Rudy carried Emil to Bethlehem. The city was mobbed with people who had come to pay their taxes and visit the New King.

Emil went to an innkeeper and asked where the New King, the Messiah was.

"He is in the stable near the edge of town. There was no room in the Inn."

Emil and Rudy scurried toward the stable where the Star of the East was shining, and there they saw noblemen, kings, magis and shepherds, all bearing gifts for the New King.

Emil was sad. He had no gift for the Christ Child, but Rudy pulled him up to the manger where the Child lay.

The Christ Child smiled at Emil, then reached up and touched

Job Level Normal In Stockton District

By WALTER TALBOT, AL McNAMARA and JERRY ALLGOOD

STOCKTON — The inclement weather has begun to affect the employment situation, but 1966 has been an above-average year for this area. Such projects as the California Aqueduct and the West Side Freeway have provided excellent opportunities for the members in the district.

In spite of the slowdown in new contracts, a normal amount of work remains, and should continue, weather permitting.

Western Contracting Corporation has three separate contracts on the California Aqueduct, now 90 per cent complete. Excavation is complete and paving is near-complete, but check structures, a 22-foot road on the east bank and a 14-foot road on the west bank of the canal remain to be constructed.

Remote Control

When the aqueduct is complete, the check gates will be controlled by remote computers in Sacramento.

Fredrickson and Watson Company, nearly complete on Interstate Highway 5, has transferred all its cats and rubber tired equipment to another interstate project, Highway 580 in San Joaquin County. Interstate 580 will intersect with Highway 5.

Although the job has encountered some gravel-type soil, recent rains were severe enough to cause a shutdown and lose time.

Fresno Paving Company has been awarded a contract to pave shoulders on Interstate Highway 5, prime contracted to Fredrickson and Watson and Peter Kiewit. On Interstate 580, M. J. Ruddy received the contract for shoulder paving.

AEC Contract

The Atomic Energy Commission granted a contract to Ralph Larsen and Sons, Inc., San Francisco, for construction of a chemistry development facility south of

Tracy. The bid price was \$1.5 million.

In the rock, sand and gravel industry, work will continue as long as reasonably dry weather continues. George Reed, Standard Materials, PCA, Teichert Aggregates, Claude Wood Company, Stockton Sand and Gravel, Santa Fe Rock and ready-mix plants in Modesto have plans to continue operations as long as possible.

Government contracts have rejuvenated the employment possibilities at Holt Brothers Tractor Company, which was successful in gaining substantial commitments in addition to the general business generated by regular customers.

New Treatment Plant

In Lodi, bids will be called in January for a \$3.5 million sewage treatment plant to be constructed seven miles southwest of Thornton Road.

The plans call for a \$1.5 million pipeline to tie the plant to existing city sewage lines.

Although it is doubtful, reliable sources say, that contracts will be bid in 1967 for the New Melones Dam, access roads to the site are now under construction by Thomas Construction Company, Fresno. Work on these roads will continue through next summer. It is reported the Army Corps of Engineers will call for bids soon on the diversion tunnel which must be constructed before the dam can be built. The Corps of Engineers reports it will use a rock fill process for the new \$13 million dam rather than the conventional concrete structure.

The controversial New Don Pedro Dam, which has been dormant for several years, has been reactivated under a contract for hydraulic turbine operation. Mitsubishi International Corporation, San Francisco, was awarded the \$1.5 million pact Nov. 3. Plans call for design, fabrication and delivery, supervision and installation of hydraulic turbines. This appears to be the first step in getting this project completed.

Member Is Grateful For Union Pension

MR. T. J. STAPLETON

Dear Sir and Brother:

I wish to express my deepest appreciation and personal gratitude to you and to all those persons instrumental and helpful in making me a part of our Union Pension Plan.

I regret it had to be premature, and on a disability, but these unfortunate things have a way of catching up with us. And for this pension plan I am truly grateful.

On April 29 this year, I went to a heart and lung specialist in Salt Lake City, and after a thorough examination of photographs, etc., he informed me that I do, in fact, have a severe case of Emphysema, and have lost a good part of my lungs, which cannot be replaced. This renders me physically in a sorry condition, so my prospects of joining the working force again are pretty dim.

To you and those involved in helping me, my sincere thanks.

Respectfully yours,
M. Dee Abbott

Rudy's nose. Rudy was very, very happy, but Emil was sad because he had no gift.

Then all of a sudden Rudy discovered his fondest wish had come true. He could talk.

"Thank you, Little Emil. The Messiah has told me that your kindness to me is the grandest gift he could possibly receive. Now I know that all humans are not

mean. Thank you, Little Emil."

Then Emil was very, very happy, and astonished because Rudy could talk.

And that's why, if you listen very, very attentively, you will discover that donkeys everywhere, old and young, are permitted to talk on Christmas Eve.

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KEITH BURRIS

The Costly Toy Game



By SIDNEY MARGOLIUS

With long-suffering consumers in a boycott mood, we nominate as a great boycott idea this year's "sick" toys—the "spy" and "double agent" toys featuring concealed weapons, which many stores are promoting.

If a child isn't cruel and resentful to start with, he certainly can learn to be from some of these "toys" like the James Bond 007 Action Toys, which provide torture tables with a device like a nutcracker that crushes a doll.

Really mischievous children can wreak havoc with the "Secret Sam Secret Weapon," a baseball bat with a lever that when pressed, releases a projectile ball, perfect for hitting innocent bystanders or breaking windows.

Another concealed weapon is the Agent Zero "camera." This just looks like a camera. You crank the case and it becomes a gun, ejecting "bullets" through the aperture.

Some of the prices have no relation to the value of the toys. Noticeable examples are the James Bond "Aston Martin" toy cars (equipped with machine guns, etc.), and the Batmobile with rockets at \$3.50 to \$4. Some cars are only 4 to 5 inches long. That's a dollar an inch.

Batman equipment also is prominent this year at, for example, \$7 or more for a helmet, cape and utility belt. The Batman TV shows already are losing popularity, so beware of big investment in such toys.

You can expect heavier television promotion than ever directed at your child for high-priced "action" toys. Toy manufacturers now spend over \$250 million a year on TV advertising and TV stations are laughing all the way to the bank.

Commercial toys are priced not only to pay for TV advertising and royalties to TV stars and producers, but to allow stores a big enough margin so they can offer "reductions from list price."

For unusually good values we'd like to nominate *building blocks and structural shapes*, traditional playthings with lasting play value. Many good buys are available this year. The Playskool Duffle Bag of Building Blocks offers 120 pieces for about \$4; sold by many stores.

The traditional Lincoln Logs are only \$2 to \$5; sold by many stores. A modern type of building blocks are the giant blocks of corrugated fiberboard with honeycomb construction for strength, available now in sets of 12 for as little as \$4.

Blackboards and easels are standard. Among the most versatile and best values are the Playskool peg and blackboard desk with magnetic spelling board, at about \$8 including desk and chair.

Musical instruments such as moderate-price recorders, widely available under \$4; the "Kalimba," an instrument played with the thumbs (\$10.50 from Creative Playthings), steel drums (\$10) and hand trap set (about \$6).

Miss Union Maid, the famous 10-inch doll offered by the Union Label & Service Trades Council, 20 East 15th Street, New York, N.Y. 10003, cost just \$1 plus 50 cents for postage and handling (postage free for 12 or more).

Folk song records: The long-play record, *This Land Is My Land*, is another unusual union offer; \$2 from United Auto Workers Educational Department, 8000 East Jefferson Street, Detroit, Mich., 48214. The record features songs by such folk singers as Josh White, Joan Baez, the Weavers and others.

Copyright 1966, by SIDNEY MARGOLIUS



Cats, operated by Local 3 members, clear a site for ski runs at Incline Village. The spectacular

ski area, with a built-in snowmaker, opened for winter sport in November of this year.

Snowmaker Aids Skiers

By GAIL BISHOP

LAKE TAHOE, NEVADA — For the buff who loves to ski, even when the snowfall has been inadequate, the slopes at Ski Incline are a tempting sight.

The developer and promoter, Crystal Bay Development Company, has installed snow-making equipment which will cover 80 acres of slope with snow, and possibly extend the season into March. The machine is capable of three inches an hour.

But the planning of the year-round resort was extensive and expensive. The entire area encompassing the ski complex was first surveyed from the air, aerial photos were studied and actual ground exploration on snow shoes and by snowmobile.

Temperature checks were made daily and weather history gathered from the U.S. Department of Commerce.

Snow depth-checking stations were set up at the base of proposed runs and when the snow melted initial grading of principal roads began.

Survey crews established lift runs and slopes were developed by studies made, using a topographical model of the area.

Heavy equipment continued with excavation and clearing, and Incline Creek was encased in a six-foot steel corrugated culvert from a point above the ski lodge site to the country club of Incline subdivision.

Various ski lift manufacturers were interviewed after profiles of the lift runs were surveyed. Proposals were screened, and the major contracts let to Hall Ski Lift Company, Watertown, New York, for installation of chair lifts. The contract for a tee bar lift went to Ski-Lift International, Arlington, Va.

Tower foundation construction

began and the operation was well underway.

The snow-making equipment will blanket the 80 acres when adequate natural snowfall is lacking. The mechanism includes an eight-inch water main and compressed air piping serviced by a 250,000 gallon steel water tank.

Three compressors capable of 2,200 cubic feet per minute are used in the snow-making process.

Further expansion is under development. Sewer, natural gas and water lines are now installed within the area.

For the week-end skier, the lodge facilities are outstanding. The Snowflake lodge, the main structure, designed by Crystal Bay Development Company, consists of 11,000 square feet including food service, dining areas,

ski shop, equipment rental, locker rooms, managerial offices, bar and lounge and a large deck area with a commanding wrap-around view of the ski area.

Incline Village will provide house-keeping apartments complete with linen and kitchen utensils. A shopping area, teen-age recreation center and a host of shops are located within the complex offering something for everyone.

Free transportation is offered from the lodging area to the ski slopes, and entertainment and dancing are readily available to climax a day's winter activities.

Famed skier Luggi Foeger will direct the ski school. He was also instrumental in supervising construction of the slopes, designed for novice to advanced skiers.



Attractive and functional lodge at Incline Village will offer the finest in over-the-weekend facilities for the ski-happy public.

31 Pints Later: A New Blood Bank



Brothers Doug Miller, Jack May, Bud Anderson, Larry Stone and Jerry Davern wait in line to give blood. The new Marysville District bank will be of invaluable service to residents.

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

MARYSVILLE—A new blood bank has been established for members of the Operating Engineers, but in order to establish an adequate supply, many donations by Local 3's members will be necessary.

Brother Harold Huston, district representative and chairman of the blood bank said his goal is to see that blood is available if and when needed.

Brothers and their families residing in the Marysville District may now receive needed blood without having to travel to other areas.

Members in the Marysville district should feel proud of this accomplishment, but much remains to be done to make it a complete success.

Any Brother Engineer or his family, or friends may donate blood to help build the reserve. And when blood is given, make sure those in charge are informed that the blood is for the Operating Engineers Local Union No. 3 District 6 Blood Bank.

Gratifying Experience

The initial push was a gratifying experience. Brothers Jerry Davern and Robert Shields, job stewards on the McNamara-Fuller Oroville job, contacted all the Brothers and on Nov. 3, 33 donors rolled up their sleeves to launch the project.

Those who participated were Gerald Davern, Howard A. Davis, Frank A. Shipe, Kenneth R. Boten, Glen Boten, John C. Moore, Joe Kleiner, Jr., Stan E. Bankston, Ken H. Possum, Bill E. Gilson, Malcolm K. Gibson, Robert J. Williams, C. W. Coleman, Charles G. Price, Wm. E. Metz, John Pat Nugene, Delbert Davis, Arden Allred, Don F. Roberts, John B. May, Julius B. Anderson, Robert H. Shields, Logan Elston, Lawrence H. Stone, Orville E. Mulkins, Eugene Bigart, Jack V. Overley, Jerry L. Shriner, Lencil A. Miller, Edward J. McEnroe, Clyde W. Cunnison, Herman C. Shields, J. L. Shipe and T. E. Lippincott.

