Christmas 1967

New Year 1968

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

SEASON'S GREETINGS

from

International Vice President
and
Business Manager

AL CLEM
Officer of Local Union No. 3

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GUARD

AUDITORS

HAROLD HUSTON
BILL HANLEY
WALTER TALBOT

On Pages 8 and 9
Collectively Speaking
with Al Clem

As time passes—this will be the final issue of the Engineers News for the year 1967.

I would like to take this opportunity to discuss with you some of the achievements which were accomplished by your Local Union in the year of 1967.

The log is long and very impressive and it goes without saying that these achievements could not have been accomplished without the cooperation of all of the members of Local 3 working in union with the Officers.

On the political front, both National and Local, there were very few gains. In fact, I think most of the activities would have to be chalked up on the minus side. The work picture has been extremely poor due to the politicians endeavoring to manipulate the market value as well as trying to pursue half-heartedly a war in Viet Nam.

We have heard a great deal of talk about job opportunities for select groups of people in our society, but as we look at the out-of-work list we find our own members facing increasingly difficult times in securing job opportunities.

In spite of the fact that the construction work has fallen off considerably in most of the districts of Local 3, we have been able to maintain the same number of members in our Union and to continually organize out of the construction industry. This effort has enabled your Local Union to maintain the offices, office staff and personnel to render competent service to all the members. It has also allowed us to secure job opportunities for many who formerly earned a livelihood in the construction industry.

On the plus side of the picture, with the help of the membership, we have been able to secure many gains. Let us review these together.

• The maximum pension benefits increased to $200.00 per month.

• A steward training program was initiated that doubled the number of stewards on the various jobs. We have had considerable help in our training programs from the Federal Mediation and Conciliation Service and the State of California Department of Employment.

• We also saw two of the largest dam projects in the world draw to a close in the year of 1967, namely the Oroville Dam and the San Luis Dam. These were two of the great engineering feats of our time and furnished many hours of labor to the members of our Union.

• The Bay Area Rapid Transit project got underway, as did the Don Pedro Dam and a number of major highway programs. In each of these, however, the job opportunities for our members were few. There were some large buildings under construction in the city of San Francisco but, due to automation, we secured very few job opportunities on these.

• Our organizing in Guam has gone exceedingly well. The President of the United States visited Guam where he received a welcome by the people of Guam and the local representatives of Local 3 played a major role in putting this program together.

• Local 3 was honored by the General Executive Board of the International in selecting a member of our organization as a Vice President. This action brought considerable prestige to your Local Union, making many of our tasks easier to accomplish.

• In our negotiations in the various areas, I think that we have fared extremely well. While we did not achieve all the goals we had set for ourselves, nevertheless, in the Rock, Sand and Gravel industry in California we were able to secure an outstanding agreement. This pattern was also applied to the construction agreement in the State of Hawaii, with equal success.

• Here again we were able to establish an Apprenticeship Program bringing our Apprenticeship Programs now in California, Utah, Nevada and Hawaii. While on the west coast this may not seem important to many, in the long run it will be extremely beneficial to all engineers who are members of our Unions.

• There have been major breakthroughs in our safety program and the Credit Union. The Credit Union is being used more and more by the members who have found that when they need cash for long term loans, the Credit Union is the place to borrow.

3 Wins Exclusive In Guam Decision

by FRAN WALKER

Governor Manuel Guerrero has issued an executive order designating Operating Engineers Local Union No. 3 as the sole and exclusive bargaining agent for the Government of Guam.

The Governor of the Trust Territory said that Local No. 3 had demonstrated that it represents a majority of the employees at the Commercial Port and that under Section 4022 of the Government Code of Guam, the Governor is authorized to recognize any bona fide labor organization whose membership is composed in whole or in part of employees of the Government. Such recognition by the Governor shall include the right of such labor organization to negotiate with the Governor with respect to conditions of employment within the executive branch of the Government of Guam. Nothing contained herein shall be construed to authorize any employee of the Government of Guam to strike against the Government or for any labor organization or its employees or agents to interfere with or interrupt the performance of any employee's official duties.

Section 2 of this Act is an urgency measure.

Section 4120, Dues of employers' organizations, Employees, including retired employees of the Government of Guam in addition

see EXCLUSIVE ON Guam page 9

Key Labor Job Filled

SAN FRANCISCO—Secretary of Labor W. Willard Wirtz has appointed Kenneth C. Robertson to head a Labor Department post in a major move to give additional impetus to the overall federal manpower program in the far western states.

Robertson, of 1278 Campus Drive, Berkeley, who has held several executive positions since joining the department in 1958, was named regional manpower administrator. He was sworn in recently by Secretary of Labor David M. Kennedy, as the regional manpower administrator of the Manpower Administration, in brief ceremony in the federal building here.

The new post for Robertson is in keeping with his status as the regional representative of Labor Secretary Wirtz, a position held since 1960. He will direct those programs which involve coordination with other federal departments, local governments and state and local labor and manpower agencies throughout California, Nevada, Oregon, Washington, Idaho, Alaska and Hawaii.

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Work In Oakland Area
Stays At Highest Peak

By NORRIS CASEY, TOM CARTER, ALEX CELLINI, JERRY ALLGOOD, ROBERT MAY, and LESTER POOLE,

The Bart work in Berkeley and San Pablo is moving along quite well at this time.

The BART bridge has completed the T bar structures on their overhead section and OVL Construction Company is setting the prestressed concrete girders.

Shela Kaiser & Marco is doing the next job which is cast-in-place 1500 feet of breast tunnels. At this time they are working on the first tunnel which will be through about March ahead of schedule.

The Oak & Cover Section has been excavated and the floor and walls are completed in March. The next job of this type will be the Del Valle Dam Project. This company kept a large number of men extremely busy for the past two years. However, the new dam is a milestone in California's Water and Recreational System.

The next job which is cutting the prestressed concrete girders on the tunnel will begin soon after.

McKeen Company has started a 3 million dollar job as Standard Oil Refinery Richmond. Davidson & Harrell is driving the pilings. The surrounding and foundations work will begin soon after.

Rothchild Batts & Weick Company is low bidder for the Arts Center Building at the University of California. The excavation and preliminary work is under way and they are hoping to get the building started before winter.

Most contractors in this area are trying to beat the rain. Of course this means that many are near completion but fortunately there are several new jobs in the works that would seem to keep them working at least in this short term.

In the Shell Refinery in Martinez their shut-down work is being done by C. Norman Petersen at the present time. There has been a quite few operators working on this project and the contractors and they should be busy until at least Christmas. We also signed a new agreement with American Mechanical Contractors and they started a 5 shift operation in this same refinery.

Peter Kvieti Company at Lafayette is finishing up their big BART job and at the present time they have approximately 35 operators on their job and are still growing in number. This job will be a good one, as they have their 200 working days for completion.

Martin Brothers of Concord are busy throughout the county finishing jobs started and recently picked up a nice dirt job of a half million yards that possibly will work this winter. Also Robert McKeen Company on their Water Treatment Plants are busy and should work most of the winter. Other contractors with substantial jobs in the area are Callagher & Burke, Eugene Alves, Allen Roberts, Gordon H. Bell and Pinz Drilling.

We are sorry to say that one of our good brothers, Serge Maltz, working for Luckenbach Company of Antioch, was quite badly injured working in Delta Memorial Hospital in Antioch and will be confined for about six weeks.

The Pacific Company has won a award to build a new district headquarters office at Industrial Boulevard and Cluster Road for the P.G. & E. Company. Total cost of the project including the 16 acres site is $2,000,000. Several of the Brothers are already working on this project and should be kept busy for some time.

