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Christmas
1967

ENGINEERS NEWS

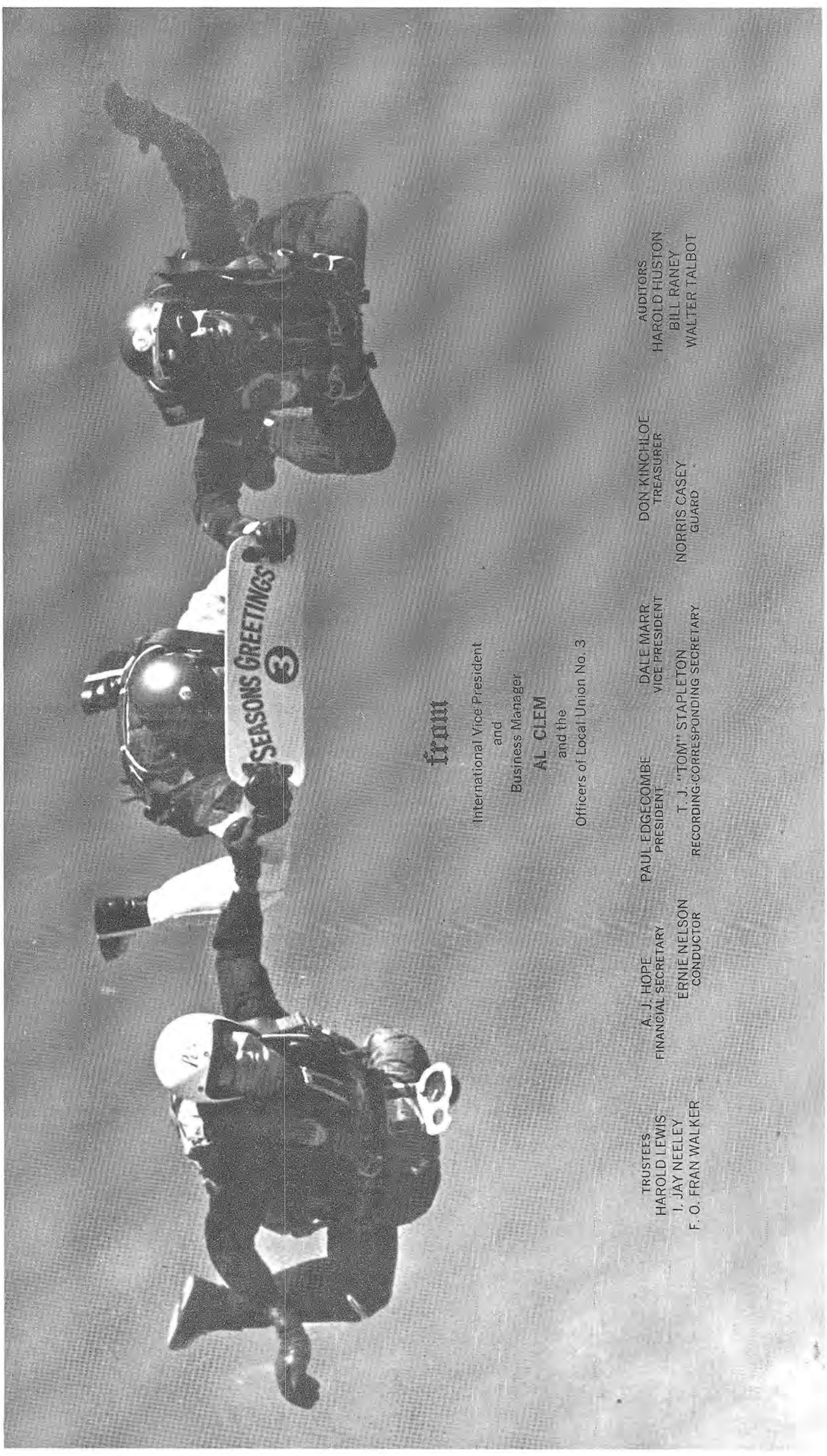


PUBLISHED TO PROMOTE THE GENERAL WELFARE OF ALL ENGINEERS AND THEIR FAMILIES



Vol. 26—No. 12 SAN FRANCISCO, CALIFORNIA December, 1967

New Year
1968



from
International Vice President
and
Business Manager
AL CLEM
and the
Officers of Local Union No. 3

- | | | | | | |
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Official Notice
May Be Found
On Pages 8 and 9



Collectively Speaking with Al Clem

As time passes on—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 unison 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 money market 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 the Union by continually organizing outside 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 program 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 man 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 the housing industry, 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 progressed 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 surface this may not seem important to many, in the long run it will be extremely beneficial to all engineers who are members of our Union.

- 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 short, or long term loans, the Credit Union is the place to borrow.

See COLLECTIVELY SPEAKING page 3

Chinese Center Gets Go-Ahead

SAN FRANCISCO—Before the month is out the general contractor who is also a partner in the scheme should begin demolition work paving the way for a \$12.5 million Chinese Cultural Center on the site of the city's old Hall of Justice.

The long-debated scheme got the go-ahead from the San Francisco Redevelopment Agency earlier this week. Some \$2.7 million for the project will come from a group of 300 individuals banded together under the name of Justice Investors; another \$1 million will come from Holiday Inns of America which will operate a 500-room hotel within the center; the general contractor, Cahill Construction Co., is sinking a half-million of its own capital into the venture; and Connecticut General Life Insurance has committed the remaining \$7.8 million under a loan arranged by E. S. Merriman & Sons.

Working drawings for the new development have been done by John Carl Warnecke & Assoc. and Clement Chen & Assoc., both of San Francisco. These architects have used T. Y. Lin, Kulka, Yang & Assoc. as their structural engineers.

Managing partner during the construction phase will be Justice Enterprises, Inc. which has Harold Moose, Jr. as its president and which maintains offices in San Francisco's Russ Bldg.

There are four key elements in the complex: A Chinese cultural and trade center occupying 20,000 square feet of space or the entire third floor plus storage and plaza with the main entrance via a pedestrian bridge; a 27-story hotel with 572 rooms and a total of 310,000 square feet plus shops and related facilities all conforming to Chinese decor and having

See CHINESE page 10

Key Labor Job Filled

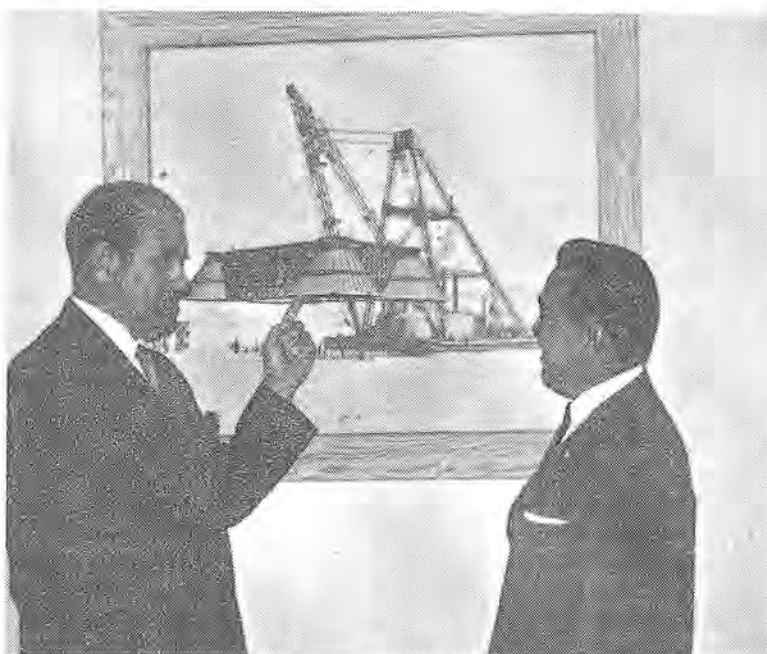
SAN FRANCISCO — Secretary of Labor W. Willard Wirtz has appointed Kenneth C. Robertson to a new Labor Department post in a major move to give additional impetus to the overall federal manpower program in the far western states.