"We feel this a real challenge

to Engineers on every project in the District," Brother Huston said.

Team Effort

The project will continue to be a team effort, requesting all Engineers to do their part. Will You Do Yours?

It was gratifying to see all 37 job stewards in attendance at a recent meeting held in the Marysville office.

All who attended praised the results. It appears more and more members are realizing that this is their Local Union.

This was pointed up further when 121 Brothers and their wives attended a safety meeting held in Oroville.

According to Safety Representative Fran Walker, more members have attended such functions in the Marysville district than any other.

Safety Minded

We can only assume that the members in Marysville are safety-minded. The only way we can keep from having accidents is for every member to be alert to the hazards on the job and accept the responsibility of seeing that each Engineer on the job continues to be safety conscious.

We request that all incidents involving unsafe practices or conditions be reported to the office.

On the employment spectrum, a bill authorizing construction of the \$132.9 million Marysville Dam on the Yuba River has been signed by President Johnson. The authorization is contained in the Rivers and Harbors Bill. No money was provided for Marysville in the bill, so funds will have to come from future congressional action. The dam will be located upstream from Marysville and Yuba City.

Approve Plan

Marysville Levee Commissioners have given approval to the State Division of Highways on plans for raising the level of Highway 20 east of Marysville to an elevation above the 1955 flood level.

Commission manager Charles Gross reported that the Division of Highways expects to have funds for the \$1 million project

included in the 1967-68 budget.

The project would provide a so-called escape route in case of high water. The road, deluged in 1955, has periodically been under water since.

The project would also straighten out curves for a distance of two and a half miles east of the city limits.

Fill Ditch

The U.S. Corps of Engineers plans to fill in the ditch that will be created between the new high level road and the Yuba River levee, Gross said.

The Division hopes to begin construction during the next construction season.

The House Appropriations Committee has approved a \$1 million flood control contribution for the Bullards Bar Dam on the Yuba River. The funds are included in a \$4 billion public works bill passed by the House Committee.

The budget augmentation item represents a progress payment on a federal flood control benefits allocation totaling \$12.64 million. Funds will be paid as they are earned through progress on construction. The project is expected to be eligible for more than \$3 million in Fiscal 1967, but construction began too late for the item to be included in the President's budget, which was augmented by the \$1 million item.

Studies Funded

Also included are funds for continued project studies in Yuba-Sutter and \$7.69 million for the Oroville reservoir. Among Bi-county continuing projects are the Corps of Engineers study of drainage problems on the Bear River, totaling \$15,000; flood problems along the Coon Creek in Sutter and Placer Counties, at \$30,000 and northern California streams, totaling \$175,000, some of which could be spent in Yuba-Sutter.

The State Department of Water Resources has opened bids for construction of the Thermalito annex at Oroville Operation and Maintenance Center.

The apparent low bidder was Baldwin Contracting Co., Marysville, with a bid of \$194,295. De-

partment Engineers' estimate was \$184,462.

Three Acres

The Thermalito annex is three miles west of Oroville on Tres Vias Road adjacent to the Thermalito powerplant. The annex, which will cover about three acres, will serve as the refueling station for operation and maintenance equipment and storage of heavy equipment used to maintain the facilities.

At the new Bullards Bar Dam, the Yuba River is flowing through a huge diversion tunnel. Contractors earlier feared the rainy season would begin before the coffer dam could be completed to divert the river, but latest reports say construction is going about twice as well as expected.

Full Height

The coffer dam, under contract to Perini Corp. has reached a height of some 150 feet and should reach its full height of 200 feet by early in December. Construction of the dam was a critical point in the schedule since work on the main dam could not commence until the river was diverted. The entire project is estimated at \$180 million.

In early November it was thought the coffer dam could not reach 75 feet by the middle of the month, but the contractor threw a huge force and a lot of equipment into the job, and the dam will now be completed before the steady rains begin.

About 216 Engineers are employed.

Shut Off Flow

Flow of the Yuba River has been completely shut off by Pacific Gas and Electric as part of the annual maintenance program for the Bullards Bar Powerhouse. The shutdown has been to the advantage of project contracts, since no water interference was experienced during earlier construction of the coffer dam.

In other news, the State Department of Water Resources has advertised for bids to remove about 16 miles of Western Pacific Railroad track within the reservoir area behind Oroville Dam. But rather than paying for the job, the state will be paid by the successful bidder for salvage of the track.

Department officials state the salvage value is about \$250,000.

Exclude 13 Miles

Excluded from the contract will be the majority of 13 miles of

track owned by Georgia-Pacific's Feather River Railway. The contract will call for removal of about one mile of G-P track between Bidwell Bar and Land, and some 2,000 tons of railway appurtenances located nearby.

The sale contract calls for the contractor to load the rails and other iron onto WP delivery to Intake, just north of the North Fork arm of Lake Oroville.

The contractor will also purchase track and appurtenances, drainage structures and pole lines from the state. Some 78,000 feet of rail will be removed under the contract slated for completion in February, 1967.

A low bid of 2.14 million to build a new concrete bridge over the Sutter Bypass on Highway 13 has been submitted by C. K. Moseman Construction Company.

Planned Upstream

The new causeway will be built upstream from the old span, but traffic will continue to use the present structure until the new one is completed.

Two construction seasons will be required. Work will get underway in about a month.

New approaches will tie into the existing roadway, permitting one-way traffic controls for brief periods.

The new bridge will replace the deteriorated timber structure built in 1928, which limits today's motorists to 35 mph.

Around Clock

In the Chico-Oroville area, Oro Dam Constructors continues around-the-clock operations as work on the spillway goes according to weather conditions. The plug for the Thermalito diversion dam is in the completion stages.

At the afterbay, Guy F. Atkinson is down to one shift. Bill Ingram is having trouble riprap for the afterbay, but an able crew of Operating Engineers is adequately solving the problem.

On the west side, the rains have closed down several jobs, as others rapidly near completion. A. Teichert and Son Company had just begun construction of a freeway when the rains came, and all operations were halted.

Yuba Consolidated Gold Fields, the old standby still has its three boats and shop working at full capacity. This company continues to work year round, 24-hours daily, no matter what, digging gold.



Logan Elston, Engineer of the McNamara-Fuller project in Oroville, was among those who helped establish blood bank.

SILVER LINING

Bid Call For I-80 Segment Bolsters Winter Job Prospects

By NORRIS CASEY, GAIL BISHOP, BUD MALLET AND STU MONCRIEF

RENO—Prospects for continued employment during the winter were given a shot when the state announced calling for bids Nov. 22 for construction of some 11 miles of Interstate 80 between Humboldt and Mill City, west of Winnemucca.

Other jobs in and around Elko are continuing in spite of recent snow showers in the mountains.

Earl Manley Company is continuing work at Angel Lake with hopes of operating until after Christmas.

Still Working

Nevada Rock and Sand is still operating east of Wells with plans to continue throughout the winter. At Deeth, this company is still involved in earth-moving with trucks and scrapers, but the work is showing signs of coming to an end.

Plans at Deeth are the same as they are at Wells. Nevada Rock and Sand has indicated it plans to keep a crew through the winter stripping for a crusher to be set up soon.

Rock Jobs

McGregor Triangle is still in operation in spite of the snow in Lamoille Canyon. The job is mostly involved with rock and the bad weather has not yet hindered progress.

Stearns-Rogers at Duval Mine are on schedule but crews are facing poor weather conditions. High winds and snow showers make the work less than comfortable.

Industrial Construction and Burggraf Paving have shut down at Winnemucca until next spring. They were unable to lay CBT and complete paving.

Mines Increase

With construction at a minimum, the mines have picked up, making jobs available.

Helms Construction Company appears to have ample work to continue through the winter at Brady Hot Springs. The company

has a crushing operation, grading and paving of a freeway. At peak employment, some 50 Engineers should be on the payroll.

Helms also is finishing the Fort Churchill Unit No. 1 powerplant. The company was subcontracted to Stone and Webster, Boston, Mass., for excavating. The \$14 million contract will soon be in the steel-building phase, with prospects for continued work looking good.

Under Control

M. M. Sundt Construction Company has its project at Weed Heights well under control. Crews are expanding the concentrator for Anaconda Copper which calls mainly for crane operators. Bob Harrison is steward, and doing an excellent job of preventing jurisdictional take-over.

At Austin, Rogers Construction Company is making outstanding progress on 16 miles of new highway. When complete, 60 miles

of paving will be necessary, which should come up by August.

Big Effort

Industrial Construction Company is still making an effort to keep a crew busy on Interstate 80 near Reno. The men are still operating earth-moving equipment and will continue to do so as long as the elements will permit.

At Lake Tahoe and Carson City, Wells Cargo and Cabildo Corporations have suspended work on the natural gas line at the north shore for the year.

We look forward to their renewed operation in the spring. This project has provided excellent work for the members of our Local Union.

Heavy snows in the mountains and high valleys have caused a shutdown of a number of projects. Snow removal equipment and ski area employment are all that remain.

It's Wintertime Around Redding

By TOM ECK, ED DUBOS AND LOU BARNES

REDDING—An abundance of rain and snow have fallen on the northland but some work, especially in the rock, is continuing.

In the Siskiyou, Roy L. Houck and Sons Corporation is still working two shifts, but Hughes and Ladd and Gibbons and Reed are just maintaining roadways on the Klamath River.

Houck has started construction at Edgewood with expectations of working two shifts. Some 25 operators will be needed at peak activity.

Ray Kizer and R. A. Heintz were low bidders on the Callahan

road alignment, but it is doubtful work will begin before spring.

Since the recent election, much discussion has been held concerning money for prospective projects, and whether the new administration intends to hold back funds or continue as was previously outlined.

From our reports, all projects now planned and on paper will proceed as planned, including the O'Brien portion of Interstate 5 and the Box Canyon Dam.

Fredrickson and Watson had a good thing going on a canal project until things got soggy. At present, the job is about 70 per cent complete with 70 per cent of time and money also spent. When trimmer and paver operations resume, about 35 Engineers will be employed.

On the Anderson project, the company is cleaning up and making a few corrections. This project was push-push-push all the way with better-than-average wages available, but the project was completed rather rapidly.

At the Shasta project, Fredrickson and Watson has cut back to one shift because of poor weather conditions. If expected equipment is received, a crew of 55 men will remain on the payroll.

The project has caused some disturbing moments. Equipment has to cross Highway 99 right at the curve.

North of Redding, C. L. Fogle still has three men employed.

W. Jaxton Baker has a job on Placer Street which will require 10 men and six pieces of equipment. Baker also has a job on 299 E which should reach completion stages early in the spring. It is expected men on the Placer Street job will be transferred to 299 E as they are needed.

Personal Notes

SAN JOSE

We wish speedy recoveries to Roy Thompson, Foster Holt, Mel Fauvor and Del Arner who are ill.

Our sympathies to the families and friends of late Brothers Vern Marsh, Roy Lynn and Arlyn Storms.

Our thanks to blood donor Billy Dalton.

STOCKTON

Two Brothers are back at work after trips outside the country. Dispatcher Harvey Edwards has returned from Mexico. Brother Jack Moore is back from Pakistan after two years there with Guy F. Atkinson.

Brother Charley Simon lost two fingers on a job at Ripon. Appentice Marion VanDePol has been drafted.

Our condolences to the family and friends of Bart Casali, killed in a truck-train crash last month.

Albert Holden, Walter Job and Cecil McKindley are on the sick list.

FRESNO

Our sorrow for Brother Henry I. Brown who was killed Nov. 9. We extend our sympathies to his widow and friends.

SANTA ROSA

Our thanks to Brother Wesley Hay for his blood donation. Congratulations to Brother and Mrs. Mike Hinton, recent parents of twins, one child of each gender.

VALLEJO

Brother Harry Cole, long-time Rio Vista resident, passed away recently. We extend our condolences to his family and friends.