McGuire and Hester was the low bidder on the major sewage line for Depot Road in Hayward. Total cost of the project is $843,145. Work is well under way at the present time. Also Fick Finney and McLean Company was low bidder for the paving on Newark Boulevard and Prune Avenue. They submitted a bid of $49,000.

The Fredericksen & Watson Company is way ahead of schedule and is at Almonte Pass. The Brothers employed on this project have moved the fill material at a record pace. We have about ninety engineers working for this company at the present time. When the North side work is completed the company will start immediately on the South side lanes. The Brothers should be kept busy through most of the next season on this project.

Except for some cement work, the Green-Warren Company completed the Del Valle Dam Project. This company kept a large number of men extremely busy for the past two years. However, the new dam is a milestone in California's Water and Recreational System.

The Brothers that are employed on the concrete job are extremely busy repairing and maintaining various County roads. The mechanics on the shops are equally busy repairing and overhauling equipment as it begins to come in for the winter season.

We have about ninety of the Brothers working for various golf course owners throughout Alameda County. They are working with the maintenance department and operate several different types ofowers and tractors that are needed to maintain the greens and fairways. The mechanics are also very busy overhauling equipment in the shops.

Oliver De Silva, Syar and Harmon's Work, Martin Bros. and Vincent Rodrigues is keeping many of the members busy cutting subdivisions and doing various jobs throughout Alameda County.

The work here is, at this time, going real good. Most everyone is working and things look pretty good for the winter. The "Peas­sure Work" on the levee buildings is about to start, even though the Laborers International has held over the turn-down pressure. Our men will have full opportunity of our Classification, due to an agreement worked out by our International Vice President and Business Manager Al Clem with the Laborers International. We were able to put 9 men on for McKeen Company hard on November 13, 1967. Looks like a good job for about 9 months.

Collectively Speaking

Continued from page 2

- We see more and more of our members taking their pension. We find there are 1230 members on pension. This is something that many of us could not have visualized a few years ago.
- Our health and welfare benefits have been improved for the members, with a dental plan going into effect for the members and their families in the states of California, Nevada and Utah.
- We also find that the Employers, in most instances, are looking more favorably to the Journeyman Trainee Program when the skills of many of the members have been upgraded.

These are some of the brighter happenings that have transpired in the year of 1967 but, as always, many of our Brothers and friends have passed on. Vice President Frank Converse and two of our well-known Executive Board members, Ernie Miller, District 2, and Charlie Kirkwood, District 5, along with many of the other past members, we cannot mention all of them. I would, however, like to personally extend my condolences to the families and friends of all those we have lost.

In conclusion, on behalf of myself, the Officers and Executive Board Members and the staff of our Union, we extend to you Season's Greetings saying that God watches over you in the coming year.

Stockton-Modesto Hopes For Better 'Next Year'

By WALTER TALBOT, AL McGAMARA and JIM GENTRE

This our last report for 1967, affirms what the Stockton and Modesto officers and the representatives of the officers have been saying: a prosperous New Year.

The Brothers of the more fortunate engineers were steadily employed this past season, as even in the toughest periods our report would have to reflect an increase in work lists for 1968 over the preceding year. This was due largely to three major projects that were completed earlier in the year, which dumped approximately three hundred engineers on the out-of-work lists. The new work that was let for bid this past season was not large enough to absorb the unemployed.

The work picture, at this time, looks brighter for the new year. This is our prediction based on our Classification, due to an agreement worked out by our International Vice President and Business Manager Al Clem with the Laborers International. We were able to put 9 men on for McKeen Company that were laid off on November 13, 1967. Looks like a good job for at least 9 months.

AMERICAN BRIDGE COMPANY is doing the steel work on a portion of the Grove-Shafter Freeway. This is the hard work that Joe Mauzer, operator, a long time member, Carl Maxwell, an older one.
By RUSS SWANSON and BOB WAGNON

At this time of year, not only are apples, pears, plums, peaches, grapes, etc.—but the biggest majority of the work is also either finished or halted at a good stopping place waiting for the rains to come and go, and next spring to bring more weather and ample work.

We have quite a lot of work under contract to start up in the spring. Rios Paving Co. will be low bidder on the River Road job, which was nearly one-half million dollars. We also have other trams to go on the Santa Rosa freeway job through town. The Farmer's Cooperative will also start up again in the spring. These are just sampling of the good jobs expected.

Agoura Construction Co. just picked up a $335,000 job in Santa Rosa and also anther job that will run into next year.

The Arthur B. S. Co. has picked up new work, which will run with weather permitting, all winter and well into the new year.

Over in the Napa area at Silverado Country Trail Club, the Grand Concourse Co. has been there for two seasons and have been told that after the golf tournament the first of next year, there will be more work left.

At Lake Berryessa the Steel Park Unit No. 2 is supposed to be let at any time. This is to be over a million dollar project, just for streets, undergroud, and leveling. We hope to have more news on this project by the next newsletter.

Up at Fort Bragg, the government has allotted $200,000 for Channel cleaning. Western Pacific Dredge Co. is coming along real well on the harbor facilities and just may be in line for the next report.

All we are waiting for is President Johnson's signature on a request for $2,000,000 for the Warm Springs Dam project for 1968. On the whole, the work picture outlook for the Redwood country is a little more encouraging for 1968 than it was for 1967.

The tremendous Eel River project is getting closer every day. We are still in doubt as to just what future will bring this to reality. A public hearing will be held at Calistoga Dec. 15 on the U.S. Army Corps of Engineers—Department of Water Resources plan for Middle Fork Eel River development.

The hearing will be at 2:30 p.m. at the Willits High School Auditorium.

The Corps says it proposed to recommend federal construction of a multipurpose dam at Dos Rios with a 7,600,000 acre-foot reservoir that would inundate Round Valley.

An annual yield of some 900,000 acres-feet of water would be shipped eastery by the state through a tunnel system to the Central Valley for use in the State Water Project.

Overall project cost is estimated at $1,500 million—$1,385 million for dam and reservoir, $153 million for the conveyance system. On an annual yield of 900,000 acres-feet, the project is expected to cost at the rate of approximately $525 an acre-foot. Benefits are estimated at $1,500 million a year.

Actual site of the 730-foot-high dam is on about three miles up-stream of the community of Dos Rios, regulating runoff from 745 square miles of the Eel River basin.

Aside from "substantial" flood reduction, the project proposed would create hydroelectric power and recreation facilities.

Included in the plan is an option to relocate the town of Covelo, which would be bought by the project.

Of the over-all project costs, the first federal cost is estimated at $57 million, with the state paying $188 million of the dam and reservoir costs.

The area would pay the entire cost of the conveyance tunnel.

The largest uproar so far over the proposal is the state's decision on rounding-easterly instead of to the south through Clear Lake.

Lake County residents, contractors, fishermen, and those who feel that would improve the quality of Clear Lake as a recreation area, have mounted a vigorous campaign against the state decision.

An extensive state study showed that it would be substantially cheaper to go easterly, and doubled that Clear Lake water quality would be improved much by shipping the Eel water through it.

Until next year, we wish you and all, members, wives and children, a Merry Christmas and a Happy New Year.

Plumbers To Scale In Raise

WASHINGTON — The wage scale of unionized building trades workers averaged $4.80 an hour on Oct. 2, according to the Labor Department's Bureau of Labor Statistics. The Bureau's initial tally of scale of unionized building trades workers is based on October 2, according to the Labor Department's Bureau of Labor Statistics. The Bureau's initial tally of scale of unionized building trades workers.