Robertson, of 1278 Campus Drive, Berkeley, who has held several executive positions since joining the department in 1938, was named regional manpower administrator. He was sworn in recently by Jack Howard, deputy administrator of the Manpower Administration, in brief ceremonies in the federal building here.

The new post for Robertson is in addition to his duties as the regional representative of Labor Secretary Wirtz, a position held since 1964. Robertson will direct those programs which involve coordination with other federal departments, local governments and inter-Labor Department bureaus in the states of California, Arizona, Nevada, Oregon, Washington, Idaho, Alaska and Hawaii.

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CLASSIC PHOTOGRAPH of a floating derrick by J. J. Jennings is pointed out by Fran Walker to Congressman Bill Flores during his recent visit to union headquarters in San Francisco. Congressman Flores was instrumental in the introduction and passage of legislation that led to the winning of exclusive recognition of Operating Engineers Local Union No. 3 in the Commercial Port of Guam.

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 agents for the Commercial Port 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 (see full text below) of the Government Code of Guam, the governor is authorized to recognize any bona fide organization whose membership is composed in whole or part of government employees.

Key to the successful recognition of Local Union No. 3 as exclusive bargaining agent came with the passage of a bill, 4022, earlier this year. Another bill (see below) 4120, authorizes payroll deductions for union dues.

Introduced and sponsored by Congressmen A. S. N. Flores and J. M. Acfalle, Section 4022 as added to Government Code of Guam reads:

"Section 4022. Recognition of Labor Unions. The Governor of Guam is authorized to recognize as employee representative of the Government of Guam, employees in the various offices, agencies and instrumentalities of the Government, 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. This Act is an urgency measure.

Section 4120, sponsored by Congressmen W.D.L. Bordallo, Lujan, Flores, Taitano, Ramires, Paulino, Quitugua, A.N.S. Flores, Santos and Acfalle reads.

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

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ENGINEERS NEWS

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Work In Oakland Area Stays At Highest Peak

By NORRIS CASEY, TOM CARTER, ALEX CELLINI, JERRY ALLGOOD, ROBERT MAYFIELD and GUY JONES

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

Donald M. Drake has completed the T bar structures on their overhead section and OWL Crane & Rigging Company is setting the prestressed concrete girders.

Shea Kaiser & Macco is doing the next job which is cut & cover plus 1500 feet of twin tunnels. At this time they are working on the first tunnel which will hole through about February. The second tunnel will begin soon after. The Cut & Cover Section has been excavated and about 200 feet of the overhead has been poured.

Hass & Haynie is working on the Shattuck Avenue Station. Most of the dirt has been moved and the concrete crews are pouring the floor and walls at this time.

Fruin & Conlon Constructors Job is about 90% complete and is way ahead of schedule.

McKee Company has started a 5 million dollar job in Standard Oil Refinery Richmond. Duncan & Harrelson is driving the piling. The underground and foundation work will begin soon.

Rothchild Rattin & Weirick Company was low bidder for the Art 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 hurrying—trying to beat the rains. Of course this means that many are near completion but fortunately there are several new jobs in this area that are just starting which should take up some of this slack.

In the Shell Refinery in Martinez their shut-down work is being done by several companies.

C. Norman Peterson at the present time has quite a few operators of their own plus some subcontractors and they should be busy until at least Christmas. We also signed a new agreement with

American Mechanical Conveyors and they started a 2 shift operation in this same refinery.

Peter Kiewit Company at Lafayette finally is starting to go full bore on their big BART job and at the present time have approximately 35 operators on their job and are still growing in number. This job should be a good one, as they have 500 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 McKee Company on their Water Treatment Plant are busy and should work most of the winter. Other contractors with sizeable jobs in the area are Gallagher & Burke, Eugene Alves, Alex Robertson, Gordon H. Ball and P & Z Drilling.

We are sorry to say that one of our good Brothers, Sarge Maltby, working for Lauritzen Company of Antioch, was quite badly burned recently and is recovering in Delta Memorial Hospital in Antioch and will be confined for about six weeks.

The Pacific Company has won an award to build a new district headquarters office at Industrial Boulevard and Clawiter Road for the P.G. & E. Company. Total cost of the project including the 16½ acre 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 main sewer line for Depot Road in Hayward. Total cost of the project is \$48,148. Work is well under way at the present time. Also Fisk Firenze and McLean Company was low bidder for the paving on Newark Boulevard and Prune Avenue. They submitted a bid of \$48,900.

The Fredrickson & Watson Company is way ahead of schedule of their project at Altamont 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 lanes are 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.

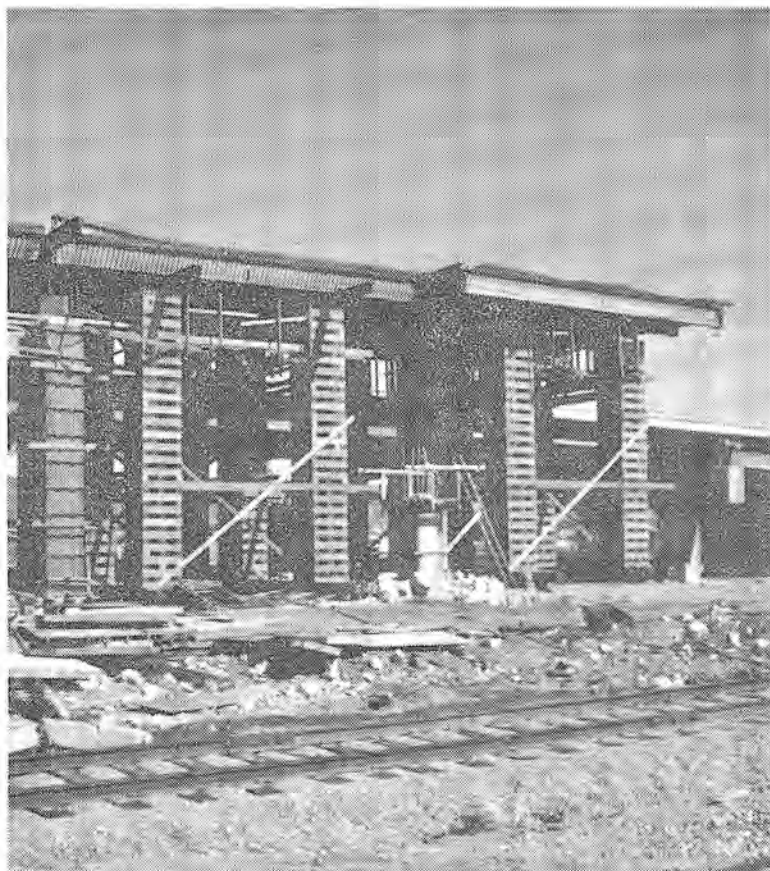
Except for some cement work, the Green-Winston Company has completed the Del Valle Dam Project. This company kept a large number of engineers extremely busy for the past two years. However, the new dam is a milestone in California's Water and Recreational System.