Our best wishes for a rapid recovery to Brothers Al Quiani, Ray Scott and Shorty Sherouse.

SAN RAFAEL

Congratulations to Brother and Mrs. Larry Dobbins on the birth of their first child, daughter Marie Louis, born Nov. 5.

Whoopee for Grandfather Manuel Silva, whose son and "daughter" became parents for the first time. Daughter's name is Sharon Lee, born Sept. 30.

Get well sentiments to Paul Vincilione in Marin General with a broken leg.

Brother Bill Russell is out of the hospital, recovering at home.

Deepest condolences to the family of Brother Victor Nielsen who died Nov. 11.

MARYSVILLE

Get well greetings to Brothers George McFadden, Apprentice Mike Stock, William Gray, Roy Ellis, Oscar E. Turner, Preston Rhine, Maurice Morton, Carl Mullins. All are recovering from hospital confinement.

SACRAMENTO

Our sympathy to the families and friends of Brothers Archie Perkins, Arthur D. Beckwith, Charles F. Kammerer, John W. Pleinis and Ernest Wonser, who passed away recently.

EUREKA

It is with great sorrow we report the deaths of Clifford McMahan and Gene McKittrick. Our sympathy to both families.

A speedy recovery wish for Forrest Slack, who suffered a heart attack.

Stewards Meetings

ALL MEETINGS AT 8:00 P.M.

Dist. 3—Stockton, Tues., Jan. 17, Engineers Hall, Stockton.

Dist. 9—San Jose, Tues., Jan. 24, 117 Pajaro St., Salinas.

Dist. 8—Sacramento, Tues., Jan. 24, 2525 Stockton Blvd., Labor Temple.

Dist. 6—Oroville, Tues., Jan. 31, Prospector's Village.

Dist. 2—Oakland, Thurs., Feb. 2, 1444 Webster St., Oakland.

Dist. 1B—San Mateo, Wed., Feb. 8, Carpenters Hall, 50 N. B St., San Mateo.

Dist. 1A—San Rafael, Thurs., Feb. 9, 701 Mission St., San Rafael.

Dist. 5—Fresno, Tues., Feb. 14, Oper. Eng. Hall, 3121 E. Olive St.

Dist. 7—Redding, Fri., Feb. 17, Oper. Eng. Hall, 100 Lake Blvd.



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Gun barrels for new recoilless rifles being manufactured are readied for packing. At far right,

steward Steve Harkins and Local 3 representative Aster Whitaker check out the operation.



Safety Representative Fran Walker chats with REMCO chief Bob Harrah during visit to discuss mutual safety problems on job.

Small Town . . .



REMCO representative Don Chase relaxes with the Engineers News. That's good reading, Don.



A crew of employees at REMCO Hydraulics take a coffee break during a typical day. The shop is manned by members of The Operating Engineers, Local 3.

Good equipment such as this reamer and outstanding operators are two of the reasons REMCO has pleased many customers.



The proof is in the pudding, and a small-town company has proved once again it can survive in a highly technical and automated market.

Its policy—build a superior product. Its officials must have gone on the premise—"Build a better mousetrap" and customers will beat a pathway to your door.

Only in this company, mouse-traps are far removed from the production lines.

REMCO Hydraulics, in the small town of Willits, some 140 miles north of San Francisco, began operations with a handful of employees in 1957. The letters R, E, M and C are initials of the four original partners, who began a machine shop operation and repair shop, doing repair work for the logging companies and saw-mills in the area.

Much of the work was on large hydraulic cylinders used to hold and push the logs which were being sawed into lumber.

Because of its familiarity with cylinders, it was only natural the

firm would design and build better cylinders. But the better cylinders didn't need as much repair work, so the firm concentrated its efforts on building a variety of cylinders, and now produces actuators for such other companies as J. I. Case, International Harvester, Fruehauf Trailer, Boeing Company, John Deere, the U.S. Army and the Air Force.

To a degree, the customers have had to beat a pathway to REMCO's door because of its location. Every ounce of raw material must be shipped in and the finished product shipped back out.

How can a small town metal-working company compete under such conditions? The answer is a simple one: small-town employees seem to be able to out-produce their big-city counterparts.

Almost every conceivable type cylinder is produced—some small enough to fit in the palm of a hand, others two feet in diameter and 40 feet long. Some have helped raise the Thor and Nike missiles for firing, others are cushioning the

Titan missiles in their underground silos. Some are huge casings used to control the flow of water into hydroelectric generators at Oroville and other damsites.

But the big boost came when the company, manned by 170 members of the Operating Engineers Local 3, gained the contract awarded by the Department of Defense to mass produce the M-67 90 MM recoilless rifle. The M-67 is a refined concept of the Bazooka used in WWII, manufactured by the thousands. The M-67 parts are machined to watch-maker tolerances.

The shortage of experienced machinists has been felt at REMCO as it has in other shops, but the reputation of the company as a good place to work, and the community as a great place to live has attracted the "right kind" of people who wish to live in a small town and work for a company which believes a better product opens the pathway to a bigger and better future.

. . . Big Business

Facelifting On The Waterfront?

By A. J. (BUCK) HOPE
AND WARREN LeMOINE

SAN FRANCISCO—A massive proposal was made Nov. 29 by Mayor John Shelley and the San Francisco Port Authority which will sink an estimated \$100 million to \$150 million into redevelopment of San Francisco's waterfront.

The proposal, the product of an 18-month study by the Arthur D. Little Company, would wipe out 15 unused or little used piers, both north and south of the Ferry Building and release valuable waterfront property for private developments, at the same time rejuvenating San Francisco as a major shipping port.

First Class Port

Revenues from the proposed developments would be used to develop a modern, first-class port on the remaining waterfront, with major facilities located near the new Army Street Terminal near China Basin.

"The study points out the same things the Port Authority said in 1957," said Cyril Magnin, Port Authority chairman, "but it is

money well spent because the city didn't have confidence in the Port Authority. They were entitled to know we were right."

The lengthy study cost \$74,250, and does not detail how private concerns should use the would-be available space.

No Mention

The report makes no mention of an "Embarcadero City," first discussed but does talk about intensive tourist-oriented development, including the extension of Fisherman's Wharf restaurants, shops and other tourist attractions south to pier 35.

It was also felt by those involved that the traveling tourists should be given a clearer and less obstructed view of the fishing operations on one of the most exciting bodies of water in the entire world.

The report indicated money gained through private as well as commercial and recreational development, would be sufficient to insure future expansion of shipping facilities.

The plan suggests that 50 per cent of the entire waterfront be released and devoted to private

uses, including parks and open spaces.

Ferry Park

One area singled out for development as a park is the top of the Bay Area Rapid Transit District's bay tube platform off the Ferry Building.

The space would be used for both a park and commercial office space.

Magnin also suggested the center of the Ferry Building be cut out to open a vista of the Bay to Market Street.

The Port Authority could, according to the report, demolish 11 piers not in use in the near future. Starting in mid-1967, the Authority could withdraw from shipping uses, piers 45, 41, 39, 37, 22, 24, 28, 34, 40, 42 and 44.

Economic Hint

The report hints at the economic structure of the Embarcadero. It lists San Francisco sixth among the nation's ports in foreign cargo handled with nearly \$930 million accounted for in 1964.

Cargo requirements, the report said, will grow at a rate of approximately 1.5 per cent per an-

num in revenue tons, and the direct and indirect impact on the economy of San Francisco is estimated at between 11 and 14 per cent of the city's employment with 23,000 jobs directly attributed to port activities. Payrolls are estimated to run \$195 million a year from the port's operations.

There is another aspect which deserves some consideration. That is the consideration of open space.

Can't See Bay

"The value and appeal of this area stems from its access to one of the most beautiful and interesting bodies of water in the world. People resent being placed in a situation where they are near to what they want to see and yet are unable to see it," the report said.

Such a development will present many problems, but it is necessary and crucial to promote good will of the tourists and residents alike.

Shelley said he expects to hear soon from his special advisory committee which includes shipping magnate George Killian and waterfront labor leader Harry Bridges on what they think of the report.

He has also asked the Planning Commission to report as soon as it can on the recommendations in the report as they affect the city's property on the northern waterfront.

Heliport Okayed

In another late development, the Public Utilities Commission has approved \$153,000 for a temporary heliport at the Ferry Building.

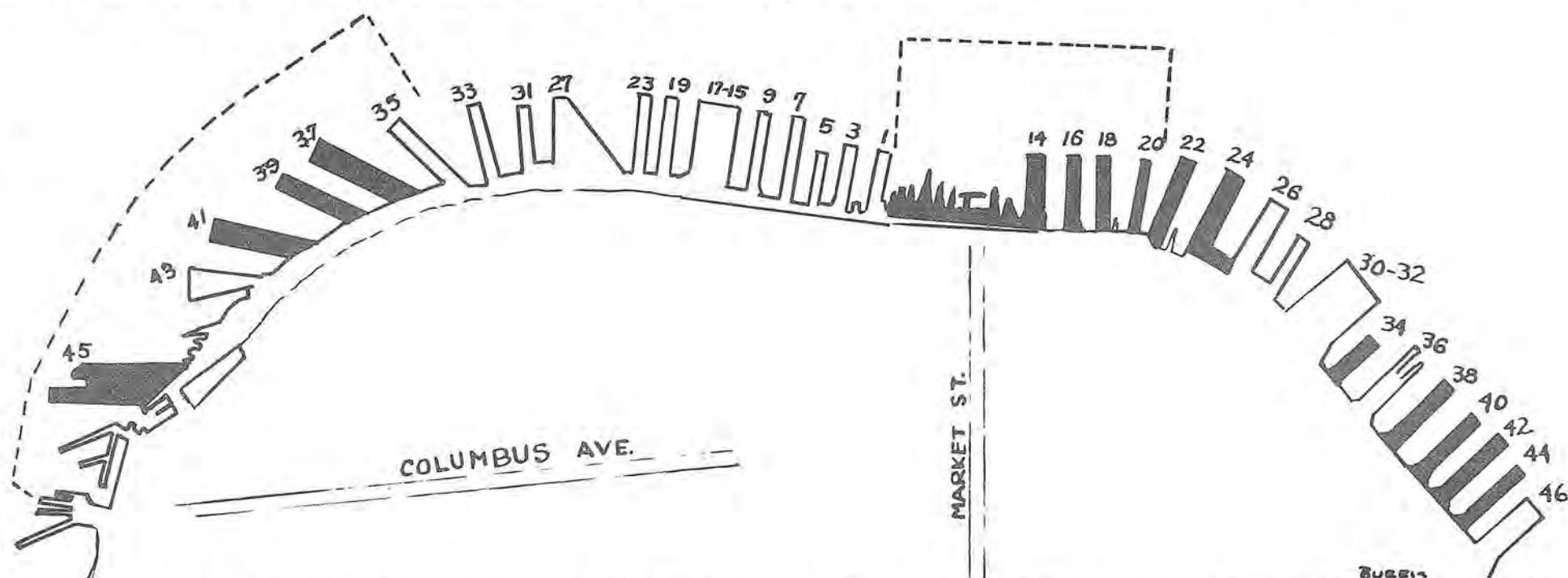
General Manager James K. Carr said the funds include a \$26,000 passenger lounge which would be paid off in three years by SFO Helicopters, Inc., which would be the prime user.

The downtown heliport would expedite service to the San Francisco International Airport.

The major item, however, some \$95,000, would be used for repair of the old landing area just north of the Ferry Building.

The PUC voted to ask Mayor Shelley to seek the funds from the Board of Supervisors, with a hope of getting the service in operation by April 15.

Carr said the heliport would be paid for largely from airport revenues.



San Francisco's waterfront, facing one of the most interesting and beautiful bodies of water in the entire world, has been the subject of a lengthy study for possible

redevelopment. Recent studies say many of the piers should be removed and replaced with parks, restaurants, etc. Costs could reach \$150 million.

3 MILLION YARDS

Mud A Sticky Old Problem

By AARON SMITH

VALLEJO—The problem of moving three million yards of mud before March 1 has caused considerable problems for Winton Jones and Roberts Brothers, working on the Humble Refinery, but these companies have lost little time in spite of the wet weather which has finally arrived.