The Bureau's quarterly survey, which covered seven major building trades in 100 cities, showed a continuing trend toward higher hourly rates for unionized workers, noted since the fourth quarter of 1966, with the largest third-quarter increase in 1967. The average scale on October 2 was 2.8 cents above that in July and 25.7 cents or 5.7 per cent higher than the previous October.

During the third quarter of 1967, 14 per cent of the 700 contract situations, covering 12 per cent of the workers, provided scale increases which averaged 18 cents. These were either newly negotiated or deferred from previously negotiated agreements.

Nearly three-fifths of the advances were equalized between those that were for 10 cents or more and those that were for less than 24 cents. All but a few of the remainder were for 25 cents or more.

 Plumbers had the highest average scale among the six journey- men-crafts, $5.25 an hour. Their scale ranged from $4.20 in Nor- fork to $6.20 in Oakland. Among the five other craft groups, average hourly scales varied from $4.76 for painters; $4.25 for bricklayers; building laborers averaged $3.85 as board.

Changes in union scales over the quarter and the year, and the rate levels on costs were up.

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1967 Construction In Marin Slows But Bids Promise Brighter '68

By WAYNE "LUCKY" SPRINKLE

Local contractors are going full blast in the north bays area—trying to get their jobs completed before the winter rains set in. A few of the brothers are getting overtime, laying CTB and rock—also plant oil.

We are pleased to hear the reports that some members who are employed under the Rock, Sand and Gravel plants in the north bay area are very happy with their new contract, as negotiated for them by our Business Manager and the Officers, and that by now they have received their retroactive pay.

We would like to call your attention with the upcoming rainy season—please pay particular attention to the clause in your agreement regarding "Show-Up-Time." If in doubt as to the interpretation of this clause, please call this office.

A job interview was held with Jockey Hall—was recently awarded the San Marin High School contract in the amount of $1,900,000. Work is already in progress, and we have one operator available to fill the insurance gap.

When bidding each and every member and their families the best for the coming year—from Al Hansen, "Lucky" Sprinkle and Terry Harr, San Rafael office—

The Soiland Company of Novato was recently presented with a Safety Award from the Equipment Owners, the Industrial Indemnity Company, for one year without a lost time accident.

This Nilhey, the Safety Engineer assigned to the Soiland Account, took the occasion of a recent safety dinner put on by the company to present the award.

The diner meeting was recently held at Nave's in Ignition with Jim Jennings and Lucky Sprinkle, presenting the Safety Program for the evening.

GIGANTIC RESERVOIR that would be formed by the proposed Middle Fork Eel River dam near Dos Rios is shown on this U.S. Army Corps of Engineers map. Highway 101 is off the map to the north and the Eel River is roughly due west of the proposed dam site. Among features of the project shown here is a possible location to which the town of Covelo (which would be inundated by the reservoir) might be moved. At the right is the proposed tunnel which would carry conserved water easterly through the mountains to the Sacramento Valley. Reservoir areas are shown shaded by dots; recreation areas are shaded by lines.
**By CLAUDE ODOM, KENNETH GREEN, BILL BERLINDORF and DICK BELL**

The California Highway Commission today approved more than $425 million in fiscal 1968-69 for highway construction projects, including right-of-way and engineering, in Fresno and other San Joaquin Valley counties.

Included was $65.4 million for the purchase of right-of-way for the proposed north-south freeway through the city of Fresno. Construction of the freeway is scheduled to start in 1973-74. Projects in Fresno County include $1.5 million to $2 million for the construction of the initial four lanes of the ultimate eight-lane West Side Freeway. Also approved is the reconstruction and widening of Route 33 between Route 41 south of Avenal, and the east city limits of Coalinga, at an estimated cost of $725,000.

Also on the Fresno County list: Widens Kings Canyon Road (Route 58) from two to four lanes divided in east of Fresno, a distance of 2.5 miles, at an estimated cost of $465,000; San Joaquin Valley Counties: Kern—$5,620,000 to complete financing for extending the four-lane Route 58 freeway through Tehachapi to a completed section extending into Kern; extends Route 58 freeway from near Tujunga Road to the Edison area; and, Sunflower Road, at an estimated cost of $45,000, 100 feet wide, with asphalt surface.

**By CLAUDE ODOM**

Brother Robert Ely of Fresno, California, has recently developed and patented a "Boom Travel Limiting Device," this device, when installed and used on a crane operator near high voltage power lines will provide a safe, positive stop of the boom without danger or damage to the boom or load.

The "Boom Travel Limiting Device" has several unique features. It is easily adjusted from 1 degree to 340 degrees of circular travel. It can be removed when the crane is not working under hazardous conditions. A horn sounds in the operator's cab when the boom approaches the stop. The stops are spring loaded for a smooth cushioned stop. Two brackets are provided for stopping in either direction of swing.

The "Boom Travel Limiting Device" is available in kit form and can be installed in a few hours without the aid of specialized equipment. The most important fact is this device provides for a safe, positive stop and is acceptable as such by the State of California safety inspectors.

Brother Bob Ely also has a patent pending on an improved Cable Drum Brake.

Further information may be obtained by writing to Robert C. Ely, 8231 Sanders Court, Fresno, California. Area Code 209-251-2319.
By HAROLD HUSTON, W. R. WEEKES, DAE CARPENTER and DOUG KOENIG.

We wish to thank all the Brothers in the Marysville District who attended the meeting held in Marysville on October 18th.

At this meeting you elected Brooks, Jack Curtis as your Election Committee and Brother T. F. Woody Smith as Grievance Committee member. We request all of you to attend all future meetings.

Construction crews are racing against the weather to complete in time the 3.9-mile construction of the Oroville-Quincy Road between the Bidwell Bar suspension bridge and the Canyon Creek bridge put in the foreground.

The new powerhouse will generate 70,000 kilowatts from its own penstock, 14.5 feet in diameter, where it becomes 12.75 feet in diameter. The huge penstock, which will carry water from a tunnel outlet at the Marysville Dam, will be flooded with water from the Feather River near Dothan. The penstock sections are being swung into place and bolted and welded together.

The water will travel from the new Bidwell Bar reservoir through the tunnel, then down the tunnel's 14-foot penstock pipes in the powerhouse, and from which it will be delivered to all the schools and cities in the Marysville area.

The Yuba City-Woodland Department of Water Resources, which has been working on the project, the treatment plant and related facilities, is expected to be completed by December 1968. The question of a city official determined that there will be a minimum of $5,767,000 in work on the project, and HUD has advanced the amount of the bonds, which will be paid back to the city from the increased water rates.

Granite Construction Co. of Watertown, Mass., recently awarded a $339,951 contract for the treatment plant and the Lents Construction Co. of Sacramento was awarded a contract to complete $857,000 in work on the distribution system.

In the fall of 1968, the project will be completed, and the city will have a $289,649 in other costs in connection with the major recline of the project, there will be at least $49,607,000 in costs which will add to the final total.

The existing additional expenses of the project are in the one-million-gallon water storage tanks, $150,000 for purchase of the additional water storage tanks. In the future, there will be about $15,000 as expenditures for land acquisition.

The entire project involves construction of a facility to withstand a water level beyond the existing one.

The water treatment plant, when completed, December, 1969, will treat the water to be stored from the Marysville Dam.

The new powerhouse is being built to provide a generating capacity of 12 million gallons per day, but won't be able to go beyond that capacity as it would have been able to do with the initial system.

So it is expected that the new powerhouse will be able to handle a peak demand of 150,000 gallons per minute.

The water treatment plant, when completed, December, 1969, will treat the water to be stored from the Marysville Dam. The other, the new Narrows powerhouse, will generate 55,000,000 kilowatt-hours.

The entire project is scheduled for completion in 1970. The Colgate powerhouse, however, may be operational before then.