The Brothers that are employed by Alameda County are extremely busy repairing and maintaining various County roads. The mechanics in the shops are equally as 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 departments. They operate several different types of mowers 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 Harms, Woberly Construction, 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 "Pressure Work" on the local tunnels is about to start, even though the Laborers International has jurisdiction over the tunnels under pressure. Our men will have full opportunity at our Classifications, 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 McClean, Grove & Shephard on November 13, 1967. Looks like a good job for about 9 months.



GUY F. ATKINSON are well along on their Freeway Jacking Job. They are jacking the old Freeway section to conform with the new section. The old piers are extended and the old Freeway is set on new positions.



AMERICAN BRIDGE COMPANY is doing the steel work on a portion of Grove-Shafter Freeway. This is the hard working crew. Joe Mauser, operator, a long time member. Carl Maxwell, an oiler.

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 whereby 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 other members; however, due to space, we cannot mention all of them. I would, however, like to personally extend my condolences to the families and friends of all those who have lost a loved one.

In conclusion, on behalf of myself, the Officers and Executive Board Members and the staff of your Union, we extend to you Seasons Greetings praying that God watches over you in the coming year.

Stockton-Modesto Hopes For Better 'Next Year'

By WALTER TALBOT, AL McNAMARA and JIM GENTRY

This, our last report for 1967, affords us in both the Stockton and Modesto offices and the representatives the opportunity of wishing you a happy holiday season and a more prosperous New Year.

Some of the more fortunate engineers were steadily employed this past season, as even in the poorest years some are; however, our report would have to reflect an increase in our out-of-work lists for 1967 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 work already let and that which is scheduled to be let for bid in the ensuing year.

Jobs, now in progress, that are expected to employ more engineers in 1968 are the Guy F. Atkinson Co. contract for the construction of New Don Pedro Dam in Tuolumne County and Morrison-Knudson, Inc. on the scaling contract for the New Melones Dam site.

The diversion tunnel for the Melones Dam is also scheduled to be let in 1968.

Other contracts to be bid before the end of this year that should have an important impact on our prediction for more jobs in 1968 are the West Side Freeway (Interstate 5) from the San Joaquin River bridge, now under construction by Lord & Bishop, to Hammer Lane and the Tracy Bypass. Both contracts are expected to be awarded this month.

Of course, the mountain road jobs have nearly all been forced to shut down for the winter. Those that will resume operations next year are the Burchett & Good road job at Red Lake Grade in Alpine County, Lewis-Nicholson road job from Bumble Bee to Beardsley Reservoir and Cooley Bros. road job east of Tuolumne City. However, Cooley's job is at a much

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Freeway \$\$\$ Big News In Valley Area

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

The California Highway Commission today approved more than \$40 million in fiscal 1968-69 for highway construction projects, including rights-of-way and engineering, in Fresno and other San Joaquin Valley counties.

Included was \$5.4 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 \$1,910,000 to complete financing 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 \$875,000.

Also on the Fresno County list: Widen Kings Canyon Road (Route 180) from two to four lanes divided in and east of Fresno, a distance of 2.3 miles, at an estimated cost of \$632,000.

San Joaquin Valley Counties: Kern — \$5,020,000 to complete the financing for extending the four-lane Route 58 Freeway through Tehachapi to a completed section east of Cameron, extend Route 58 Freeway from near Towerline Road to the Edison area east of Bakersfield at an estimated cost of \$4,123,000; \$2,496,000 to complete financing for construction of the initial four lanes of the Westside Freeway in the county; extend construction of the future four-lane Route 178 Freeway at an estimated cost of \$1,070,000.

Tulare County—Convert Route 65 Expressway in Porterville to freeway standards at an estimated cost of \$1,494,000; reconstruct and widen Fremont Trail and Avenue 232 (Route 65) at an estimated cost of \$785,000; widen bridges across the St. Johns River, Cottonwood Creek and its overflow channel and widen culverts on Dinuba Avenue, at an estimated cost of \$170,000; reconstruct and widen El Monte Way in Dinuba at an estimated cost of \$70,000; rights of way on various state highway projects, \$459,000.

The California Highway Commission recently adopted the 20.4 mile \$22.4 million route for California 276 in eastern Tulare County, the all-weather highway to the future Walt Disney development at Mineral King.

The newly adopted routing, recommended by State Highway Engineer John A. Legarra, climbs through the canyon of the east fork of the Kaweah River, northeast of Three Rivers in the Sierra.

The commission action today came without permission of the U. S. Department of Interior to cross Sequoia National Park, which the road must traverse on the adopted route. The adoption, according to Gordon C. Luce, secretary of business and transportation, was accomplished so the state may have a firm proposal to put before Interior Department authorities.

The route recommended by the Division of Highways is a two-lane, 28-foot roadbed with some passing lane facilities.

The \$22.4 million cost includes rights-of-way.

Luce said the highway will

serve a Disney project which market research claims will generate millions in tax revenues as soon as it begins operations.

The \$35 million Disney development, he said, will draw more than \$1 billion during its first 15 years of operation.

Operated on a long-term lease on publicly owned land, the resort is expected to add some \$57 million to the state's economy within 10 years.

Luce said the Mineral King resort and the highway project leading to it have received wide public support.

Among those who have endorsed it, he said, are former Gov. Edmund G. Brown, Gov. Ronald Reagan, U. S. Sens. Thomas Kuchel and George Murphy, Secretary of Agriculture Orville Freeman, Los Angeles Mayor Sam Yorty and the Tulare County Board of Supervisors.

Luce said that in his opinion, since one branch of the federal government, the U. S. Department of Agriculture, encouraged the development, it is unreasonable for the U. S. Department of Interior to withhold approval.

The California Highway Commission today approved a 1968-69 highways budget which provides for more than \$731 million in highway and freeway construction.

The budget includes more than \$400 million for major construction and just over \$193 million for right-of-way acquisition.

Samuel B. Nelson, Reagan administration public works director attending his first commission meeting, said the major emphasis in construction funds remains on

the state's 2,165 mile portion of the national system of interstate and defense highways. The budget document contains more than \$426 million in federal funds.

Gordon C. Luce, secretary of business and transportation, said while it is gladdening to see an "increase of more than \$42 million" above the budget of last year, "the money is still inadequate for the job we have to do."

An analysis of the budget shows a total of \$6 million has been for traffic safety projects in the "low-price range," those costing from \$5,000 to \$50,000. Nelson disclosed the budget has reached the \$10 million limit set by the legislature on landscape maintenance.

In addition to construction items the budget contains just less than \$100 million for highway purposes other than construction.

Men and machines started this week to forge still another of the many links of the vast Westside Freeway in an 11-mile long swath that will run from State Route 41 in Kings County to Lassen Avenue in Fresno County.

The four-lane stretch of the new route between Los Angeles and San Francisco via the West Side will cost an estimated \$5 million by the time it is completed in 1969.

Fresno headquarters of the California Division of Highways Com., puts the project in a "two notes the awarding of the contract to the Peter Kiewit Sons to-go" status, so far as District 6 construction is concerned.

Yet to come is a 16-mile section to be built from Route 41 south-erly to the Kern County line, and

another of 14 miles from the county line south to State Route 46.

The entire 315 miles of the Interstate 5 Freeway between Tracy in Stanislaus County and Lebec in Los Angeles County is scheduled to be completed by 1972.