The \$70 million Humble Oil Refinery at Benicia, is one bright spot in a rather dull perspective, is on schedule, with the bulk of material being moved with D.W. 20s and Cat self-loaders. When excavation is complete the refinery site will be flat with three large benches designated for storage tanks.

The site consists of 400 acres on the west side of Benicia. Erection work on the refinery should begin shortly after March 1, if the excavation is met on schedule.

No word on the contractor for the refinery erection has been announced at this time.

At the Benicia Arsenal, Dillingham Construction Company has begun remodeling a large building which will be used for a maintenance shop. Brother Sam Cain is master mechanic.

Since Humble Oil has begun construction, 37 large companies have been investigating the area as a future site for location. It is expected a certain percentage of them will relocate in Solano County.

Kaiser Steel, now receiving new orders, has begun reinstating a swing shift operation. The yard is being cleared out to make room for new materials.

An order for 42-inch pipe, the largest pipe Kaiser has produced to date, has caused modification of machines. The company will

be ready for production in early 1967.

Little time has been lost in the quarries and cement plants since the rains have fallen. Basalt Rock has laid off a crewman, but expectations are high for continued operations before the first of the year.

Parrish Brothers have shut down construction of the Magazine Street Shopping Center, but expect to restart construction with the first improved weather.

Dismantling of the Mare Island ferry building and Gino's Club will get underway soon. When this project is completed, the entire Marina job will be finished. Valley Crest Landscaping Company has been turning the Marina development into a thing of beauty. Several huge granite slabs are ready for placement.

Construction on the Vallejo Hospital and Post Office will be-

gin in the near future. It is no secret the hospital is a much-needed facility in the area.

The state has returned to staking highway 40 between American Canyon and Cordelia.

New contracts let during November include a \$40,000 seeding contract to Sta Soil Corporation for three phases of Ulitus Creek Flood Control; \$37,950 to Bill Batung for maintenance of roads at Travis Air Force Base; \$15,161 to Jay Bailey Company to reconstruct Parker Street in Vacaville and \$248,000 for a new fire station in Vacaville, with Fostmeir Construction Company gaining the contract.

The Vallejo Blood Bank will have to release several pints of blood near the middle of December, so if anyone is in the need for blood, please contact the Vallejo office.

Fresno Crews Hit Streets But Forces Face Reduction

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

FRESNO — Construction in the area has continued on an even pace during the month, with the bulk of construction coming in street and road work. Valley Excavation, Fresno Paving and Allied Paving have been extremely busy in an effort to repair and construct new roads in the area.

The rock, sand and gravel, and hot plants have been slower during the month as inclement weather caused a slowdown in construction, but the demand for materials is expected to rebound.

40,000 Yards

At Millerton Lake, Elmer Wendt has been removing slides on the Sky Harbor project. In addition, some 40,000 yards of material must be removed for creation of a parking lot. The job should continue the remainder of the year, as crews have been working 10 hours a day.

In the southern area, rains have caused a slowing of work with many of the larger projects now in completion stages.

Peter Kiewit and Son Company is still employing scrapers and

draglines on the north end of the canal project. Kiewit's trimmer and liner are still working as well as can be expected with wet weather often causing a shutdown.

Reduced Force

At Huron, Ball Granite Construction is working with a reduced force. Earth-moving has been completed, with the trimmer and liner also near completion. These pieces of equipment, however, will be returned next season for completion of the canal.

At Kettleman City, Ball-Granite Construction is preparing the canal for the trimmer and paver. The earth work should be complete in time for concrete. This project is the connecting link between Huron and the Lost Hills canal.

In other areas, L. D. Folson's rock plant is in full production with all new equipment, installed during the expansion program.

Full Capacity

Owl Rock also is at full capacity. Both plants are in excellent position for future work.

Local No. 3 was successful in winning a bargaining election at Kaweah River Rock of Woodlake. We are happy to welcome this plant into our organization.

PCA's Lemon Grove and Sequoia plants are still operating although the year was somewhat of a disappointment. Prospects for the coming season are more promising, however.

The San Luis Dam, one of the largest projects in the area, has cut back to one shift since the fill was completed. Cleaning and repairs will run into next year.

1,000 Feet Remain

Dravo's Pacheco Pass Tunnel contract is still on three shifts with just 1,000 feet to go before lining work will begin.

M and N Construction Company is preparing subgrade on the last two miles of Highway 33 at Dos Palos.

On Highway 152, Miles and Sons Company is progressing satisfactorily at Red Top intersection. Work presently is in the process of finishing subgrade.

Soft Ground and high water have caused a slowdown at the Westland Water District pipeline west of Mendota. Beasley Engineering is the contractor.

Standard materials has completed paving on Highway 132, but slides and cleanup will employ a crew for another week, depending on the weather.

Rock Plants Busy In San Jose Area

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

SAN JOSE—In spite of the wet weather, the employment level in the area continues at a better-than-average level with most rock plants busy and many small jobs keeping the labor market employed.

The only noticeable lag continues in housing, as it has for most of the year.

Bateman, Piazza and A. J. Raisch have some street repairs underway. W. D. Smith is moving earth for the new Monte Vista High School, with 10 Engineers on the payroll.

Make Progress

Wheatley-Jacobsen is progressing better than expected on a new building at San Jose State College.

In Santa Cruz, the picture is somewhat more bleak. Earth spreads are at a standstill and only minimum work forces are presently employed. The Indian summer has given way to the final season and at nine sand and gravel plants about 50 per cent of the work force is still on the job.

The University of California campus expansion at Santa Cruz is still underway with Williams and Burroughs constructing college facilities and Granite Construction pushing operations to complete a network of roads and parking lots.

Least Affected

Least affected by the inclement weather has been Pacific Gas and Electric's plant at Moss Landing. Ben C. Gerwick's crews are being hampered by heavy winds in an attempt to drive pile 700 feet from shore. Heavy waves pound the pier in an awesome display of power.

In new contracts, Granite Construction Company was apparent low bidder at \$728,307 for construction of Rio Del Mar Boulevard. Engineers' estimates on the project, which calls for a diamond interchange and installation of drainage facilities was \$780,000. Construction will extend from half a mile west of Rob Roy Junction to a point north of the Aptos underpass.

Granite was awarded the Buena Vista Avenue assessment district improvements with a bid of \$622,583. This project is now underway.

In one of the rare subdivisions, Phil Calabrese has begun construction. The site is mostly on sand, so rains will not be too big of a problem.

Meadows Construction Company, meanwhile, is managing to meet a schedule on an apartment development in Monterey. The job will be a long one.

Great Area

One of the finest recreation areas in the state is nearing completion at San Antonio. San Ardo Construction Company and Ted Watkins have been involved on this job.

Watkins will move onto the King City airport for some work in the near future.

In other news, J. W. Vickery has begun concrete paving on the Junipero Serra Freeway from Foothill Boulevard in Los Altos to Highway 285.

Freeman-Sondgroth Company is doing excavation for Varian Associates on 40 acres of Wolfe and Homestead Roads. Crews are also busy blacktopping on Green and Winston's section of the Junipero Serra.

Excavation is also underway to realign Page Mill Road for connection with the Junipero Serra.

Widen Levees

Dutra Dredging has begun operating another dredge on the Sunnyvale Baylands, widening levees. Fred J. Earley is still involved in the Sunnyvale Disposal Plant, and has started excavation for two tank sites on the Santa Clara-San Jose disposal plant.

J. C. Bateman, another busy company, has been widening a section of Winchester Avenue, Foothill Expressway in Los Altos, and has begun construction of the Central Expressway in Sunnyvale. Bilardi Construction Company is doing underground work for them.

Of special interest to Engineers will be the beginning of a grade-checking class which will get underway Feb. 9 at San Jose City College. Those interested may register Jan. 24-26.

Manila Trading Signs

Continued from First Page bargaining attempts by the Union failed to be accepted by the company. Local 3 had won an organizing election on January 14, 1966, which gave them the right to negotiate for the company's employees.

During that time, except for a short period when a court injunction forced a halt of the picketing,

the pickets were a familiar scene.

Al Clem, Local 3's business manager and Rolland "Tyke" Weller met with company General Manager Charles Fischer and Hawaii Employers Council Special Representative Frank Iverson to resume discussion of a contract. All expressed gratification that an agreement was reached in a cordial manner.

Company and Local 3 officials said much of the credit for reaching the agreement must be given such government agencies as the Federal Mediation and Conciliation Service, various Guam agencies and to Bernard Hopkins, National Labor Relations Board, who lent valuable assistance during the lengthy and often bitter dispute.

But the pickets are down and the employees of the company are working under an agreement, which will protect them for one year.

Another agreement was reached while Business Manager Clem was in Guam, this time with Allen Sekt Motors.

The agreement was reached after a card check by Local 3 had been conducted. The contract will cover 11 employees of this firm.

"We expect that reaching these agreements will help boost our organizing campaign in Guam. Naturally we are happy that President Johnson upheld Gov. Guerro's veto of the Right-To-Work bill which was passed by the Guam legislature. These moves will help upgrade the living standards of our members and their families who live in Guam," Brother Clem said after his return to San Francisco.

Lung Cancer Up

The male death rate for lung cancer is increasing at an alarming rate. Today it is 10 times as high as it was 30 years ago. The American Cancer Society estimates that lung cancer will kill approximately 50,000 persons—including 42,000 men—this year.

Cancer is the leading cause of death in children between the ages of 3 and 14 years, and half of these deaths are attributed to leukemia. The search for a cure for leukemia is one of the main objectives of the American Cancer Society's research program.

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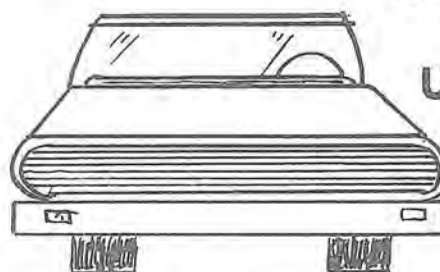
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Organizing In Hawaii Reaches Peak

By HAROLD LEWIS, BERT NAKANO, WILFRED BROWN, KENNETH KAHOONEI AND WALLACE LEAN

HONOLULU — "Mele Kalikimaka and Haole Makahiki Hou."

That means Merry Christmas and Happy New Year—and all the best wishes for a happy holiday season from the Hawaii District business representatives and office personnel.

We're happy to say that Local 3 recently won an NLRB election covering 15 employees of Isemoto Contracting, Ltd. in Hilo. The totals were 12 for and three against representation.

Reached Peak

Organizing drives in Hawaii have all but reached a peak, with a drive underway to include the concrete industry with such companies as HC and D, Pacific Cement and Aggregates, Inc., Pacific Concrete and Rock Company, United Pacific Concrete Corporation, Prestressed Concrete and American Concrete Pipe of Hawaii being contacted. NLRB elections are being scheduled for each company with a final surge scheduled for early December.

Negotiations for new contracts have been consummated with American Electric Company, M. T. Equipment Rentals, M. Horita Construction Company, R. T. Opperman, Incorporated, with renegotiations underway with State Tile, Kuwaye Brothers, Ltd., Pioneering Contracting Company and Demolition Engineering.

Notice Served

Notice to open negotiations for a new agreement was served on Hilo Transportation and Terminal Company. The membership discussed and approved contract proposals in a stop-work meeting. Hiroshi Tani was elected

chief steward. Alan Meyers and "Moky" Hanagami were named assistant stewards representing shop and truck drivers respectively. These stewards will also serve on the negotiations committee.

Amfac Incorporated employees have voted to reopen their contract for wages and salary increases. Michael Figuiera from the Lumber mill, William Yoshina from the tractor shop, Robert Holi from the lumber yard, Tsuyoshi Murakami from the carpenter shop and William Kaainoa and Toshio Hirata representing the warehouse were selected to study and propose a new wage scale.