Congress has passed and sent to the President for signature a $4.9 billion public work bill for federal fiscal year 1967-68 that includes $1,900,000 for preliminary work on the Marysville Dam project. The $1,900,000 will enable the U.S. Army Corps of Engineers to begin preliminary studies on the $32 million flood control, a storage reservoir about 12 miles upstream on the Yuba River from Marysville. Flood control experts have said that, with the new Bidwell Bar Dam soon under construction, the Marysville Dam project will provide virtually complete flood control on the Yuba River.

The $100,000 appropriation is in the Senate version of the bill, however, and later approved by a joint Senate-House conference committee.

Granite Construction Co. has completed a new high-level section of Highway 20 at the city limits of Marysville. This has been using the new 40-foot-wide section extending from the east city limits to 7 mile east of Walnut Avenue since August 30 with the contractor finishing final construction phases in the two month interim. The new roadway paralleled the old road and for most of its three mile length is higher than the route it replaces.

Two years ago, the Yuba County Board of Supervisors recommended the project as the top highway need in Yuba County and the California Highway Commission subsequently approved the $3,500,000 construction job. Bids were advertised late in 1966 and construction began in February of this year. The roadway elevations was raised, Highway engineers studied floods from the past 100 years and established the elevation of 88 feet above sea level as a road level. This would provide serviceable even under the most severe flood conditions.

Portions of it were flooded in 1959, 1960, 1965, and it was completely inundated near Marysville by waters from the Feather River in the disastrous 1955 Flood. It has been raised more than eight feet above the old grade. Other agencies, including State Reclamation Board, Department of Water Resources and the U.S. Corps of Engineers in our judgment that the traveling surface is safely above high water stage. Local residents can feel more at ease now that a route above flood level is available in the rare chance that it is needed.

The State Highway Commission yesterday allocated $835,000 for rights of way acquisition in Yuba and Sutter Counties. The funds were included in the $717,000 budget for the project adopted by the commission at a meeting in San Francisco. Of the $835,000, $535,000 will go for acquisition of right of way for Highway 65 freeway in Sutter County from Colusa Highway north to the Butte County line. The $300,000 for Yuba County is for acquisition of right of way for improvement of Highways 65 and 70 from South Butte Road north to Marysville.

Since the entire allocation for Yuba-Sutter is for acquisition of rights of way, there will be no state highway construction projects initiated in the two counties during the coming year.

Joe Bailey Co. of Woodland is low bidder on a State Division of Highways contract to repair storms damage in Antioch-Fairfield Highways 5 and one-half mile north of Orland at Stony Creek. Kids were opened yesterday and the first apparent low bid was $84,553 among six proposals submitted, according to state highway officials at the Marysville district office. Heavy roll-down Black Butte Dam during a storm damaged a section of right-of-way along the interstate freeway and work to be done on the project will provide erosion protection.

When work is begun in about a month, one lane on the four-lane divided roadway may be closed at times between 9 a.m. and 5 p.m. The job will take an estimated eight weeks.
Abbott G. M. Diesel Joins Local No. 3

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

We would like at this time to welcome the employees at Abbott C. M. Diesel to the ranks of Local 43 and for the wise decision they made in wanting to be represented by the Engineers.

We just recently negotiated a three-year contract between Operating Engineers and Abbott C. M. Diesel, Inc. The contract became effective November 1, 1967.

We held a ratification meeting on November 1, 1967. The employees voted 100 percent to accept the contract that was presented to them. They were very pleased to hear of some of the things we were able to get for them and how we have equipment back in the field soon.

Fife Construction Company presently has crews working on the Brigham City Highway job and small paving jobs in the area. Their rock plants are moving quickly on this section.

Oakland Construction has two building projects underway in the Ogden area.

Other contractors working in the area are as follows: Cup Con- struction, Cannon-Papanikolas, House-Steed Construction,脸上 and Tongue, Pinkard Construction, Nicolson Erection Company, Mearo, Inc., and Vie Rader Crane Rental.

J. B. Purnell Company are still going strong on their Window job. Near perfect weather has greatly enhanced its chances of making a good percentage on this one. Much the same crew as started this job is in it, to help improve a crew such as this.

We are sorry to report that two of the good Brothers from this crew were injured in an automobile accident while working on the Salt Lake City job. In November 10, Mr. Whitney and Favor Pecore were involved in a pickup which had just ended things for one. We wish these Brothers a speedy recovery and no ill effects.

The Heavy-Hess job at Knolls is stretching out to the west. This job has presented more than the usual problems. They were forced to change lower pellets and are now handling an additional 12 miles. The new road plant handled many problems to get in shape--they handled as much material cots as they would have the main fill. The State Engineers have changed the grade in some places, depending on the density of the material underneath. They have 35 units hauling a round trip of 27 miles and are moving 30,000 yards per day. An increase in the size of the trailer is contemplated, which they hope will result in 20,000 yards per shift.

Fife Construction Company is working two shifts on their Bur­ minster-to-Timpie job. They are pulling heavy loads behind the 851s and have a new wheel for loading. The wheel has not pro­ duced to expectations because of mechanical difficulties. It looks as if they could produce once they overcome the bugs. Forty-two Brothers are employed on this project.

Northwest Engineering Company at 6400 South and the Free­ way are slowly making their job shape up. They have had two 388s with draglines loading the terraced-truckload scrapers with mud and washing it along the freeway alignment, then borrowing from a dry pit to make the grade. Hopefully next summer will complete this section of the Freeway.

The Salt Palace complex under construction by McKee-Brown is drawing above the ground. Gil­ moore Steel Company have the structural and re-bar, P. L. Larson Plumbing Company, the mechanical contract. These contractors are moving into their portion of the work. The percentage of completion is about normal at this stage.

Morrison and Kennedy is almost completed and are at pres­ ent employing approximately ten Engineers. However, there is some indication of an extension of this job.

Morrison and Kennedy are getting kicked off on I-70. This is primarily a rock job. At present there are two Robinson drill rigs on the job, three D9 cats and four 641 scrapers. At the peak of the job two of those are expected to be allowed. 80 Engineers employed--this will be a two-shift operation. Clark E. DeLong is steward.

Vision Corporation is about 75% completed with their section of I-70 which will connect to M & K section. Vision has had some difficulties with specification on rock, but is in good shape in this area. Vision has crushed 200,000 tons that will have to be removed and is causing some delay in completion.

Chasemans Construction Company is moving in on the section of I-70 out of Circo. They have been pre-setting for 45 days and should get kicked-off about the first of December. It is expected there will be about 35 Engineers at peak of the job. This will be a two-shift operation. Jack Knit will be Superintendent on this job.

Cox Brothers Construction Company are, at this time, about 50% completed with their section of Highway 10, south of Price. At present there are about 15 Brothers on this job.

Strong Construction Company have just picked up another job out of Echo. They were low bidder of 54,073,284. The State En­ gineer estimated this job at 54,610,384. They are also getting started on another 8-mile section of Highway in the Buffalo area near Lake Powell.
DUAL DAMS DUE SOON

CLAYTON — A $48 million construction plan for two large earth-fill dams in this county was officially endorsed this week by the three representatives of the local Soil Conservation District. The dams would alleviate Diablo's annual flood problem.

The project was outlined by three representatives of the State Division of Water Resources. It would require about 83 million in state and county contributions, with about $18.5 million of federal monies.

Sponsors were Robert G. Julian, division engineer; Robert R. Mortenson, division economist; and Richard R. Howell, engineer.

It would be 55 feet high, 1,600 feet wide at the top, with a capacity of 70,000 acre-feet of water. About 130 acres of land must be purchased for the dam and its recreation project. The dam would provide for boating, fishing,Julian said.