Some 56 miles of the route north of Los Banos and State Route 152 was opened to traffic a week ago.

The 11 miles of new construction started this week will include three structures—at Milham Avenue, at the Avenal Cutoff Road and at the intersection of a semi-private road three miles south of the Kings-Fresno County line.

Unlike most sections already graded in District 6, this will be paved as soon as the contractor completes the initial cut-and-fill operations. Later on, the already graded 65 miles of freeway to the Merced County line will be paved.

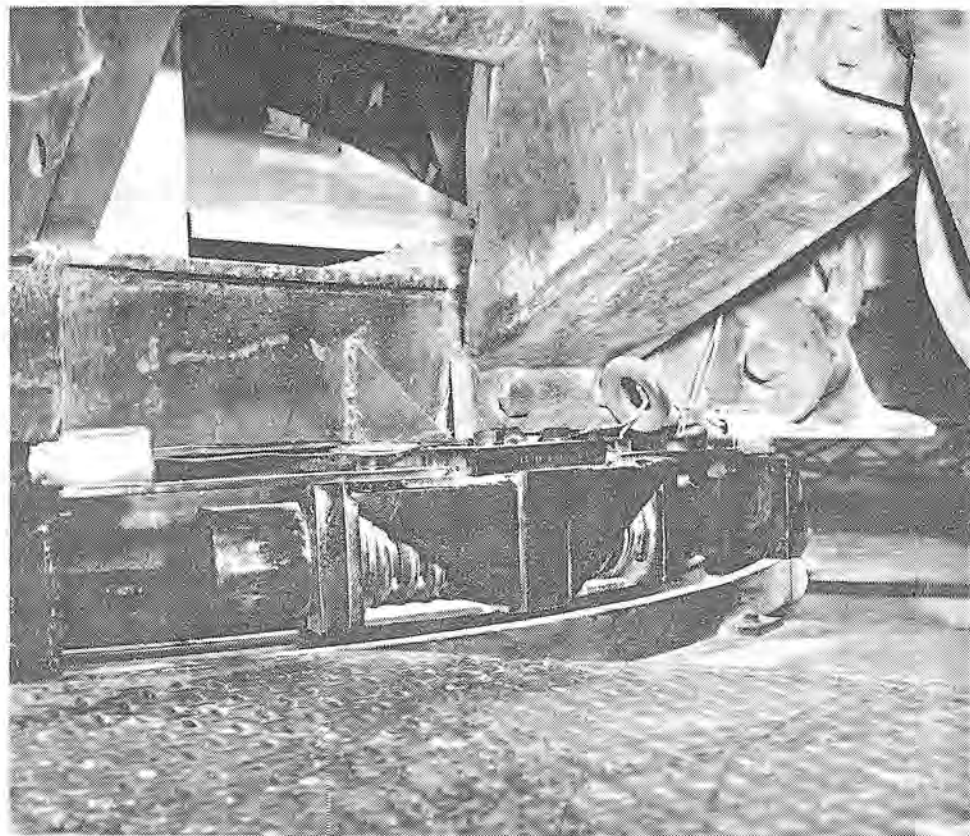
The California Highway Commission has approved four resurfacing projects in Fresno County and okayed extensive renovation of driving surfaces in Kings County.

State Highway Engineer John A. Legarra recommended four asphaltic concrete resurfacing projects for stretches of state highways in Fresno County as part of a statewide resurfacing of 672 miles of highway at a cost of some \$5 million.

The Fresno County projects include:

Two locations on Highway 41, one between Friant Road in Fresno to a point near the Madera County line and the other from Highway 99 to a point about 14

See APPROPRIATIONS page 10



TWO VIEWS of new Boom Travel Limiting Device invented by Bob Ely.

Fresno Brother Patents Boom Safety Device

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 any major modification to a rig. Most important, 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 G. Ely, 8321 Sanders Court, Fresno, California. Area Code 209-251-2319.

Pionbo Races Weather In Road Work

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

We wish to thank all the Brothers in the Marysville District who attended the last District meeting held in Marysville on October 19th.

At this meeting you elected Brother Jack Curtis as your Election Committeeman and Brother T. W. Woody Stewart as Grievance Committee member. We request all of you to give them your full support.

Construction crews are racing against the weather to complete in excess of \$6 million in road projects in the Oroville area. The most major is the 3.9-mile relocation of the Oroville-Quincy Road from the Bidwell Bar suspension bridge north to Canyon Creek. The \$5 million project has been slowed by earth slides, but if weather permits it can be completed by the end of next month.

Pionbo Construction Co. crews started paving the mountain road last week, and should have that phase completed soon. In event the temporary road is inundated the new road can be opened to traffic while the contractor completes it. Crews have been working 12 hours a day and weekends to beat the winter rains.

The state is financing the project as part of the water project. Another state-financed road job is also nearing completion, possibly this month. It is the new Feather Falls road, which will cut driving time between Oroville and Feather Falls about 15 minutes. The 9.6-mile realignment includes the 1,175-foot Enterprise Bridge. The road has been open as far as the Forbestown intersection since late last month.

Although not as expensive, the \$158,588 improvement of Grand Avenue and Tres Vias Road between the Oroville city limits and the Thermalito power plant is an important project. It is the best road project in Thermalito in 10 years. The paving and widening job is being done by A. Teichert and Son of Yuba City. Completion is scheduled for this month.

Also scheduled for a November completion is improvement of Glen Drive near the department of water resources headquarters building for Oroville Dam. The improvement is being financed by the state so the road will be able to withstand continued use of heavy maintenance equipment.

Butte Creek Rock Co. recently completed paving and widening of Lower Wyandotte Road between Wyandotte Avenue and Oroville-Bangor Highway at a cost of \$114,831. It was a county project.

Yuba City's water improvement project, on which work is scheduled to begin this month, probably will cost about \$500,000 more than the \$3.25 million in bonds scheduled to be issued Dec. 4.

The Yuba City Council awarded the contract on the major portion of the project, the treatment plant and related facilities, which is expected to be completed by December 1968. The question of a city official determined that there will be additional costs beyond the amount of the bonds, which will be paid off by revenues from the increased water rate.

Granite Construction Co. of Watsonville was awarded a \$2,393,951 contract for the treatment plant and Lentz Construction Co.

of Sacramento was awarded a contract to complete \$567,000 in work on the distribution system. In addition to those costs, and \$289,049 in other costs in connection with the major sections of the project, there will be at least \$414,037 in expenses for work completed and purchases made which will add to the final total.

The existing additional expenses include \$264,037 for two one-million-gallon water storage tanks, \$150,000 for purchase of sites for the water storage tanks. In the future, there will be about \$15,000 in expenditures for land acquisition.

Granite Construction was awarded a contract totaling \$2,393,951, which included \$2,379,451 for the treatment plant with the preferred gravity sedimentation system, \$12,000 for laboratory equipment and \$2,500 for additional pilings and backfill gravel. Lentz Construction Co. of Sacramento will complete the main water line grid system around the city. Lentz has completed part of the work under its \$567,000 bid and was awarded the contract on the balance of the work.

The entire project involves construction of a facility to withdraw water from the Feather River and pump it to the treatment plant, construction of the treatment plant and storage facilities and the installation of the main water line around the city which will be tied in with existing lines. There are existing storage tanks which hold more than two million gallons of water which will maintain pressure in the system.

The water treatment plant, when completed December, 1968, will have a daily capacity of eight million gallons. The system with the revised sedimentation system, will have a maximum 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.