New Hotel

In construction news, Hawaiian Dredging and Construction Company has nearly completed the

12-story Naniloa Hotel on the shores of Hilo Bay. The company is now beginning construction of the administration building.

S. K. Oda will be completing the Naniloa Hotel six-story annex and the Hawaii County administration Building.

J. M. Tanaka Construction was successful bidder for the third and final increment of the City of Refuge Road. The road will be built adjacent to the National Historical Park in Kona.

Water Project

On Maui, Land and Construction Company was awarded the Makawao Waterline project. The firm has completed the 10th increment subdivision of Kahului Dream City and is cutting away a sand hill for a new road from Waiehu to Waihee. Operators on the job are Frank Haleakala,

Kokyu Matsuda, David Kanae, Francis Akina, Joe Akina and James Awai.

Fong Construction Company is now taking some bad curves out of the Hana Highway.

Fong Construction has also recently completed the Lanai Airport runway extension, which will permit aircraft larger than the DC-3 to land, offering the residents a chance to travel on larger and faster aircraft.

Making Strides

Hawaii is continually making strides to become a modern metropolis. Highrise structures have sprung up in all parts of Honolulu since Hawaii became a state. Interstate highways are being constructed to improve congested traffic problems which now exist. A federal grant and the state budget of \$72 million has been allotted for highway construction, creating jobs for many contractors and skilled Operating Engineers.

Improve Traffic

Hi-Way Transportation and Contracting Company has completed a small section of the Lunalilo Freeway between Pele and Punchbowl Streets. The section has improved the flow of traffic.

An excellent safety record was established by Territorial Contractors and Brother Engineers on the payroll during 10 months of expansion of Kamehameha Highway. Crews fought oncoming traffic daily, and without a single accident.

ENGINEERS NEWS

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Life-Saving Dredgeman

Continued from Front Page

had to leave him, so I went topside and got a breath, then returned and continued to work, but I ran out of oxygen again. In all, I had to enter three times, and I passed out three times. In fact, if I had dropped Kiefer another time, he wouldn't have gotten out alive," Fred said.

Immediately after the unconscious victim was brought to the scow, Fred applied mouth-to-mouth resuscitation, and Kiefer began to breathe, but he went into convulsions and was in poor condition.

"It seemed like an awfully long time until the ambulance arrived, but it was only 12 minutes," he said.

Guy Walgraeve, Hydraulic Dredging superintendent, praised Fred's actions, as well as those of the entire crew.

"I was pleased because no one on the crew panicked. I am proud of Fred and all the other men. During the emergency, which happened on May 10, the whole crew worked together. In this business it is of extreme importance for the crew to work together. If one man fails, the whole crew is in trouble," Walgraeve said.

He said all the men are Operating Engineers.

Presentation of the medal and certificate of merit were offered by Admiral T. Earle Hipp, who was introduced by Paul Cushing, president of Hydraulic Dredging.

Another award, given by the American Red Cross, was presented to Fred by E. V. "Bud" McCoy of the Oakland chapter.

Adm. Hipp said only 2,000 of the President's medals have been presented since 1928, which puts Fred in a unique and select club.

'MIX BLOOD, RED SOIL IN WAR OF PATIENCE'

SOMEWHERE IN VIET NAM—"This is a war of patience where U.S. and Viet Cong both mix red blood in an earth of red gumbo. It is far from being a new war as all wars are hellish."

These are the words of Ron Mossholder, a member of Local 13 who is in Viet Nam working on construction.

Ron, who is from the San Jose area, says the horrors of bombing villages with napalm or defoliating village crops may be new, but the war of kill or be killed is a war that never changes.

Brother Mossholder is convinced of our commitments to Southeast Asia.

"Alternatives of withdrawal or continuation persist in the minds of experienced leaders who express the American involvement in Viet Nam.

"American commitments must not be overlooked or sold short. To do so would be the beginning of our end.

"If our fighting men are to continue with military triumphs in stopping the communist movement, then we at home must remember that our troops are willing to meet death daily in a head-on path on the road of democracy for all free men the world over.

"It is no longer a question of cost or political differences. We are there and must reconcile ourselves to that fact."

EAST BAY OPTIMISTIC

BART Still The Top Employer

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

OAKLAND—For the next two years, Operating Engineers can look for continued employment in construction of the Bay Area Rapid Transit System, now under construction in many areas.

BART has awarded recent contracts to Fred J. Early, Winston Brothers, and Donald M. Drake. The total contracts reached \$14.99 million.

Other contracts are expected to be let after the first of the year.

In other construction news, J. F. Shea and Macco Corporation were low bidders on 3,400 feet of twin bore tunnel, including 1,400 feet of conventional free air tunnel and 2,000 of cut and cover. The project got underway Nov. 25 and is scheduled for completion Dec. 1, 1968.

Raymond Concrete Pile Company has begun driving pile on the Hegenberger overpass. The job has been budgeted at \$2.1 million. Silva Pipeline is doing the underground work with steel work going to Richards Reinforcing. Delta Prestress Concrete has contracted to install the beams.

A \$165,000 project for widening Hegenberger Road between the new overpass and the Nimitz Freeway has been awarded East Bay Excavating.

Dan Caputo, San Jose, received a \$1.1 million pact to build the Powell Street overpass at the S.P. railroad tracks in Emeryville.

Gallagher and Burke Company has been involved in moving earth on the Elmer J. Frethy \$3.51 million East Bay MUD 66 million gallon Dunsmuir Reservoir in East Oakland.

Herick Iron Works has moved in a 100-foot derrick for setting steel on the \$3.96 million Belview Apartments being built by Continental Perma-Built Builders Company.

There will be 152 apartments on 26 floors when the structure is completed.

At the University of California, Berkeley, Continental Construction has begun a building project with P and Z Drilling preparing the foundation and Allstate Construction on the excavation.

Work in eastern Contra Costa County has shown a steady increase during the past three months, due primarily to the fall rush and contractors attempting to complete projects before wintertime is permanently established.

Several large jobs have been let during the past month, adding to the prospects.

Constructor PAMCO has begun a seven by 4,500-foot tunnel in the Orinda Hills. The tunnel will be a concrete-lined sewer. At present, two shifts are employed with a completion date set for November, 1967.

John Artuckovich Construction Company was low bidder on relocation of the East Bay MUD water lines in Lafayette. The lines must be relocated to make way for the new freeway and BART system now being built. The project involves twin tunnels of 4,200 feet each running from Lafayette to Pleasant Hill. Construction is scheduled to begin the first of the year with a tentative completion date of January, 1968.

A bid of just over \$1 million has been submitted by Robert F. McKee Company for construction of a huge water treatment plant to be built for the Contra Costa Water District near Clyde.

Completion of the first phase is scheduled for the spring of 1968.

Purification and treatment facilities will have an initial capacity of 50 million gallons a day.

Ultimate capacity after expansion will be 220 million gallons a day.

The plant will be named for Ralph D. Bollman, district board member for 30 years.

The combination of rain and mud has caused a slow-down in production of rock, sand and gravel. A few quarries have cut back to one shift, although highway builders have filed substantial orders for materials, necessary to complete projects before the season ends.

In the Richmond area, the scrap iron and metals people remain active. Micholai-Joffe Corporation is in the process of revamping its yard to handle ship loading for scrap export. New rails have been laid to handle Williamette's whirley crane. The crane generally operates next door to Nicholai-Joffe.

Erv Brownstein informs us a second shift will be added in the near future.

In spite of dampening rains and otherwise soggy conditions, Rothschild, Raffin, and Weireck's Fish Protective facilities project is progressing on schedule. The job is located on the Delta Pumping station intake.

Wunderlich's canal paving project has slowed considerably because of mud problems, but will resume as soon as a drying trend is established.

Rivers Construction, Anchorage, Alaska, is building four small dams on the Bethany project. Although this company is experienced in working in inclement weather, a slackening of operations was forced during recent wet conditions.

In the way of interest, a rockfill testing machine being installed at the University of California Feld Station in Richmond is expected to produce substantial savings in construction of the massive state water project.

William E. Warne, state water director, said the \$680,000 facility will handle materials three times the size now being tested on available machines in North America.

He said the machine will be operated under the direction of H. Bolton Seed, UC professor of civil engineering.

Warne said the state can now reconsider construction sites previously ruled out because the strength of available fill materials could not be determined.



Reyes Study Gains Okay

By AL HANSEN

The Army Corps of Engineers has authorized funds for development studies of Point Reyes, including Bolinas Harbor, Bolinas Creek and the Sausalito Canal.

I. H. Steinberg, district office chief of projects, told the California Harbors and Watercraft Commission that funds have also been authorized for Petaluma River dredging maintenance and work on Bodega Bay.

The Petaluma River channel enlargement project has not yet been authorized, however.

An outline of development on Bolinas Bay has been scheduled for presentation, and the Commission has authorized a grant of \$2 million to Avalon Harbor Commission, and it appears construction will be up-coming in the near future.

In other dredging news, Utah Dredging continues operations with the "San Mateo" on the Oakland side of the bay for Trans-Bay Constructors. Utah has also begun operations at Bay Farm Island, a project which will keep the "Franciscan" and its crew busy for a few years, as will the job at Jenner By the Sea.

United Sand and Gravel still has the "Sandpiper" tied up for repairs, with considerable work yet to be performed.

But with the skilled crew involved, the "Sandpiper" should be in operation in the near future.

At Avon, the "Gypsy," a Shellmaker dredge, is pumping a pond for a refinery.

Another dredge, belonging to Charlie Hover is at Day's Island for repairs.

Some 900,000 yards of material will be moved by the Olympian Dredging Company's "Neptune," on the San Leandro Shoreline Harbor project.

Associated Dredging Company is still working on the Suisun City Project with the "Solano" and the "Delta No. 1."

At Foster City, Hydraulic Dredging is still heavily involved, with excellent prospects for continued employment for at least another year. The rest of Hydraulic's dredges are tied up at Pittsburg.

SOMETHING TO THINK ABOUT

Parents are probably the most important part of the family unit, but this observation is too often overlooked. Fathers and mothers are in a unique position to further develop family ties, and others can help by offering wholehearted support and cooperation in the family structure.

As married couples enrich and strengthen their love for each other, their children's total development expands, and the family becomes a more useful and purposeful entity in the community.

Parents who show a continued personal interest in raising the level of public life invariably set a higher standard of leadership for their children. At the same time, they promote the common good, protect the freedom, and create an active concern for schools, community affairs and other worthwhile programs.

One of the most effective ways to refresh the home is by creating a joyful atmosphere in the family circle. Usually, this unity will radiate far beyond the walls of the home.

Recall the words of Thomas Jefferson, third president of the United States: "The happiest moments of my life have been the few which have passed at home in the bosom of my family."

At this time, it is our sincere wish that all the members of the Operating Engineers Local No. 3 have a most joyous Christmas and a prosperous and happy New Year.



Huge barge sporting some of the largest cranes and finest of facilities, has been utilized to lay

43 miles of pipe for a gas line in the North Sea. The job has been a tremendous challenge.

SAN RAFAEL FORECAST

Look To 1967—Sunny Outlook

By
WAYNE (LUCKY) SPRINKLE

SAN RAFAEL—Winter's here, and the season for construction has all but drawn to a close, so let's look at what lies ahead for 1967.

The state has said it tentatively plans to widen the Waldo Grade, a measure much needed to relieve commuter traffic to and from San Francisco. An estimated \$2 million has been suggested.

Overlay from Corte Madera to the San Rafael Overpass has been planned for 1968.

Freeway 17 through San Anselmo-Fairfax to Point Reyes is also being considered for work, but the State Board of Supervisors are still holding meetings to determine the route to be followed.

Second Phase

Frouge Corporation has indicated it plans to begin the second phase of the Marinello project early in 1967. The second phase will consist of excavation. Contracts, according to the company, should be let by the first of the year. More will be known about the second phase by the time contracts are let.

The first phase, installing access roads, is being completed at present by Freeman and Sondgroth, but recent rains have caused a shutdown.

In looking back on 1966, work in the north bay region has been good, under the circumstances.