SECOND DAM

The secondary dam would be located on Mitchell Creek, which feeds into Mt. Diablo Creek further to the north.

Located about a half mile from the larger dam, it would be taller, 70 feet, but with narrower, about 1,100-foot dam width with a capacity of about 500 acre-feet. It would not have a recreation area.

The entire project is offered as an alternative to the earlier plan, which would not have included any dam for recreation, but instead would have been limited to widening of Mt. Diablo Creek further north for a distance of 6,400 feet, from Ayers Road and Rancho San Rafael.

ELIMINATION

If the bigger project is finally adopted, the creek widening will be eliminated. The creek capacity at the point of the proposed widening is about 5,500 cubic feet per minute, whereas the flood waters move much faster.

The project would be sponsored by the state agency, the soil distric and the County Water Conservation and Flood Control Distric, if approved by all of them.
from their Regular District Meetings the day before and the day of the meeting between January 2, 1968 and February 9, 1968, to-wit:

**DISTRICT MEMBERSHIP MEETINGS**

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<tr>
<th>District No.</th>
<th>San Francisco</th>
<th>Tuesday</th>
<th>Eureka</th>
<th>Tuesday</th>
<th>Redding</th>
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<td>Sub-District</td>
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**TIME OF ELECTION—SECTION 8**

Balloons shall be mailed on February 18, 1968, and must be returned to the Post Office Box on or before February 26, 1968, at 10 o'clock A.M. Local San Francisco Time, at which time the Post Office Box shall be opened for the first and last time.

**ELIGIBILITY TO VOTE—SECTION 9**

All members not suspended for non-payment of dues as of February 18, 1968, P.M. Local San Francisco Time, of the parent Local Union, Junior and Assistant Engineer's Sub-division, and Registered Apprentice Engineers Sub-divisions and Branch Sub-divisions of Operating Engineers Local Union No. 3 shall be eligible to vote.

No member whose dues have been withheld by his employer for payment to this Local Union pursuant to his voluntary authorization, provided for in Collective Bargaining Agreements, shall be eligible to vote provided he is not delinquent in the payment of any legal delay or default in payment of dues by his employer to the Local Union.

**WHO SHALL BE DECLARED ELECTED AND ATTEND THE CONVENTION—SECTION 10**

The number of candidates who receive the highest number of votes cast shall be declared elected Delegates and Alternates. Their names shall be arranged in descending order based on the total number of votes received by each of them. The candidate receiving the highest number of votes shall be at the top of the list, the candidate receiving the second highest number of votes shall be at the bottom of the list and they shall be numbered in descending order, one (1) through Fifty-Five (55).

In the event that two (2) or more candidates receive the same number of votes, their names shall be arranged in descending order based on length of membership in Operating Engineers Local Union No. 3. The tied candidate who has been a member of the Operating Engineers Local Union No. 3 for the longest period of time shall be listed above the tied candidate who has been a member for a shorter period of time, and they shall then be numbered, in this section provided, and the candidate with the next highest number of votes shall receive the number following the number assigned the tied candidate who has been a member of Operating Engineers Local Union No. 3 for the shortest period of time.

The candidates, numbers One (1) through Fifty-Five (55) shall be declared elected as Delegates. The balance of the list, FiftySix (56) through Sixty-Five (65), shall be declared elected as Alternates.

Each Alternate shall serve as necessary. The Alternate with the highest number first, and the Alternate with the lowest number last.

Only Delegates will attend the Convention. An Alternate who replaces a Delegate prior to that Delegate leaving for the Convention shall be declared elected a Delegate and shall be a Delegate.

**PUBLICATION—SECTION 11**

The Recording- Corresponding Secretary, upon request of any bona fide candidate shall distribute such candidate's campaign literature, by mail, and, if provided the candidate making such request does so in writing, advising the Recording-Corresponding Secretary of the type of mailing, or other form of distribution desired, pays all cost to be incurred, and delivers the literature, if it is to be mailed, to the Recording-Corresponding Secretary, in a sealed and stamped envelope, with two (2) copies of the literature, either front or back of the sealed and stamped envelope and two (2) of the envelopes in which the literature was enclosed.

Two (2) copies of the literature are to be delivered to the Recording-Corresponding Secretary if it is to be distributed other than by mail.

No requests shall be honored if made on or after 5:00 P.M., Local Time, the 13th day of February next preceding the mailing of the ballots.

**OBSERVERS—SECTION 12**

Each candidate shall have the right to have an observer at the polls and at the counting of the ballots; that is, each candidate shall have the right to have an observer to check the eligibility list of voters, check the ballots, see that the ballots are mailed, be present at the opening of the post office box and the counting of the ballots. The observer may challenge the eligibility of any voter, and the ballots of all voters who may have been challenged shall be set aside, pending determination as to the validity of such ballots.

If the challenged ballots are sufficient in number to affect the results of the election, all challenges shall be investigated by the Election Committee to determine their validity, as promptly as possible.

**CONDUCT OF MEMBERS—SECTION 13**

(a) Every member shall have the right to express his views and opinion with respect to the candidates; provided, however, that no member shall be permitted to make a speech, or or on such the Local, its Members, its Officers, District Members, or a representative of a Candidate, and all members shall avoid all personalities and indecorous language in any expression of views and opinions with respect to candidates. (b) Any member found guilty of violating paragraph (a) above shall be subject to discipline in accordance with the applicable procedures of the Constitution and By-Laws, and if such member should be a candidate he shall, if found guilty, suffer the loss of the office for which he is a candidate, if elected thereto.

**SAMPLE BALLOT—SECTION 14**

A Sample Ballot shall be published in the Engineers News Engineers News, February 1968 edition, subject to correction by the Committee by reason of the failure of a Nominee to be eligible or to qualify for any reason.

**CONDUCT OF ELECTION—SECTION 15**

The election will be conducted by mail, by secret ballot, under the supervision of the Election Committee.

**MAILING AND COUNTING OF BALLOTS—SECTION 16**

As in the past, Price Waterhouse & Co., a nationally known firm of Certified Public Accountants will mail a ballot to each member and count the returned ballots under the supervision of the Election Committee.

**ELECTION RESULTS—SECTION 17**

Results of the election will be published in the March edition of the Engineers News.

**Exclusive On Guam**

Continued from page 2

to any other purpose authorized in this chapter may also authorize to make from its salaries, wages, or retirement allowances for the payment of dues to any bona fide organization whose membership is comprised, in whole or in part, of employees of the Government of Guam and employees of such organization and which has as one of its objectives improvements in the terms of conditions of employment for the advancement of the welfare of such employees, such deductions to be in accordance with the provisions made by the Personnel Board. The cost of making such deductions from any employee shall not exceed 2% of the amount deducted. This section 2. This Act is an urgency measure.

This is the first major breakthrough in a long struggle by Operating Engineers Local Union No. 3 in Guam to win recognition and exclusive bargaining rights so that it may continue to organize and upgrade the living standards of the many members in this area.

Many experts in the Trust Territory may one day become the capital of a reintegrated island complex that would include all the Marianas Islands in a new political unit known as "the Micronesian Commonwealth" similar to the position Puerto Rico holds today.

Ultimate result of such an important Pacific island complex would be a billion dollar construction boom in the not too distant future.

**Deadline Engineers News**

Because of an early January deadline, all correspondents and contributors to ENGINEERS NEWS are asked to get their copy in as soon as possible. Publication date will be the 8th of January and in order to meet printing requirements all copy should be in the hands of the managing editor no later than December 20th.