Work is nearing completion on the huge penstock that will carry water from a tunnel outlet at the new Colgate powerhouse on the Yuba River near Dobbins. The penstock sections are being swung into place, then bolted and welded together.

The water will travel from the new Bullards Bar reservoir through the tunnel, then down the 4,000-foot-long penstock to turbines in the powerhouse, the principal power producer for the \$180 million new Bullards Bar project of the Yuba County Water Agency. The project is being financed mainly through the sale of revenue bonds, which will be redeemed by sale of project hydroelectric power to Pacific Gas and Electric Co.

The new powerhouse will generate 316,000 kilovolt amperes, repave the present Pacific Gas and Electric Co. plant. The penstock sections are steel, several inches thick, and were fabricated by U. S. Steel in San Francisco. They were transported by barge to Meridian, where they were located onto large, flatbed trucks and taken through Yuba City and Marysville to the project site.

As work proceeds on the penstock, the new Bullards Bar Dam is taking shape upstream. The 640-foot-high concrete arch dam will hold back 15 billion cubic yards of water (930,000 acre feet) when full. From the reservoir, water will be released into a short penstock that takes it to a 23,600-foot-long tunnel on its way to the 4,000-



NEAR COMPLETION—Pionbo Construction crews are working overtime to complete the 3.9 mile construction of the Oroville-Quincy Road between

the Bidwell Bar suspension bridge and the Canyon Creek bridge pictured in the foreground.

foot-long new Colgate penstock. From the dam to the penstock there is a drop in elevation of about 500 feet, and the tunnel narrows from 26 to 16 feet in diameter, forcing the water to travel faster.

The penstock, itself, is 14.5 feet in diameter at the tunnel outlet and 12.75 feet in diameter where it splits into two sections at the powerhouse, and as it becomes more narrow, the water is forced to a higher speed. The drop in elevation from the top of the penstock to the bottom is about 900 feet.

The penstock sections weigh a total of about 8.8 million pounds and are designed to withstand a pressure of 600 pounds per square inch. At the powerhouse the penstock splits into two pipes, each of which go to a turbine. The new Colgate powerhouse is one of two included in the new Bullards Bar project. The other, the new Narrows powerhouse, will generate 55,000 kva. The entire project is scheduled for completion in 1970. The Colgate powerhouse, however, might be operational before then.

Congress has passed and sent to the President for signature a \$4.6 billion public work bill for fiscal year 1967-68 that includes \$100,000 for preliminary work on the Marysville Dam project. The \$100,000 will enable the U.S. Army Corps of Engineers to begin preliminary studies on the \$132 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 Bullards Bar Dam now under construction, the Marysville Dam will provide virtually complete flood control on the Yuba River.

The \$100,000 appropriation was left out of the President's budget requests for the current fiscal year, and at first the House refused to include it in the appropriations bill. It was included in the Senate version of the bill, how-

ever, and later approved by a joint Senate-House conference committee.

Baun Construction Co. has completed a new high-level section of Highway 20 at the east city limits of Marysville. Traffic 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 highway section parallels 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 \$576,000 construction job. Bids were advertised late in 1966 and construction began in February of this year. The roadway elevation was raised. Highway engineers studied floods from the past 100 years and established the elevation of 80 feet above sea level as a road level that would prove serviceable even under the most severe flood conditions.

Portions of it were flooded in 1959, 1964, 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 concur 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 \$731 million budget for the coming year adopted by the commission at a

meeting in San Francisco. Of the \$835,000 for the two counties, \$535,000 will go for acquisition of right of way for Highway 99 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.

Joy Bailey Co. of Woodland is low bidder on a State Division of Highways contract to repair storm damage along Interstate Highway 5 and one-half miles north of Orland at Stony Creek. Bids were opened yesterday and the firm's apparent low bid was \$84,353 among six proposals submitted, according to state highway officials at the Marysville district office. Heavy runoff from Black Butte Dam during a storm damaged a section of right-of-way along the interstate freeway and work to be done on this 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 8 a.m. and 5 p.m. The job will take an estimated eight weeks.

WEST SIDE NEWS

Work as of this date is beginning to slow down due to the start of fall rains and job finishing.

Gordon H. Ball, 15 miles of the freeway in Arbuckle is on its last days, a small crew of seven are trying to put the last touches to the on ramps so the state will sign it off. To the crew who made the money for Gordon H. Ball job well done, sorry it had to end, but as the saying goes, "All things must end."

C. K. Moseman job on the Sutter Bypass is going at full steam to



TWO KEY PIECES of equipment being used on the Burmiester-to-Timpie highway job in Utah are the 651 Scaper and 24-yard Trailer (left) and a new "Wheel." Fife Construction is the prime contractor on the job. Reports on the MX Wheel say that it has



not produced as expected to date, however, once some minor engineering bugs are ironed out, it is expected to go full throttle.

Abbott G. M. Diesel Joins Local No. 3

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

We would like at this time to welcome the employees at Abbott G. M. Diesel to the ranks of Local #3 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 G. 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 such as wages, 25¢ per hour the first year; 15¢ the second year and 15¢ the third year, for a total of 55¢ in wages for the three years. In addition, the employer will pick up the total contribution of insurance effective November 1, 1967. This amounts to a savings for the employees of about \$14.00 per month.

We were able to get 5 days per year sick leave. This will be a big benefit to everyone.

The one very important thing everyone was concerned about was a pension program, and we were able to get the Operating Engineers' Pension Plan, a total contribution for the three years of 15¢ per hour.

The total cost of the package that has been negotiated would easily be in excess of 90¢ for the three-year contract.

The number of Brothers working on the Gibbons & Reed and Chadwick & Buchanan Solar pond complex has been reduced considerably. However, the continuing good weather and the letting of new jobs has kept the out-of-work list low.

Gibbons & Reed were low bidders for the two and one-half million dollar Rattlesnake Pass highway job near Snowville. Brother Grant Collect, project superintendent for Gibbons & Reed, presently has fifteen Brother Engineers employed on this job and hopes to continue through the winter. Eventually a second shift will be started on this job.

The Gibbons & Reed, Ogden division, has completed most of their projects. They are presently seeking new jobs and hope to have their 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 in full production.

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

Other contractors working in the area are as follows: Culp Construction, Cannon-Papanikolas, Horne-Zwick Construction, Hogan and Tingey, Pinkard Construction, Nielson Erection Company, Macco, Inc., and Vic Baker Crane Rental.

J. B. Parsons Company are still going strong on its Wendover job. Near perfect weather has greatly enhanced its chance of making a good percentage on this one. Much the same crew as started this job are still on it. Kind of hard to 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 en route to Salt Lake City the evening of November 10. Ira Whitney and Pinky Collett narrowly escaped very serious injury when Brother Whitney's car encountered a pickup which had just ended things for a big steer. The results were a couple of days for each in the hospital. A total loss of Brother Whitney's car, and two weeks at home for each. The only consolation being that it could have been worse. We wish these Brothers a speedy recovery and no ill effects.

The Healy-Hess job at Knolls is stretching out to the west. This job has presented more than the usual problems. They were forced to change barrow pits and are now hauling an additional 12 miles. The new haul road presented many problems to get in shape—they hauled as much material onto it 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 20,000 yards per day. An increase in the size of the trailer is contemplated,

which they hope will result in 30,000 yards per shift.