Several Jobs

Before inclement weather approached, several projects in the \$30,000-\$40,000 category were being contracted. More of the same can be expected in 1967, providing a prosperous year for Operating Engineers.

We would like to congratulate Brother Al George, Corte Madera, who was temporarily appointed by President Paul Edgecombe to fill a vacancy on the grievance committee. Brother Al has been a member of Local 3 for more than 10 years, and has served as a job steward. He has been in attendance at all district meetings, and took part in the First Aid program which was so successful earlier in the year.

Our thanks to President Edgecombe for appointing Al George to this responsible position.

Brother George is working for Freeman and Sondgroth on the Marinello project when the sun is shining.

Time to make that New Year's resolution and strive to become more safety-conscious.

Business Manager Al Clem has launched a new safety program for all members, and particularly for safety committeemen.

Brother Clem has named Brother Frank Walker to head this program and the inclusive safety meetings.

In discussing the problems with various safety committeemen, many feel too little emphasis has been placed in creating a safety-conscious attitude among the members.

New Approach

All feel the new program with individual meetings for safety committeemen can only help to strengthen the program.

In addition, tool box meetings will be conducted to bring new ideas and developments to the men on the jobs. Brother Walker has assured us he plans to conduct an aggressive and lively program.

We would like to remind job stewards of the next meeting to be held Dec. 12 at 701 Mission Ave., San Rafael at 8 p.m.

Show Films

We are looking forward to our next meeting and will be looking for a good turn-out. We will be showing films which will be of interest to all.

In the rock and gravel plants, some layoffs have been reported. According to John Melone, Basalt Rock, the firm is presently producing plant mix only. No rock crushing is being done at this time. Some of the men have been transferred to plants in Napa and San Rafael, however.

At this time, A. J. (Buck) Hope, Wayne (Lucky) Sprinkle, Al Hansen and Terry Haag, San Rafael office, wish to extend to all the Brothers and their families a most happy holiday season.

Challenge In Laying Sea Gasline

NORTH SEA—What's it like to be involved in laying the first pipeline from England's mainland to British Petroleum's gas strike 43 miles out into the North Sea?

"In my 12 years of overseas assignments, including some in Guam, Thule, Morocco, Iran, Kuwait, Arabia, Canada and Viet Nam, I believe this has been the biggest challenge for both men and equipment," says Clint M. Forman, who has been laying the 43 miles of 16-inch heavy wall pipe with one and a half inches of cement coating.

"The pipe is laid in depths up to 110 feet of water with sea currents of from four to six miles an hour."

The barge, which was completed in the spring of this year, is one of the most fabulous rigs ever built. The North Sea job is its first assignment.

"I am running the 250 ton American Pedestal Crane which has turned out to be a real test of nerves in 10 to 15-foot seas. We have twelve 30-inch pilings to drive for one other well jacket and we will be through for the season," Brother Forman said.

The barge used for the job was built by R. D. M. Drydock, Rotterdam, Holland. It is a 400-foot long, 100-foot wide rig with a crew of 200 men.

It has complete bath, galley and laundry facilities and is equipped with one 250-ton crane, a 150-ton crawler crane, a 40-ton crawler crane, a forklift, six 64-ton pipe davits, a 22,000 pound service elevator, a 2,000 pound service elevator, eight anchor winches with 3,000 feet of two-inch cable on each, eight 20,000 pound anchors, a five-bed hospital, a large TV and recreation room and two 1,800 HP tug boats for running anchors and towing.

Brother Forman will be returning to the states after his job is complete.

"Sure will be good to get home," he says.

Brother Forman has been a member of Local 3 for 20 years.

OUTSTANDING DESIGN

2 Utah Bridges Gain Top Honors

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

SALT LAKE CITY—Two bridges recently completed in different areas in Utah have been selected winners in the 1966 competition sponsored by the American Institute of Steel Construction.

The two bridges, the White Canyon Bridge on Utah Highway 95 in San Juan County and Eagle Canyon Arch on Interstate 70 in Emery County are among seven selected. One hundred twenty-nine structures were entered in the competition.

Honor Plaques

Both bridges will have stainless steel plaques attached honoring the designers for combining esthetics and utility in structures.

Eagle Canyon Arch was selected a winner in the medium span high clearance bridges category, having no single span longer than 400 feet and costing more than \$500,000.

Judges said, "This bridge is beautifully proportioned, expertly designed and nicely matches its spectacular setting."

Department Design

The arch was designed by the Structures Division, Utah State Department of Highways. Construction was done by Strong and Company, Springville, with steel fabrication done by Western Steel Company, Salt Lake City.

White Canyon Bridge was judged in a category of short span bridges costing less than \$500,000. Of this structure, judges said, "The bridge is as stark as is the landscape and its esthetic beauty does not obtrude into the beauty of the surroundings. The deviation from the customary type of framing for a bridge of this type offers an exciting innovation and a technique which needs to be encouraged."

Dual Honor

The Utah State Highway Department also designed the White Canyon structure.

General contractor was S. S. Mullen, Inc., Seattle, Washington. Titan Steel Corporation, Salt Lake City was the steel fabricator.

In highway news, Northwestern Engineering Company has begun work on Utah's biggest dollar volume highway contract.

The project runs from 5300 South to 9000 South in Salt Lake County.

Company officials were optimistic of being able to work around the clock, but in spite of good weather, mud bogs have made such an operation impossible.

At present, two shifts are employed, but recent storms have curtailed operations considerably under spring.

11 Scrapers

Northwestern has brought in more than \$3 million in equipment, including 11 scrapers. Most equipment is concentrated at the 6400 South Interchange, where some 1 million cubic yards of excavation will be required.

General Superintendent is Bob Hoover, formerly of Hoover-McGhan Company, Salt Lake City. The contract is the second largest in dollar value for Northwestern's history.

The Senate Appropriations Committee has approved the Commerce Department's budget request for FY 1967, which includes \$56.8 million for Utah's highway construction program.

It is reported the Commerce Department intends to spend another \$1.5 million in Utah during the current fiscal year, bringing the total to \$58.3 million.

Funds Allotted

Most road funds will be used on the Federal Highway System. Some \$45.1 million is earmarked for Interstate highways, \$4.6 million for primary highways, \$3 million for secondary highways and \$1.3 million for urban highways during FY 1967.

The Bureau of Public Roads, which administered the funds, also plans to spend \$1.8 million for a public land highway program, \$600,000 for forest highways and \$300,000 for Bureau of Public Roads administrative costs.

The House Public Works appropriations subcommittee and the Senate Reclamation Appropriations Subcommittee have settled on a \$7.5 million allocation for the Bonneville Unit of the Central Utah Project. Although the figure was \$2.5 million under the total requested by Utah's congressional delegation, it was well in excess of the \$2.7 million recommended by the Johnson Administration.

The plan, authorized 10 years ago, is still in construction stages. In 1965, Congress appropriated \$3.5 million for the project, but the Bureau spent the funds on other projects, a move which caused some concern and ill feelings among the nation's congressmen. This year, Utah's delegates are watching the situation closely to see that the language directs the Bureau to spend the funds only for the Utah project.

February Bids

Informed sources say bids for the project will be let in February, for the beginning of construction of Starvation Dam, estimated to cost from \$8 to \$9 million.

Bids will be awarded in June for the beginning of construction on the \$3 million Starvation Feeder Tunnel.

In central and southern Utah, most interstate jobs scheduled for completion this fall are continuing whenever the temperature rises sufficiently and the sun comes out.

Inclement weather has caused a shutdown of some construction, but crews are not hard-hit as yet.

M. H. Cook has all but completed laying 25 miles of 20-inch pipe from Payson Canyon to Geneva. Back-filling, and weighting a section of pipe where it crosses a corner of Utah Lake are all that remain.

L. A. Young was forced to halt paving operations on I-15 north of Beaver. The northbound lane is completed and the company is continuing crushing operations.

The Minersville flood control dikes and dam are underway with V. C. Mendenhall bringing in crewmen from a road project. Company officials do not anticipate an increase of employees, but will bring all the Operators from the road job as soon as gravel is laid, which should be complete the first part of December.

W. W. Clyde has begun construction of I-15 Interchange at



Utah Highway Department has reason to be proud of its bridge designs. Eagle Canyon Arch, a mas-

terful design, is an excellent example of what is possible in enhancing the area's natural beauty.

Cedar City with two shifts now working. This is one of the largest highway projects in southern Utah still underway. The company hopes to work most of the winter.

Whiting and Haymond has halted operations on the park service road at Pine Valley near Enterprise. Plans are to resume operations as soon as a hot plant can be moved in, which will be early next year.

A big boost in payrolls for Engineers is taking place in northern Utah, where installation of regulatory signs at 14th South and Main Streets in Brigham City has

marked the opening of four miles of Interstate 15, which bypasses Brigham City on the west.

The addition brings the Box Elder County interstate project to a 14-mile total, continuous from Brigham City to Elwood.

The addition terminates at 14th South where motorists divert to U.S. Highways 89-91-30 southbound. Eventually, 14th South is slated to become a major interchange.

The \$1.44 million project was completed by Cox Construction Company, Manti. Five structures were included, the largest of

which is the overpass on U.S. 30, west of Brigham City. The cantilever structure is nearly 150 feet in length.

In Ogden, construction of the multi-million dollar David O. McKay hospital has passed the 20 per cent mark on schedule. Barring unforeseen obstacles and severe weather conditions, work should continue throughout the winter.

The hospital is believed to be the largest single construction project in Weber County's history. When completed in 1968, it is estimated the annual payroll will exceed \$4 million.



White Canyon Bridge, spanning a rugged rock formation, often found in Utah's landscape, has

received one of seven awards for design and construction. Natural beauty is unharmed.

Shopping Center In Capital

By DAVE REA, AL DALTON,
ART GAROFALO,
JIM GENTRY AND
DAN CARPENTER

SACRAMENTO—A new shopping center will soon provide residents in this capitol city with more convenience. New stores have been planned, and construction is progressing satisfactorily. The new center, located at Stockton Boulevard and Florin Road, will include such popular stores as Sears and Roebuck, Montgomery Wards, J. C. Penney and Joseph Magnin. The stores are scheduled for opening late in 1967.

The new Winestock-Hale building is also taking form, adding an interesting feature to the center.

Extend Expressway

The center will also involve extension of the 65th Street Expressway which will be contracted to Granite Construction.

Alfred Brown Construction Company, Salt Lake City, is prime contractor on the buildings. The actual bid price was approximately \$4 million, with the Winestock-Hale building the first to be constructed.

In other building construction, the Farmers' Fruit Exchange is being moved to a new location on Howe Avenue near Fair Oaks Boulevard. Construction is presently underway. The old Farmers' Fruit market is being removed to make room for expansion of the state offices on Alhambra Boulevard. The contract of the state offices expansion will be let soon.

Remain Employed

In the industrial realm, Clarks Automatic Welding has remained employed rebuilding tractor and shovel-running gear parts, building conveyors and special equipment. The firm has recently completed a large number of portable floodlight tower trailers to be used in Viet Nam.

North American Equipment Corporation, West Sacramento, has acquired a distributorship for



Crews burrowing into the rock at Loon Lake will probably remain employed during the winter. The

major problem remaining for Operating Engineers will be keeping heavy snowfall off mountain roads.

northern California, to be in effect early next year. Its future looks excellent.

Western Concrete Pipe has experienced the proverbial slowdown but expects to be at peak production in the near future.

Low Bidder

In Pollock Pines, Gibbons and Reed Company was low bidder at \$367,916 on a highway contract to construct three miles of Auburn Road on a new alignment south-east of Placerville. The job will require about eight months to complete.

A project to build a bridge across the middle fork of the Cosumnes River and a five mile section of road north of the middle fork have been approved for early

next year. Rupley Brothers Logging Company is clearing the land for the project.

Walsh Construction Company is working long hours on a tunnel near Loon Lake. Crews are underground and making excellent progress. Walsh has purchased some new snow removal equipment, and is placing tunnel rock on the access road.