**AFL-CIO Steps Up Strike Aid**

WASHINgTON—Two key depart­ments of the AFL-CIO, acting through their executive directors, Pres. George Meany, are setting up intensive programs to assist the 60,000 strikers in the nation's steel metals industry.

Twenty-two AFL-CIO unions are involved in the strike, which has been in progress for almost six months.

William L. Kircher, director of the Dept. of Organization, has decided to send a regional office in each affected area to step up their support of the strike. The regional offices will now be authorized to mobilize the AFL-CIO central bodies in each area so that their members, union officials and union workers, can be rallied behind the union effort.
Continued from page 5

of the Fresno County line.

The other projects are on High-
way 169 from Pine Ridge to a point just north of the San Joaquin River, a new 1/2-mile section east for just shy of four miles. The new surface will put an inch to an inch and a half of asphalt on the
existing roadway for a minimum of seven years of smoother driving.

Extensive resurfacing in the southern part of the county also won approval for state highways in Kings County. Among the almost 50 miles of highway to be resurfaced there are:

Highway 33 from the Kern County line to the Fresno County line.

Highway 41 from about 2 miles south of Highway 33 to 3.3 miles north.

Highway 41 from Kettleman City to a point about five miles south of Interstate 5. A 1/2-mile section south of Highway 33.

Highway 33 from about 2 miles south of Highway 41 to about 2 miles north of Highway 41.

The total costs, valued at $133,000, with a total length of 16 miles of roadway, was approved.

Two such resurfacing jobs were for a 1/2-mile section of Highway 33 between Kettleman City and Highway 41 and Highway 233. A four-mile resurfacing was set for Highway 36 in Madera County.

Plans for development of four major recreation areas on the Merced Irrigation District project were completed by the Merced Irrigation District.

The $5 million dollar program will be financed by Davis-Gossen Agency funds to be spent over a period of one year and will be at McSwain Corp. The first phase of the project, which will take about 15 months to complete, is scheduled for completion Oct. 31, 1969.

Highway 152, at Kettleman City, for an additional section of Highway 33 in Merced County.

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By AL HANSEN

Creek Dredging plans reviewed by Laskipur Park and Recreation Commission for dredging of Arroyo Holen Creek near Figer Park. A revised plan may be submitted within the next month, however. The Arroyo Holen Creek is the last dredge Novato Creek and the only apparent solution to the silting problem is the formation of an assessment district to do the dredging. There is nothing that the Corps could do, since it is not a public port facility and does not offer any other services such as public docking, gasoline stations or other services. However, an assessment district could be formed to do the dredging. The community service district, although it is a tax levying agency, can spend money to take care of the Irogan, but cannot move the sand out and keep the area clean.

No estimate was made on the cost of dredging the creek and could not be until the area has some source of money for the study.

Dee Ostrander writes the "Liberty" working in Santa Clara County. The "Alamed" is at Pt. Muriate. The "Sambuccia" at Colemanville. The "California" is at Terminal Island. The "Dug" is in Dredge Vista. Their B-244, a Stinson and the LS-95 is at Newark. Everything is busy. United Sand & Gravel still going strong on their run for Trans Bay-keeping.

California State, S.F. Port of Authority Dredge No. 4, also keeping very busy around the waterfront with their only Steam Dredge in operation. They are going the same at this time. Clay shell working in and out of the slips at S.F. Waterfront.

Olympic Dredging Company have finished up most of their jobs, and most of their equipment is now located at Rio Vista, and are trying to get the okay on finishing their job at San Lorenzo Harbor. The men and company are very proud of their accomplishments on this job.

Hydraulic Dredging Company have their Dredge "Roague" and the "Papoose" tied up at their yard in Pittsburg at the present time. They are going the same at Foster City, and they are reportedly in the near future finishing out the basin around 70,000 to 80,000 yards of sand, for the Foster City job. After this is completed, they cannot say for sure just what is going to happen at Foster City, but will try to keep you informed as to ways that are progressing at Foster City.

Charles Hover Dredging have a job at Strawberry, but have not been doing much too. They are looking forward to a good year, 1969, in dredging, and wish the season the best.

Leachie Salt Company—still very busy all over the bay building levees for the company.

Ideal Cement Company—is still very busy in Redwood City.

West Coast Dredging has been busy most of the year, and are also looking forward to a better year in 1968.

WESTMINSTER Dredging starting to get on their job at Cotre Madera Creek—the Dredge "Pohlen" is now at the job site and she should be dredging within the next week. The Dredge "Briedal" at Foster City is also moving along. The company is considering making this a long-term lease, if so are then tied up putting in the future near the same.

Associated Dredging have their "Orton" working with Western Pacific; Dredging on the Cotre Madera Creek at present. The "Orton" is stationed in the area to pick up the oil. "Shasta" along Cotre Madera Creek and they are loading on a Barge, hauling away.

Shellmaker Company—Dredge "Explorer" should be done this week, if nothing is ready for them to pick up the oil. The men are working another job along the Richmond and they are probably bringing in the same "Riedel" to the Cotre Madera job, to keep things going.

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Work Slow In Reading

By LOU AUSTIN and LOU BARNES

Work in the southern area of District 7 was going along fine until we had our first storm. Since then it has been a hit and miss business. Many of the employers are just keeping a couple of Operating Engineers around to keep things running, if the weather allows. Some of us have lost a bit of work, and others have lost nothing. It seems to be coming along fine and we are scheduled to open most of the jobs soon. The schedule for operating the canal dirt moved and is in good shape for the schedule of completion. The structural work is also moving along and the equipment is moving. It will be a hit and miss business for the remainder of the year.

Rivers-Wesco-Purday & Dutten canal job near Corson has a lot of canal dirt moved and is in good shape for the schedule of completion. The structural work is also moving along and the equipment is moving. It will be a hit and miss business for the remainder of the year.

Leaping Brothers!!!

By MIKE WOYACK

Proof that Operating Engineers Local No. 3 is a real "high flying" organization came last week when members of the Golden State Skydiving Exhibitions team presented International Vice President and Business Manager Al Clem, with an autographed photograph that was used in making an 18,000 foot pull that offered "Seasons Greetings" from brother engineers to fellow workers everywhere.

Paul Schonfeld, 22, team captain and senior member of the team, is a third generation Operating Engineer currently serving as party chief and steward at Ramon Engineers. He has been a Local 3 member for nine and a half years and has been a sports jumper for some four and a half years.

"I took up the sport after my brother Hank got started," says Paul. "He is a party chief and steward over at George Noble, and have been at it ever since.

Paul's father, Hank Sr., has been an Operating Engineer for some nineteen years and currently works as a surveyor at Ramon Engineering.

Michael Beeson, 24, a four-year member of Local No. 3, has been skydiving for over five years. "I picked the sport up in the service and have been jumping for about five years," says Beeson. Beeson also works for Ramon Engineering.

German-born Peter Kalthoff is the youngest member in terms of jump experience, but the oldest in years. The 33-year-old bobsled started jumping about two years ago. He has been a member of Local 3 for about four months.

Fourth member of the team is Steve W. Gwin, who is the team's official photographer. Steve has been jumping since 1961 and is a member of Automotive Machinist Local 1005. Steve is the only member of the team who is not an Operating Engineer and does not work at San Ramon Engineering. Steve is employed by the Marine Terminal Corp. Photo taken by Gwin was presented to International General President Hunter F. Warton during his recent visit to the area.

Big Jump Honors Local Union

June 19, 1967

SAFETY COMMITTEEMEN APPOINTED

Week Ending November 12, 1967

Week Ending November 19, 1967

Week Ending November 26, 1967

Week Ending December 3, 1967

WORKMEN'S RIGHTS AND RESPONSIBILITIES

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WORKMEN'S RIGHTS AND RESPONSIBILITIES

SAFETY COMMITTEE
Apprentice to Journeyman

Peterson Tractor Big Employer

Peterson Tractor is one of the biggest Cat dealers in Northern California. Their operation here in the Oakland area has around two hundred brother Operating Engineers on its payroll. They also have plants in Redding and Chico.