Fife Construction Company is working two shifts on their Burmiester-to-Timpie job. They are pulling belly dumps behind the 651's and have a new wheel for loading. The wheel has not produced to expectation because of mechanical difficulties. It looks as if it could produce once they overcome the bugs. Forty-two Brothers are employed on this project.

Northwest Engineering Company at 6400 South and the Freeway are slowly making their job shape up. They have had two 38B's with draglines loading the International scrapers with mud and wasting 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 showing above the ground. Gilmore Steel Company have the structural and re-bar. P. L. Larsen 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.

Stearns and Rogers job is almost completed and are at present employing approximately ten Engineers. However, there is some indication of an extension of this job.

Morrison and Knudsen 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 there are expected to be approximately 60 Engineers employed—this will be a two-shift operation. Clark E. DeLong is steward.

Vinnel Corporation is about 75% completed with their section of I-70 which will connect to M & K section. Vinnel has had some difficulty with specification on rock. This is primarily sandstone in this area. Vinnel has crushed 250,000 tons that will have to be re-screened and is causing some delay in completion.

Christensen Construction Company is moving in on the section of I-70 out of Cisco. They have been pre-wetting 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 Kent will be Superintendent on this job.

Cox Brothers Construction Company are, at this time, about 95% 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 \$3,073,284. The State Engineer estimated this job at \$4,610,394. They are also getting started on another 8-mile section of Highway in the Bullfrog area near Lake Powell.

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IMPORTANT NOTICE

Recording - Corresponding Secretary T. J. "Tom" Stapleton asks all members to check the revised meeting list very carefully as there have been a number of changes that will have an effect on the upcoming nomination and election of delegates and alternates to the International Union of Operating Engineers International Convention.

The union official urged all members to read the regulations carefully and all participants to be sure that the necessary forms and time schedules embodied in the rules and regulations are met.

Dual Dams Due Soon

CLAYTON — A \$4.8 million construction plan for two large earth-fill dams and establishment of a major recreation area south of here was submitted this morning to directors of the Contra Costa Soil Conservation District. The dams would alleviate Diablo's annual flood threat.

The project was outlined by three representatives of the State Division of Soil Conservation. It would require about \$3 million in state and county contributions, with about \$1.8 millions of federal monies.

Speakers were G. Robert Julian, division engineer; David Tate, division economist; and Richard Howell, engineer.

NO RECOMMENDATION

Preliminary plans have been completed, but assent must be obtained on several governmental levels before detailed planning begins, Julian said. The project is rated as "feasible," but no recommendation is offered, he added.

The largest proposed dam would be located where Mt. Diablo Creek intersects Marsh Creek Road, just south of Clayton Road.

It would be 55 feet high, 1,600 feet wide at the top, with a capacity of 1,700 acre-feet of water. About 130 acres of land must be purchased for the dam and its recreation area, including picnicking, boating, hiking, 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 feet, with a capacity of about 500 acre-feet. It would not have a recreation area.

The entire project is offered as an alternative to an earlier plan, which would not have included any dams or 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 Bailey Road.

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 district and the County Water Conservation and Flood Control District, if approved by all of them.

IUOE Convention Rules Adopted

T. J. "Tom" Stapleton, Corresponding - Recording Secretary, Operating Engineers Local Union No. 3, officially announced this week that the Election Committee, on December 12, 1967, has adopted the following rules governing nomination and election of Delegates and Alternates to the International Union of Operating Engineers International Convention to be held the first (1st) week in April, 1968.

OFFICIAL ELECTION
RULES OF NOMINATION AND ELECTION
OF DELEGATES AND ALTERNATES TO THE 28TH
CONVENTION OF THE INTERNATIONAL UNION OF
OPERATING ENGINEERS

READ CAREFULLY

Following are the regulations governing nomination and election of Delegates and Alternates to the I.U.O.E. 28th International Convention as adopted by the Election Committee on December 12, 1967:

SECTION 1.—In addition to the Business Manager and President who are Delegates by virtue of their election to such offices there shall be Fifty-Five (55) Delegates and Ten (10) Alternates elected.

NOMINATIONS—SECTION 2

Nominations shall be in writing in the form following, and shall be delivered by the nominator at the meeting when nominations are called for by the presiding Officer. The presiding Officer when nominations are closed shall read the nominations to the meeting and deliver them to the Recording-Corresponding Secretary.

NOMINATION

The undersigned hereby nominates _____

Register No. _____, Social Security No. _____
for Delegate or Alternate to the 28th Convention of the
International Union of Operating Engineers.

Signature Social Security No. _____

Register No. Print Name _____

SECTION 3.—All members, not suspended for non-payment of dues as of December 31st, 1967, of the parent Local Union and branch subdivisions of Operating Engineers Local Union No. 3 *except* those members of Junior and Assistant Engineers Sub-division (3A) and Registered Apprentice Engineers Sub-divisions shall be eligible to nominate candidates for Delegates and Alternate.

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 declared ineligible to nominate by reason of any alleged delay or default in payment of dues by his employer to the Local Union.

NOMINATING MEETINGS			
District No.	Location	Month of January Date and Day	Meeting Place Address
1-D	HILO, Island of Hawaii Specially Called	2nd—Tuesday 7:00 p.m.	Hawaii Technical School 1175 Manono St., Hilo
10	SANTA ROSA Specially Called	2nd—Tuesday 8:00 p.m.	Veterans Memorial Building 1351 Bennett Ave., Santa Rosa
12	SALT LAKE CITY Specially Called	2nd—Tuesday 8:00 p.m.	1958 W. North Temple, Salt Lake City
1	SAN FRANCISCO Regular	3rd—Wednesday 8:00 p.m.	Labor Temple, 16th & Capp, San Francisco
1-D	HONOLULU, Island of Oahu Specially Called	3rd—Wednesday 7:00 p.m.	YWCA Community Rm. 1040 Richard Street, Honolulu
4	EUREKA Regular	3rd—Wednesday 8:00 p.m.	Engineers Building 2806 Broadway, Eureka
11	RENO Specially Called	3rd—Wednesday 8:00 p.m.	Musicians Building 120 W. Taylor, Reno
3	STOCKTON Specially Called	4th—Thursday 8:00 p.m.	Engineers Building 2626 N. California, Stockton

7	REDDING Regular	4th—Thursday 8:00 p.m.	Engineers Building 100 Lake Blvd., Redding
8	SACRAMENTO Specially Called	4th—Thursday 8:00 p.m.	C.E.L.&T. Building 2525 Stockton Blvd., Sacramento
2	OAKLAND Specially Called	5th—Friday 8:00 p.m.	Labor Temple 2315 Valdez St., Oakland
6	OROVILLE Regular	5th—Friday 8:00 p.m.	Prospectors Village Motel Oroville
5	FRESNO Specially Called	5th—Friday 8:00 p.m.	Engineers Building 3121 Olive St., Fresno
1-E	GUAM Specially Called	6th—Saturday 8:00 p.m.	The Panciteria Far East Cafe Marine Drive, Tamuning, Guam
9	SAN JOSE Specially Called	6th—Saturday 8:00 p.m.	Labor Temple 45 Santa Teresa Ave., San Jose

SECTION 4.—The Recording-Corresponding Secretary within five (5) days of the conclusion of nominations shall mail to each member nominated at his last known home address notice of his nomination as a Delegate or Alternate to the 28th International Convention.