No Accidents

The American Bridge Company has completed the pinstock on the White Rock Power House. No time was lost on this job through accidents, a safety goal every Operating Engineer should set.

Bids were opened Dec. 7 for an eight-mile freeway west of Placerville, to be constructed by grading

and surfacing with asphalt concrete on a cement-treated base over an aggregate sub-base. Five bridges will be constructed and clearing will have to be done.

Shut Down

The recreational projects at French Meadows and Hell Hole are shut down for the year. Edwards - McCammon Corporation has completed about 80 per cent of the job, and will return in the spring to wind up construction. The Rollins and Scotts Flat Dams are in the same phase.

Although the American River project is complete and the company has asked for final payment, crews are still employed in the repair yard and should remain employed during the winter.

Steward Appointments

November

District No. 1—San Francisco

Alfred Eddy	Joseph L. Parsons
Roy Quillen	John H. Hardy
Al Green	John C. Collingwood
Leslie Geer	Billy J. Toombs
Walter Hepp	

District No. 1A—San Rafael

George Ley	Sam Liberati
Leo Blow	

District No. 1B—San Mateo

District No. 1C—Vallejo

District No. 1D—Hawaii

Alan Meyers	Manuel Nascimento
Tok Hanagami	Samson Hamamoto

District No. 1E—Guam

Vicente A. Babauta

District No. 2—Oakland

Eugene Gurney	Cliff Winistoefer
Paul D. Boles	Enoch R. Stroud
John Pelzel	Robert E. Jones

District No. 3—Stockton

Larry Tavares	George Ray
Orvel Bird	Ernest Twedt

District No. 3A—Modesto

Phillip Hawkins	W. E. Flower
Ben F. Bates	

District No. 4—Eureka

Charles Schumacher	John Moore
Melvin Pereira	Donald Lewis

District No. 5—Fresno

J. B. Schiedel	Robert Reyburn
Henry Stephans	Joe W. Woodard

District No. 6—Marysville

Wayne D. Wilcoxon

District No. 7—Redding

Fred Brower	Ralph Garcia
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District No. 8—Sacramento

Roy M. Grice	John A. Johnson
Merle D. McLaury	Tom Spiller
James Hardin	Leroy Winton
Steven Casey	L. W. Scogin
Gordon Hunt	T. Carter, Jr.

District No. 9—San Jose

Anthony Infantino	Frank Keldsen
Armand Herrera	Buford Barks
Jori Cardoza	

District No. 10—Santa Rosa

Donald J. Reba	Victor Varain
Lawrence M. Hunter	C. A. Arnold

District No. 11—Reno

Clifford E. Hamlin	Robert Potts
Jack Larson	Walter S. Curry

District No. 12—Salt Lake City

Charles E. Sabey	Steve B. Pearson
Thelbert McCarroll	Bill Barnes

SANTA ROSA THANKFUL

A Busy, Most Rewarding Year

By RUSS SWANSON AND
ASTER WHITAKER

SANTA ROSA—Rain, rain, go away—That's what all the Engineers say. But the season is all but over, and the sun won't be shining too much until next year.

In reminiscing over the past year, we realize the work situation has been fairly rewarding as contractors have been fortunate to finish the projects begun during the season. For this, we are thankful.

Morrison-Knudsen has shut down for the winter on the "Big Fill." The company's weather prophet apparently had the right information. He visited the job on a clear, bright afternoon and spotted the equipment for an approaching storm, which was not apparent to anyone. But the following day the bulk of the crew was laid off and a day later, the rain came. The company's equipment was pretty well winterized.

Morrison-Knudsen will probably bid on another \$7.5 million project, near the "Big Fill," but it will be interesting to watch the

action on the bidding, probably to get underway early next year.

On an interesting project, in fact, one with tremendous possibilities, Utah Dredging has been opening the channel at the foot of Russian River. This development is now in initial stages, but gravel is now on the way to Richmond for processing and use on the Bay Area Rapid Transit project.

The transportation is via barges which are loaded by Utah's dredge. It will be interesting to watch the development of the Jenner area once Utah reaches peak output.

Help Sportsmen

With the amount of land the company has acquired, and the opening of the river, help to the sportsmen will be outstanding. The project should provide excellent camping facilities and outstanding steelhead fishing, plus the commercial operation of a highly successful gravel operation. This area certainly has tremendous possibilities.

Old hand Chuck Chandler was

in the area briefly, but has returned to the northern area after assisting Utah Dredging in opening the Russian River. He used cats with cans, though.

The tight money situation has begun to put the crimps on some of the tractor operations. Berglund Tractor and Equipment in Willits and Napa have felt the pinch, but have managed to maintain a healthy level of production.

Better Relations

Andrew Peck, steward, has put in an awesome amount of extra work in bettering relations with the company. Berglund has just recently been organized, so it is natural the new members will have a lot of questions.

Windsor Sand and Gravel Company has also continued to work the past few months on a two-shift basis, but the river has risen and wet weather has descended, and operations have been somewhat curtailed. A minimum crew is employed at present.

The rains have also chased Basalt Construction Company's

equipment from the riverbed to higher terrain.

Arthur B. Siri Company is continuing operations at Sea Ranch. This is a most successful development, evident by the amount of sales of homesites and condominiums. The roads into the area are treacherous and something needs to be done to provide better and safer access.

Little has been said in any news publication about Weeks Drilling, with its yard located at Sebastopol. Most of Weeks' jobs are located near Nevada and in northern California.

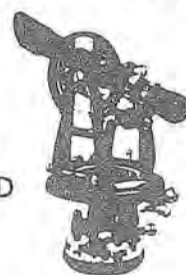
This thriving business is owned by the Thompsons. Our relationship with this company has always been termed excellent. The shop is 100 per cent union.

Water Wells

The company is primarily engaged in agricultural water wells. It has a pump department which is most important to its operation. Weeks has been known to travel to almost any area for work. It has been our pleasure to work with its directors.

SURVEY NOTES

By
JACK
BULLARD



Little has occurred since November to relieve the lack of employment possibilities, and the recent wet weather has hampered the situation even further, but some work continues.

Foster City is providing a good deal of employment, as is a project in Modesto.

There will be a safety meeting at Carpenters Hall in Vallejo Dec. 14. I will look forward to meeting the Tech Engineers there.

Tech Engineers are reminded that I may be contacted through the Oakland office. My home telephone number is 523-3386. Best wishes to all for a happy Holiday Season.

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE

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

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

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

CASE 430 BACKHOE-LOADER, Rubber Tired, Diesel, less than 700 hrs., like new, \$4500. Gene Whited, 79 La Prenda, Millbrae, Calif. Phone: 697-8619. Reg. 1036941. 11-1.

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

HOMELITE GENERATOR, 3000 watts, used very little, \$225.00. Frank W. Wilson, 145 Rose Lane, Los Banos, Calif. Phone: 826-1450. Reg. 386991. 11-1.

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

TOOLS, HEAVY DUTY, 3/4 Dr. sockets; Taps and Dies, No. 4-1" SAE & standard; B&D Indust. rated hand grinder; 1965 Home Lite Super XL chain saw w/30" bar (10-20 use). W. P. Rowland, 781 Ulloa, San Francisco, Calif. Reg. 1051543. 11-1.

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

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

WELDER, HOBART 300 AMP DC, Chrysler-P.O. powered, \$295. Charles Gebhart, P.O. Box 395, Santa Cruz, Calif. Phone: 423-3800. Reg. 1229814. 11-1.

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

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

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

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

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

TRADE EQUITY in 2 bedroom home. Nice neighborhood. Close to schools and stores. 66x145 lot, for house trailer. J. T. Brumley, 2621 Norwood Ave., Sacramento, Calif. Phone: 927-1681. Reg. 1130280. 11-1.

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

3 BEDROOM BLOCK home, attached garage, hobby room, 2 years old. 120 acres, 8 miles to town, modern kitchen. \$75,000.00. John Chandler, Rt. 2, Box 74, Yerington, Nevada. Reg. 108700. 11-1.

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

1952 DODGE TRUCK, Utility Body, Dual Wheels. Boom, just overhauled. \$400.00. Harold McKillip, 16 Porteous Ave., Fairfax, Calif. Phone: 454-5169. Reg. 1067385. 11-1.

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

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

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

MARQUETTE GAS WELDER, Heavy Duty complete with gauges, two cutting tips, four welding tips, 15 ft. hose, goggles, almost new, \$100. D. R. Guge, Box 184, Camino, Calif. Reg. 1128374. 11-1.

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

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

CEMETERY LOTS, Family Plot—4 lots. Garden of Inspiration Skylawn Memorial Park, San Mateo. Selling price: \$1985.00; will sell for \$1600.00. D. Rosecrans, 1425 So. Mary, Sunnyvale, Calif. Reg. 546594. 11-1.

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

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

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

FOR SALE—12-rm. house, 3 baths, gas kitchen, 3 fireplaces, partly carpeted, 1/2 basement, fenced, landscaped. At 20th and Noe. \$28,500. "Pop" Claude Scantlin, 20th and Noe. Phone: VA 4-3744. Reg. 102303. 11-1.

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

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

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

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

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

18 FT. BOAT cabin motor and trailer, \$800.00. J. L. French, 373 Bruno Ave., Pittsburg, Calif. Phone: 439-1491. Reg. 904653. 11-1.

HEAVY DUTY and automotive mechanic tools, over 650 pieces, excellent condition, many complete sets. Estimated value \$1,000, sold completely ONLY. \$375.00 cash. Mrs. Fred Klein, 1480 Darlene Avenue, San Jose, Calif. Phone: 269-1823. Reg. 751456. 11-1.

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

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

1962 FERRARI 250 GTE 2 plus 2, Silver gray w/red interior, Cirielli Cincurate high-speed tires, Alternator, 33,000 miles, \$5,000. Stan Krantz, 9 Bungalow Av., San Rafael, Phone: 453-7283. Reg. 484618. 11-1.

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

FOR SALE OR TRADE, 1965 Chev. Pickup 1/2 ton with 8' full cab Dreamer Camper 12,000, \$2,850.00. Roy R. Dunnam Sr., Box 722 Hayward, Calif. Phone: 581-7980 after 6:30 p.m. Reg. 48970. 12-1.

1958 CADILLAC FLEETWOOD, 4 door HT, all power, Clean, \$565.00. 1954 FORD F-600 5 yd. dump truck, O.H. v-8, Garwood Hoist & Box, \$975.00. 1951 CHEV. Wg. 4 dr., needs work. \$50.00. 1954 METROPOLITAN Conv., \$75.00. Pete Thompson, 141 Crescent Rd., Corte Madera, Calif. Phone: 454-7318 or 924-2261. Reg. 1137625. 12-1.

SELF CONTAINED MOBILE CAFE, 1961 Chev. Truck, ONAN Generating Unit for Electricity, Tanks for Hot, Cold and Waste Water, two ice-cream freezers, charcoal grill, coffee urn, soft drinks. John Chandler, Rt. 2, Box 15, Yerington, Nev. Phone: 463-2516. Reg. 1087800. 12-1.

CASE 530 CONSTRUCTION, King backhoe-loader, diesel, digs 14 1/2 ft. deep, 1200 hours, like new. Don Sare, 2237 Hurley Way, Sacramento, Calif. Phone: 925-7600. Reg. 1040538. 12-1.

CHEVROLET DUMP TRUCK, 6 yds., A-1 condition, new recaps, new brakes, good body and paint, low mileage, \$3,000. **INTERNATIONAL** 6 wheel trailer, all electric brakes, drop ramp gate, \$1,100.00. Al Pilkington, 17668 Parker Rd., Castro Valley, Calif. Phone: 582-3535. Reg. 1216211. 12-1.

BELGIUM BROWNING 12 gauge automatic shotgun, sn 82639. A perfect gift, \$75.00. **QUAD COMPETITION** Carter AFB-New Extra Large Carburetor, \$10.00. Philip Schrag, 230 A Mayo Ave., Vallejo, Calif. 12-1.