Their plant in San Leandro has a number of different operations under its roof. The main shop has new and used equipment service and repair. They also have engine, track and roller rebuilding shops.

And a parts department which services all the Northern California plants and contractors. In the near future they will have a helicopter to deliver parts. Landing pad is all ready.

Their plant has people working there—up from Apprentices to Journeyman.

CAT 631 is about ready to get an exchange transmission at the Peterson Main Shop and Brother Len Ayala will do the honors on the tractor-scaper.

NEW CAT 983 LOADER gets a cleaning from Brother Rbb Leo. Jr. Bo was recently transferred to the Welding Shop as an Apprentice.

ENGINE SHOP operation shows Brother Pierre Jansens mounting a Cat 939 Tractor engine on an engine "roll over" rebuild stand at Peterson Tractor Co.

ALTERNATOR CHECK on a rebuilt Cat truck engine is testcd by Brother Emme Flinn in the Exchange Department of Peterson Tractor Company.

Paddy Named To State Post

SACRAMENTO—Jack E. Paddy, 42-year-old engineer with the State Division of Highways, has been named Assistant State Engineer for program management. Paddy, who has been serving as a program and budget analyst for the division, will head up a completely new operation combining the program development and control section, the management systems and budget analysis section, and the highway planning program section.

JOE STEWARDS APPOINTED

Week Ending November 15, 1967

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Transit 'Hub' in Oakland

By Norris Casey

A major transportation center, combining a new freeway and the Bay Area Rapid Transit District's MacArthur Station, is taking shape south of 4th Street in Oakland.

The major traffic facility, which actually is two center platform stations placed side by side in the roadway of the new Hi-Ve-Stor Freeway, will be a major transfer center for BART patrons.

Described as an "architects, Muller and Matson, as "straightforward in character with a frank use of materials," the station is essentially all metal in construction and is located in an eight-acre freeways area at the confluence of BART's Center Con­ trol and Berkeley lines. It is sur­ roaded by a landscaped, 550-car parking lot to the south of which patrons will cross two bus lanes and a "kiss-side" area and enter a below-freeways plaza.

O'NE-ACE PLAZA

Landscaped with planters and with textured walking surfaces and a special illumination, the one-­ ace plaza extends to a main concourse entrance to the station. This main entrance is equipped with a station agent's booth and fare collection gates—all part of a stainless steel and glass entrance screen—over which is dropped high-intensity illumination. In ef­ fect, the plan remains the "free" area of the station, with entrance into the main concourse the immediate transition to the "paid" areas.

Once within the concourse, travelers will rise to the trains via stair or escalator to either of the platforms, depending on choice of lines.

The spacious plaza will be sur­ faced with warm, buff-colored slate. It has highlights of this color, to be extended in a subdued manner throughout the concourse area.

WEATHERING STEEL

At the train level, the two clear­ span platforms will be protected by a fiberglass canopy over the station area with no columns interruption, and the canopy will provide an even surface for lighting fixtures and signing.

Supports at the platform level will be made of weathering steel, built in character and essentially maintenance-free. As time passes, the steel will assume a rich, dark, earthy color.

The platform surface will again be carved in a stainless patterned reflected in plaza and concourse. Quantities of accent patterns will be set in an asphalt mastic walking surface throughout the concourse area.

AGENT PANELING

To draw attention to the sta­ tion from the mass of concrete and by its own economy, overhangs have been left in the walls of the Division of Highways' structures for the application of weathering steel colored panels. The panels will occur closer together in our approaches, until finally the whole exterior of the station is sheathed and framed out by the metal cladding of the building.

Patterns using MacArthur station can travel to central Berkeley in five minutes, Concourse in 22 minutes, and downtown San Francisco in 11 minutes.

Seek Top Help for Vet Jobs

SAN FRANCISCO—The U. S. Department of Labor and its al­ lied state employment service agencies have joined in a nationwide effort to give veterans returning to civil­ ization the greatest possible help in finding jobs.

Glenn E. Brockway, regional administrator of the Department's Bureau of Employment Security, has said he has requested the network of public employment offices in Arizona, California, Nevada and Hawaii to contact all returning veterans by telephone, by letter or in person to ascertain their em­ ployment requirements and to of­ fer assistance.

Brockway said that the figures obtained from the Veteran's Admin­ istration show that during the period of July 1 of this year to June 30, 1968, some 65,000 vet­ erans will be returning to civilian life in California. The figures on returning veterans in the other three states include Arizona, 5,500; Nevada, 3,000; and Hawaii, 1,500.

The employment service will then offer each veteran individual job-finding assistance, employment counseling and testing or referral to training or other services to increase his employability.

Nationally, more than three qua­ ters of a million young men and women will leave the Armed Forces and return to civilian life over the next year, President John­ son said in unveiling the program.

He directed that the Secretary of Labor, in cooperation with the Secretary of Defense, assure each returning veteran "the greatest possible help in obtaining meaningful, rewarding employment."

In calling for a more "person­ alized" approach to help veterans readjust to civilian life, Mr. John­ son said: "The veterans have served their country well. It is only right that their country serve them as well.

The President asked that he be "kept advised on the progress of the effort in which each veteran will be contacted by a representa­ tive of one of the Nation's 22,000 public employment service offices.

He called returning veterans "a prime source of manpower" and noted that:

• Their average age is just over 22 years.

• More than 80 per cent have a high school education or better.

• Many learn job skills not in the service which are badly need­ ed by the economy.

Last year, almost 100,000 of nearly 600,000 veterans reentering civilian life had difficulty finding employment. They were jobless for an average of 8 weeks and received more than $300 million in unemployment compensation.

This personalized job-assistance program, Brockway said, will "fulfill our obligation to those young men and women who have served our nation so well at the same time creating a national economic need."

December, 1967
With a whine like a high-speed saw, a 9,500-ton "mole" is chewing its way beneath the streets of San Francisco.

A giant, 60-ton steel ring that holds the mosaic of concrete blocks in its cavity is being reeled out at an 18-foot diameter bore under downtown Berkeley.

A yawning, 30-foot deep cavern under Ninth and Harrison Streets in Oakland houses two similar rings, ready to drive tunnels in two directions.

In a matter of months more than 1,000 unlined "sand hogs" will be at work in Berkeley, Oakland and San Francisco as the Bay Area Rapid Transit District's 21 miles of subway construction powers to its high goal at 12 different ad
t

None of the tunneling is easy, and some of it presents problems uncommon to the industry.

In Berkeley, the joint venture contractors for the Central Berkeley project have driven some 50 feet along Hearst Avenue near Milvia Street. Right now, the tunneling is being turned right and downward so the path of the subway will connect with the Central Berkeley line. The "sand hogs" usually work 10 feet under street level—no easy feat when it means coping with both a horizontal and vertical curve.

In Berkeley, as in Oakland, sub
tunneling between stations is being carried out by "shields," which are essentially pressure-sealed, hydraulic jacks and a beveled cutting edge. In this process, the pressure against the face of the tunnel, the shield is mounted against a driving head, standing central, and firmly anchored by steel legs imbedded in concrete.

The shield's hydraulic jacks push off the driving ring, forcing the cutting edge into the earth. After each "bite," the jacks retract, the dirt is excavated, and 24-foot-long steel tunnel liners are bolted together to form a complete 18-foot-in-diameter ring, filling the void excavated by the shield. On the next pass, the shield drives off the newly erected three-ton ring, and the process is repeated.