ELIGIBILITY TO BE A CANDIDATE—SECTION 5

Any members of the Parent Local Union and/or Sub-divisions B, C, D, and E who on the day he is nominated has been continuously in good standing for one (1) year and continuously a member for not less than five (5) years, all next preceding the first day of the dues period in which the election is held, shall be eligible to be nominated to be a candidate for Delegate or Alternate to the 28th Convention of the International Union of Operating Engineers from Operating Engineers Local Union No. 3.

The first day of the dues period in which the election is held is:

(a) For quarterly dues is January 1, 1968, and
(b) For monthly dues is February 1, 1968.

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 declared ineligible to nominate by reason of any alleged delay or default in payment of dues by his employer to the Local Union.

NOTE: However, such eligibility may be lost by failing to file as required by Section 6 hereof, or by not attending his regularly scheduled District Meeting and Semi-Annual Meeting held after nomination and before election unless excused from attending for good cause such as physical incapacity, death in family, but not including work assignment.

NOTE: No member nominated and otherwise eligible shall be a candidate until he has filed his Acceptance of Nomination and Affidavit. The names of all candidates shall be read at all Meetings after the nomination and before election. No member nominated will have his name read at meetings until he has filed his Acceptance of Nomination and Affidavit.

SECTION 6.—All members nominated, otherwise eligible, in order to continue to be eligible shall file with the Recording-Corresponding Secretary of the Local Union an "Acceptance of Nomination" and a Non-Communist and Section 504 Labor Management Reporting and Disclosure Act of 1959 Affidavit approved by the Election Committee within ten (10) days after having been notified of his nomination in writing by the Recording-Corresponding Secretary. Such filing shall be made at the office of the Recording-Corresponding Secretary, 474 Valencia Street, San Francisco, California 94103. Copies of such Acceptance and Affidavits will be available at all meetings at which nominations are made and in the office of the Recording-Corresponding Secretary of this Local Union and will be mailed to all members nominated.

SECTION 7.—All members nominated, otherwise eligible, shall continue to be eligible *provided* that thereafter each nominee attends all regularly scheduled membership meetings in his District and the Semi-Annual Meeting in San Francisco on January 13, 1968, subject, however, to a reasonable excuse based upon good cause such as physical incapacity, death in family, but not including work assignments.

Those Excused by the Committee by Reason of the Extended Territorial Jurisdiction of This Local Union

NOTE: All members nominated who are more than one hundred (100) miles from San Francisco on January 12, 1968 and January 13, 1968 are excused for good cause from attending the Semi-Annual Meeting on January 13, 1968 in San Francisco, California, as are all who are more than one hundred (100) miles

Convention Rules Continued

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

District No. 1	San Francisco	January 3	Wednesday
4	Eureka	3	Wednesday
7	Redding	4	Thursday
6	Oroville	5	Friday

Sub-District No. 1-D Honolulu 17 Wednesday

District No. 8	Sacramento	February 1	Thursday
3	Stockton	6	Tuesday
9	San Jose	7	Wednesday
2	Oakland	8	Thursday

Semi-Annual Meeting—San Francisco January 13 Saturday

A member nominated who claims to be excused for this reason shall notify the Recording-Corresponding Secretary in writing, by letter or telegram, not later than 5 P.M. Local San Francisco Time, February 13, 1968.

TIME OF ELECTION—SECTION 8

Ballots shall be mailed on February 18, 1968, and must be returned to the Post Office Box on or before February 28th, 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 18th, 1968, 5 P.M. Local San Francisco Time, of the parent Local Union, Junior and Assistant Engineers 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 declared ineligible to nominate by reason of any alleged 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 least number of votes at the bottom of the list and they shall be numbered in descending order, one (1) through Sixty-Five (65).

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 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 as in this section provided, and the candidate with the next highest number of votes shall receive the number next 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, Fifty-Six (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 or otherwise; 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 costs involved, 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, the contents 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 such 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 their validity. 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 libel or slander the Local Union, its Members, its Officers, District Members, or any 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 January 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 purposes authorized in this chapter may also authorize deductions to be made from their salaries, wages, or retirement allowances for the payment of dues in 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 deduction shall be a charge against such organization, provided the same shall not exceed 2% of the amount deducted."

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 say that the Trust Territory may one day become the capital of a reintegrated island complex that would include all the Marianas Islands and that this would result in a "Commonwealth" of Micronesia 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.

Contracts Out On BART Job

Contracts totaling \$499 million and covering more than 55 miles of the 75-mile Bay Area Rapid Transit rail network have now been awarded, according to District engineers.

In early October, thirty-nine active construction contracts were in force with more than 4,000 men engaged in building the BART system.

Engineering design work is nearly 80 per cent complete and first phase construction is approximately 20 per cent complete. Nearly all of the right-of-way for the system has been certified for purchase, and about 80 per cent of it has been purchased for \$78 million.

14TH TUBE SECTION

The 14th tube section of the 57 necessary to complete the Trans-Bay-Tube—largest single contract in the BART project—has been lowered into place, with a construction schedule calling for the placing of a section every two weeks. It is estimated that overall progress on the Trans-Bay-Tube contract is 40 per cent complete.

Subway tunneling is pushing ahead in Berkeley, and San Francisco, with tunnel shields in place at Ninth and Harrison Streets in Oakland. Work forces on tunneling and subway stations in San Francisco alone now total nearly 600 men.

Aerial structure work continues apace in El Cerrito, is complete in Albany, nearly complete along Grove Street in Oakland, and is approximately 45 per cent complete on the Southern Alameda County line, extending from Oakland to Hayward.

SUBWAY WELL AHEAD

A highlight of construction progress can be found in Berkeley, where cut-and-cover excavation of a segment of line leading from the Central Berkeley Station to the Ashby Place Station is 11 months ahead of schedule.

More than 750 men are at work on the Grove-Shafter Freeway and Highway 24 in Contra Costa County, where joint transportation corridor agreements for nearly 11 miles have been reached by BART and the California State Division of Highways. BART tracks occupy the median of both freeways, and all contracts are moving ahead under Division of Highways' guidance.

AFL-CIO Steps Up Strike Aid

WASHINGTON—Two key departments of the AFL-CIO, acting under instructions of Federation Pres. George Meany, are setting up intensive programs to assist the 60,000 strikers in the non-ferrous 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 alerted regional offices in each affected area to step up their support of the strike. The regional heads have been instructed to mobilize the AFL-CIO central bodies in each area so that their members, and community opinion-makers, can be rallied behind the union effort.

Appropriations Promise Bright, New '68

Continued from page 5
miles north of the Fresno County line

The other projects are on Highway 168 from Pine Ridge to a point five miles east of Dinkey Creek Road at Shaver Lake and on Highway 180 from a point in Mendota at Highway 33 to the east for just shy of four miles. The new surface will put an inch to an inch and a half of asphaltic concrete on the roadways for a minimum of seven years of smoother motoring.

Extensive resurfacing in the same program—a total of \$325,000 worth—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 Highway 41.

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

Highway 41 from Kettleman City to a point about five miles south of Highway 198 and to a point near the Kern County line.

Highway 198 near Lemoore Naval Air Station and from 3 miles east of Hanford to the Tulare County line.

Three such projects, valued at \$133,000, with a total length of 16 miles of roadway, won approval for Tulare County. Two such resurfacing jobs were okayed for Madera County, on sections of Highway 41 and Highway 233. A four-mile resurfacing was set for Highway 59 in Merced County.

Plans for development of four major recreation areas on the Merced River Project have been completed by the Merced Irrigation District.

The multi-million dollar program will be financed by Davis-Grunsky Act funds.