IMPACT WRENCH AIC Chicago No. 750 R.S. 1/2" Drive Heavy Duty, \$75.00. 3492897. Joseph Tubbs, 1835 Beach Park Blvd., Foster City, Calif. Reg. 1199336. 12-1.

2 BEDROOM HOME, Electricity, Water, Butane, close to shopping center, lot 60 x 120, \$8,000.00, Pollock Pines. Retire in Tall Pines, Roads open year around. E. Bachtell, 2115 Clay St., Sacramento, Calif. Phone: 925-4472. Reg. 422743. 12-1.

CAT DW 20 with 456 Scraper, good condition, \$5,000 or best offer. Robert A. Crow, 6421 Lupine Ct., Newark, Calif. Phone: 793-3239. Reg. 811868. 12-1.

1 Single Head Rex-Arc Rail Machine, good condition, make offer. Robert S. Dunton, 7659 Manorside Dr., Sacramento, Calif. Reg. 708240. 12-1.

1949 PICKUP FORD 1/2 ton, good work truck, \$75.00 or best offer. Robert A. Sousa, 3927 Wilson Ave., Castro Valley, Calif. Phone: 538-8565. Reg. 1130337. 12-1.

HOUSE TRAILER, 1957 Flamingo, 2 bedroom, 8 x 40 ft., good condition, T. W. Duran, 186 Natividad Rd., Salinas, Calif. Phone: 449-4477. Reg. 1166451. 12-1.

27 MOBILE HOME, \$1,100.00, living room, bedroom, kitchen, bath, fully furnished including stove and large refrigerator. Gifford T. Jones, 7599 Ave. 288, Visalia, Calif. Phone: 209-734-4037. Reg. 1251043. 12-1.

BUCKEYE DITCHER, Model 12, Round buckets, \$2,500.00. John Bolls, 4035 Cherryland, Stockton, Calif. Phone: 931-1807. Reg. 0625842. 12-1.

1966 D100 DODGE Pickup; Socket Wrenches 1/2 to 1 1/2; Box End Set 1/2 to 1 1/2; Torque Wrench to 100 lbs. Micro-set; 18" Crescent; Battery Powered Grease Gun; 20 x 60 Mobile Home, 1 yr. old or trade equity for 25 to 30 ft. self contained trailer. Clyde H. Dunsing, 5835 Cherokee Rd., #56, Stockton, Calif. Reg. 707198. 12-1.

TANDEM WHEEL EQUIPMENT Trailer, 4 wheel electric brakes, never used, \$1,295.00 or trade for pickup of equal value. Ford V-8, 4 speed or automatic, long box. Q. E. Cargile, Rt. 1, Box 462, Manteca, Calif. Phone: TA 3-6584. Reg. 1128269. 12-1.

SAW MILL, Model 1M24 (Bell Brand) 48" insert toothsaw, all hardware, cost \$1,020, will sell for \$750.00, new still in crate. James Sutton, Box 108, Penryn, Calif. Phone: 663-3959. Reg. 822705. 12-1.

SELL OR TRADE Equity in 5 bedroom, 2 bath home, many deluxe features, nice residential area, near everything, \$29,500.00. Thomas Kinard, 7535 Soquel Dr. Aptos, Calif. Phone: 688-2830. Reg. 904370. 12-1.

15 FT. WIZARD Boat, canvas top, electric start, trailer, 50 h.p. Johnson, skis and equipment, \$850.00. Clifford Harrsch, 1763 Montecito Circle, Livermore, Calif. Phone: 443-4509. Reg. 777466. 12-1.

TRUCK CRANE, LORAIN 20 ton, 115 ft. boom, WAU upper, International lower S#11381 Bay City 25 ton, 93 ft. boom, WAU upper, Continental lower, hyd. outrigger S#2557, both 11:20 rubber and boom trailers. Don Lambert, P.O. Box 401, Woodland, Calif. Phone: 662-2093. Reg. 813329. 11-1.

CANOE 16 1/2' LONG, wt. 80 lbs., canvas and wood (traditional) 3/4" keel, paddles included \$180.00. H. L. Moretti, 561 Garden Street, N. Sacramento, Calif. Reg. 265332. 11-1.

LARGE LOT IN Cameron Park, low down, owner will carry or discount for cash. Fred L. Surginer, 1424 Pine Avenue, San Pablo, Calif. Phone: 233-0471. Reg. 1027866. 11-1.

BUCKETS WANTED, concrete buckets, drag and clam buckets, want 1/2 yard. Might consider 3/4 yard, double blocks, rigging lifting beams, etc. Carlos Lindley, 1504 Chittenden Ave., Corcoran, Calif. Phone: 992-3492. Reg. 1133481. 11-1.

530 CASE BACKHOE, low hours, bought October 1964, selling due to illness, top shape, make offer. Delbert Armer, 2261 Cole Road, Aromas, Calif. Phone: 722-1645. Reg. 307993. 11-1.

1962 HY HOE Ford Diesel mounted on Truck, excellent condition. \$5,000. M. McMackin, 772 Marin Ave., Hayward, Calif. Phone: 783-9011. 11-1.

WANTED TO BUY

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

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

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

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

RULES FOR SUBMITTING ADS

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

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

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

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

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

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

Alas, There's Smog In Mexico City

SANTA BARBARA—Smog has come to Mexico City.

"Hazy pallors of industrial smog now cloud the thin air over 7,500-foot-high Mexico City, and the great snow-capped volcanoes of Popocatepetl and Iztaccihuatl can be seen only on occasional clear days."

So reports Dr. Berl Golomb, assistant professor of geography at the University of California, Santa Barbara, who presided over a recent Mexico City symposium.

The geographer noted that 50 per cent of Mexico's industry is concentrated in its capital.

Obituaries

Name — City	Local Social Security No.	Register No.	Deceased
Azevedo, Harry	3	892421	11/17/66
Hayward, Calif.	SS#	572-01-3475	
Barbre, Ernest	3	622723	10/21/66
San Francisco, Calif.	SS#	558-03-6180	
Beckwith, Arthur	3	416111	11/8/66
Citrus Heights, Calif.	SS#	553-09-8840	
Brown, Henry	3	290760	11/9/66
Fresno, Calif.	SS#	555-10-4838	
Casali, Bart°	3D	1216285	11/9/66
Stockton, Calif.	SS#	566-60-2106	
Clementino, Gary	3	1174980	10/27/66
Novato, Calif.	SS#	551-64-8696	
Cole, Harry	3	269647	11/14/66
Rio Vista, Calif.	SS#	577-10-7866	
Domrose, Edward	3A	689123	9/16/66
Buhl, Idaho	SS#	530-09-5702	
Evans, Carl	3D	438424	10/23/66
Placerville, Calif.	SS#	519-14-2320	
Hankins, Leo	3	904668	11/21/66
Oroville, Calif.	SS#	485-12-0964	
Harper, Paul	3	219025	11/25/66
Sugar Loaf, Calif.	SS#	547-01-8057	
Hartman, W. L.	3	1154223	10/27/66
Petaluma, Calif.	SS#	558-52-8803	
Hill, Herbert	3	678994	10/20/66
San Lorenzo, Calif.	SS#	546-20-8307	
Hill, Howard	3E	769595	11/3/66
Palo Alto, Calif.	SS#	560-24-0624	
Humbert, Roy	3A	1088506	11/11/66
Santa Rosa, Calif.	SS#	549-24-1186	
Kammerer, Charles	3	369159	11/1/66
Placerville, Calif.	SS#	557-10-1273	
Leitner, Ernest°	3	1121801	11/4/66
Red Bluff, Calif.	SS#	448-03-3817	
Lynn, Roy	3	683275	11/4/66
Aromas, Calif.	SS#	554-07-7909	
Martine, Eugene	3	993970	11/9/66
Chester, Calif.	SS#	553-32-4595	
Meara, Hugh	3	726822	11/8/66
San Carlos, Calif.	SS#	525-10-8028	
McKittrick, Gene	3	1112937	11/15/66
Mad River, Calif.	SS#	550-22-0579	
McMahan, Clifford	3A	488708	10/19/66
Eureka, Calif.	SS#	390-01-1317	
Matulas, Joseph	3A	865528	11/27/66
Kneeland, Calif.	SS#	177-01-0956	
Nielsen, Victor	3	758283	11/11/66
Novato, Calif.	SS#	571-32-3708	
Perkins, Archie	3	438424	10/31/66
Sacramento, Calif.	SS#	560-09-7444	
Pitt, David	3	707256	10/23/66
Gridley, Calif.	SS#	529-12-8188	
Pleinis, John	3	438135	9/13/66
Rio Vista, Calif.	SS#	546-07-5362	
Schaffer, Wilson	3	986332	10/23/66
Oakland, Calif.	SS#	079-14-7021	
Storms, Arlyn	3	732123	11/18/66
San Jose, Calif.	SS#	554-05-4126	
Wonser, Ernest	3	354438	11/7/66
Sacramento, Calif.	SS#	523-07-7857	
Anhom, Robert	3	519619	11/28/66
Novato, Calif.	SS#	474-01-4144	
Kidder, Milo	3	373027	11/4/66
Colusa, Calif.	SS#	566-07-3100	

STEWARD'S SPOTLIGHT

by J.B. Jennings

Since the Stewards program was inaugurated earlier this year, a total of 331 have attended special meetings up to December 1.

This is an enviable record. Naturally, we are looking forward to building a stronger and more closely knit organization, and the Job Steward will play an integral part in bringing this program into focus.

We would admonish members to support and work with the Job Steward as he is the key man on the project. He is in constant contact with the business representative servicing the job.

He should also be contacted when problems arise on the job.

It is important that stewards work as a team, as those in attendance at a Walnut Creek meeting were told by Coordinator Jennings.

At that meeting, as in other meetings, the stewards themselves took charge.

They were told the importance of keeping written records of employees' complaints and grievances.

Another important aspect of good stewardship was displayed on the Fuller project in Oroville when Gary Davin and Bob Shields spearheaded a drive which initially established a blood bank for the Marysville district. These two men worked as a team and were instrumental in getting 31 men to donate a pint of blood.

This a commendable and selfless act, and our thanks to these two outstanding individuals.

Another Steward who has made his mark by setting an example for all Operating Engineers to follow is Walter Fahije, steward for Schnitzer.

Brother Fahije became a member of the Operating Engineers Local No. 3 Credit Union by depositing a check for \$1,000. The donation was made personally to Red Ivy, treasurer, and Business Representative Niles D. Cox.

Other stewards in the news are Jim Rule, Pacific Coast Engineering, a member for more than 20 years; William F. Proffitt, Kaiser Sand and Gravel, Clayton plant, who has been a steward for four years; Hank Marsh, employed by Granite Construction on Highway 20 near Nevada City. Hank has been a steward for a year.

In Marin County, Charles V. Snyder has been steward for Sondgroth and Freeman on the Marinello project. He has been a member of Local 3 since 1957 and has been active in Union affairs. He participated in the First Aid training course, is a member of the Marin County Building and Construction Trades Council and has been a regular blood donor to Local 3's blood bank.

In Fresno, other members of Local 3 took time to take part in a Steward meeting.

Executive Board member Charlie Kirkwood explained the importance of stewards knowing the contents of By-Laws and contracts, and in working with the general membership, officers and business representatives.



Brother Walter Fahije presents \$1,000 check to Local 3 Credit Union treasurer Red Ivy as Niles Cox looks on.



CHARLES V. SNYDER



Stewards Gary Davin and Bob Shields displayed excellent leadership in getting 31 members to donate blood.



JIM RULE

OLDTIMERS' CORNER



The year was 1928, the place Yellowstone Park of tourists. Old Timer Bill Johnston was one of the crewmen that developed the scenic area.



Stewards at Sacramento receive the word from Coordinator Jim Jennings. The meeting was termed one of the most successful in the new program, established by Manager Al Clem.

CREDIT UNION

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

HEALTH AND WELFARE- PENSION ADMINISTRATION OFFICE

209 Golden Gate Avenue,
San Francisco 2, Calif.
Phone: 863-3235

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