But that's not the end of it. The shield cuts a hole some six per cent larger than the tunnel rings, and something has to fill the void to prevent settling of the earth above the tunnel. Finely crushed gravel (pea gravel) is placed around each ring, followed by a grouting procedure, which is the final step to concrete in the remaining cavity by high-pressure hoses.

Shae-Mac is driving one tunnel from the corner of Milvia and Hearst 1400 feet to the Central Berkeley Station, where they will be pulled out, returned to the Milvia Street access pit, and the process will begin anew.

And in San Francisco, Morri


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San Rafael

Our best wishes for a fast recovery to the following brothers who have been ill or sick:

Bro. J. H. McLaren, who suffered a mishap while on the job for Dillingham Construction in Monterey—he is now convalescing nicely at his home in Mill Valley.

Bro. Les Ford, hospitalizing—only one cast, but two—one on each arm—suffered in an accident while at work for Holtringer Bros. What a way to get out of doing the dishes

Bro. Charlie Hover, sick list at Novato General, Bro. Bill Johnson recently confined at Marin General—from recent surgery, but is now at home, and doing very nicely, from the last reports. Hurry and get well, Bill.

San Francisco, November 28th

A happy retirement to Brother Fred Montoya, Sr., who has been looking forward to the day. Fred had been employed as an Oliver for Hathcock Quarry for several years.

Our deepest condolences to the family of our late Brother O. L. Manks who passed away. Services were held November 16th.

Happy to see Brothers Curt Richardson and Jim Wilson back from the service. Both Brothers served in the draft at the same time, took out service withdrawals at the same time and deceased same at the very same time.

STOCKTON

Brothers J. C. Patzig and Arthur Hays were hospitalized this past month. Those brothers under a doctor's care were: Jason Eddleman, Orvel Bird, Claude Evans and Charles Wight.

Our deepest sympathies to the family and friends of Brother Mark McCluggage, who recently passed away.

Our deepest sympathies to Brother Earl Perry on the loss of his wife, Pearl.

MARYSVILLE

Our sincere condolences to Brother Walt McGuire whose wife passed away recently. Also to the families of Johnnie Johnson, Everett Fields, and Howard Allen who passed away this past week.

Got well wishes to the following Brothers who have been hospitalized during this month: Jack Slade, Executive Board Member, Loyd Noble, and H. C. Cross.

Blood donors this month included Mrs. Marjorey Davis and Delbert Davis. MANY THANKS!!

FRESNO

Brother Halley Childers is doing fine after an operation. Good to see him up and around.

Congratulations to Brother and Mrs. Mike Saporetti who recently had a Baby Son.

MENDOCINO

Sorry to hear about Bro. Lee Blough who is on the sick list. Has been working for Shellmaker Company.

Happy retirement to Bro. Lee Fowler who has pensioned out. We hope his health many happy hours of fishing and traveling around with his misses.

Bro. Del Lee who worked for Shellmaker, Elk Horn Ferry job, is at present sick list, recovering from injury on the job.

SAN RAFAEL

Weather Hits Redding

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Winter Rains Hit North Country Work Stows

By RAY COOPER and LEONARD YOARD

The first winter rains hit this area, bringing a rush of rain to a matter of a few hours. However, most of the jobs that have been completed and those in progress now may be started to work on and be completed in a more effective manner.

Both sections of the U.S. 101 Freeway at Pepperwood and Garberville have been completed by Green Construction Company and are open to traffic.

Many of the Brothers who were on this job were able to make the big one at Cummings for G. F. Allsbrook.

Gibbons & Reed-Hughes & Ladd job at Benbow is almost far enough along now where they hope to be able to work their structures down to the water. The wet weather has held them up a little on their dirt work, but as soon as the skies clear they plan to get their motion and the order is to "hand mock."

Messer Fraser Company has completed most of their projects and are trying to finish the Red Devil near Ukiah job in between rains.

Tom Cove and Acme Paving have begun their county project on Blue Slide Road.

New chimneys are being built at College of the Redwoods and Brother "Spive" Melcho has his own chimney work.

Art Bumian still has work to be completed on his storm damage jobs at Alperdort and Riederland. Bumian was recently awarded a $25,000 contract for storm damage jobs on Redwood Bridge and Alperdort.

Another $2 million has been appropriated for the continuation of construction on the Redwood Creek over at Ukiah. Enrique Lueb & Reed have been awarded the new second phase of this project.

The House passage of the public works appropriations bill also includes $1,000,000 to clean up the study of the Butlers Valley dam site, $250,000 for additional studies on the Samoa Dam project, $14,000 for general investigations on the upper Eel River, $25,000 for study of improvements at Trinidad Harbor, and $55,000 to study the possibility of a small craft harbor at Shelter Cove.

For many of the brothers who have suffered losses due to the floods in this area, you will be interested to know that a National Flood Insurance program has been passed by the House and will be put into effect as rapidly as possible, so that home owners and small businesses may acquire flood insurance.

This legislation, approved by the House last month, will provide flood insurance for those in high risk areas and on a nationwide basis through the cooperation effort of the Federal Government and the private insurance industry.

The program will provide up to $17,000 insurance for each single dwelling unit and $89,000 for any structure used for private business or containing more than one dwelling unit.

In addition, up to $5,000 insurance will be provided per dwelling unit for the contents and personal property contained therein.

Premium rates under this program will be economically sound, based on a formula to be worked out for each flood risk area in the United States. Based on the methodology of estimating rates in each area, premium estimates will further be based on the number of families planning to purchase insurance in the program from that area and the degree of flood risk involved.

Rocks, beams, wood and fish are all coming into their own now that work is beginning to grind to its annual halt. Nature sends an annual premium to the hardwood tree, and the degree of Hood risk in any area. On one hand the repairs are needed, enterprising northerners are well involved.

Many of the Brothers who were on this job were able to make the big one at Cummings for G. F. Allsbrook.

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The House passage of the public works appropriations bill also includes $1,000,000 to clean up the study of the Butlers Valley dam site, $250,000 for additional studies on the Samoa Dam project, $14,000 for general investigations on the upper Eel River, $25,000 for study of improvements at Trinidad Harbor, and $55,000 to study the possibility of a small craft harbor at Shelter Cove.

For many of the brothers who have suffered losses due to the floods in this area, you will be interested to know that a National Flood Insurance program has been passed by the House and will be put into effect as rapidly as possible, so that home owners and small businesses may acquire flood insurance.

This legislation, approved by the House last month, will provide flood insurance for those in high risk areas and on a nationwide basis through the cooperation effort of the Federal Government and the private insurance industry.

The program will provide up to $17,000 insurance for each single dwelling unit and $89,000 for any structure used for private business or containing more than one dwelling unit.

In addition, up to $5,000 insurance will be provided per dwelling unit for the contents and personal property contained therein.

Premium rates under this program will be economically sound, based on a formula to be worked out for each flood risk area in the United States. Based on the methodology of estimating rates in each area, premium estimates will further be based on the number of families planning to purchase insurance in the program from that area and the degree of flood risk involved.

Rocks, beams, wood and fish are all coming into their own now that work is beginning to grind to its annual halt. Nature sends an annual premium to the hardwood tree, and the degree of Hood risk in any area. On one hand the repairs are needed, enterprising northerners are well involved.

We are proud of these Brothers and their wives for being so resourceful and we wish them the best of luck in their endeavor.

The repair shops are showing a marked increase in business, doing the jobs that have been delayed due to the floods, and the degree of Hood risk in any area. On one hand the repairs are needed, enterprising northerners are well involved.

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