The first unit will be completed one year from now and it will be at McSwain forebay. The first phase of a 30-year development program at Barrett Cove is scheduled for completion May 31, 1969. This area will be developed in three stages at 10-year intervals as will the McClure Point campsite.

The first phase of the McClure project is scheduled for completion October 31, 1969.

Horseshoe Bend will be developed in a single operation and will be completed Jan. 31, 1970.

Recreation plans also call for building of a salmon fishery that will eventually provide an annual salmon run in the Merced River. Salmon were quite common in the stream prior to the development of the original Exchequer Dam.

The McSwain Recreation Area, located about a mile east of the Merced-Mariposa County line, will contain 80 family camp units, 48 family picnic units, a swimming lagoon, swimming beach, parking area for 96 cars, a two-lane boat ramp, an acre of boat ramp parking, 65 ramadas (shade structures), five sanitary buildings with full water supply and sewage treatment plant, and fish cleaning facilities. Twenty-five acres will be planted to trees by Dec. 31, next year.

The first phase of the Barrett Cove facility will include 250 family camp units, 96 picnic units, swimming lagoon and beach, parking for 192 cars along the beach, two acres of boat ramp parking, two two-lane boat ramps.

Barrett Cove also will have 11 sanitary buildings with full water supply and sewage treatment

plant. There will be fish cleaning areas. It will not be necessary to build ramadas or plant trees because the area now is wooded. Barrett Cove is located about six miles northerly from Exchequer Dam.

McClure Point will have 83 family camp units, 64 picnic units, swimming lagoon and beach, parking for 128 cars, a three-lane boat ramp, 1.5 acres of boat ramp parking, 74 ramadas, five sanitary buildings, fish cleaning facilities. Two hundred acres of trees will be planted by Dec. 31, 1969. McClure point is about two miles northerly from Exchequer.

Horseshoe Bend, about four miles southwesterly from Coulterville off Highway 132, will have 83 family camp units, 32 picnic units, a swimming lagoon and beach, parking for 65 automobiles, a two-lane boat ramp and an acre of boat ramp parking, 42 ramadas, three sanitary buildings and fish cleaning facilities. Twenty-five acres will be planted to trees by Dec. 31, 1969.

Sanitary facilities at all four major campsites will include shower facilities.

Fishing in the Merced River, according to the report, will be substantially improved.

Construction work for fiscal year 1968-69 is on the upswing. The California Highway Commission has approved more than 40 million dollars in fiscal 1968-69 for highway construction. Included was \$5.4 million for the purchase of right-of-way for the proposed north-south freeway through the City of Fresno.

Widening Shaw Avenue (Route 168) from two to four lanes divided in and near Clovis, a distance of 2.3 miles, at an estimated cost of \$395,000.

Reconstruct and widen Clovis Avenue from two to four lanes between McKinley and Garland Avenue, a distance of 4.6 miles, at an estimated cost of \$643,000.

Approved work for Merced County:

\$1,025,000 has been allotted to complete the financing for constructing a four-lane expressway to Route 152; reconstruct and widen Sullivan Road, Route 140 between Route 33 near Gustine and Interstate 5 freeway, at an estimated cost of \$400,000.

The L.A. firm, Charles Wagon Company of North Hollywood, has been awarded a contract for constructing 71 public housing units in Firebaugh, San Joaquin and Laton at a cost of \$842,000.

The State Department of Public Works will open bids in Sacramento January 17 to make Highway 152 a four-lane expressway between Los Banos and intersection of Highway 33 in Merced County. The 11-mile job has been budgeted at \$3,832,000.

The Fresno firm, American Paving Company, has been awarded a contract for \$350,873 for the widening of Belmont Avenue between Motel Drive and Marks Avenue. The widening and road improvements cover a distance of 1.7 miles. Construction is expected to begin this month.

The first major reconstruction of the Fresno Air Terminal's main runway since it was built 26 years ago will begin in March. The job is expected to take an estimated two months. Once construction is started crews will work seven days a week, 24 hours a day to complete the job in the estimated 60

calendar days. During this time the runway will be closed to all traffic. The required commercial airliners will fly off a shorter, secondary runway at the terminal. The Air Force and the Air National Guard who operate off the base will be forced to move to another location until after construction is completed. The total cost of the project has not been determined at this time.

\$2,800,000 Water Bond Issue went over big in the City of Coalinga. This vote will make possible construction of a pipeline to bring fresh water from the Pleasant Valley Canal to the City. The Federal Government is contributing \$2,271,000 toward the project.

Vinnel Corp. is 80 per cent complete on their Interstate 5 job. They have approximately 41 of the brothers on the payroll.

Owl Rock has cut back to a single shift due to the fact all of the paving has been completed on the San Luis Canal.

L. D. Folsom & Peter Kiewit & Sons had a safety contest going for 4 months and it ended in a draw with one bee sting for each company. A safety dinner was held at the Elks Hall in Coalinga. There were many interesting speeches on safety. Jim Johnson received his 100,000 man hours award and is well on his way for the 200,000 hour award. Good work Jim, you are a credit to the construction industry.

The rains have slowed several jobs down. Fred J. Early's Pumping Plant at Badger Hill had severe water damage and some of the brothers worked Thanksgiving Day and Saturday and Sunday building a dike to prevent any further water problems.

The California Highway Commission has adopted the 20.4 mile route for California 276 in Eastern Tulare County, the all weather highway to the future Walt Disney development at Mineral King. The cost of this two lane 28-foot road bed is approx. \$22.4 million.

The U. S. Bureau of Public Works is asking for bids on a contract to repair approximately 10 miles of the Generals Highway which received light to heavy damage last December. Park officials report the work will start about 2½ miles inside the south entrance to the park and proceed toward Giant Forest.

Bids will be opened in San Francisco November 28th.

Peter Kiewit & Sons is getting off to a slow start on their Interstate 5 job at Kettleman City as they are pre-wetting all of the cuts. There are 11 brothers on the payroll at this time and it looks like a good winter job.

Lentz Company Pipeline job for the Westland Water District will progress rapidly weather permitting. They are expecting two more trenchers to come in any day.

Fresno Paving job at Terra Bella is off and running. There are 3 scrapers going at this time with some real hot shoes in the seats.

P.M.I. Corp. at Lemoore Naval Air Station has about 80 per cent of the ditch work done and they are closing down all their outside work until the rains are over.

Ball & Granite on Reach 5, Huron are in their final stage of clean up. This has been a good money job for the brothers.

Dravo Company at Los Banos Tunnel is nearly finished with the concrete lining.

Continental Company on the same job are working three shifts

patching rough spots in the lining and pumping concrete into fissures behind the lining.

Granite is nearing completion of their freeway 152 job from Los Banos City limits due west to connect with existing freeway. This should eliminate a bottleneck in approaching Los Banos from the West.

On the east end of Hiway 152 at the junction with 99 Hiway, Gordon Ball is making very good progress with most of the concrete poured on that stretch of Freeway.

Cortelyou & Cole have only a few days left as far as grading and paving is concerned on their Administration and shop buildings job at Los Banos Dam.

Crooks Bros. Bootjack Road job in Mariposa County is progressing nicely in spite of a few rainy days. They have been plagued with some very tough rock which has been hard on equipment to say the least. Recently they have brought in some new equipment to replace that which has worn out so that should speed things up considerably. This has been a very good job for quite a few of the brothers.

The jobs higher up in the National Parks have shut down due to recent bad weather. It will probably be Spring before these jobs get to go again.

Inside the City of Fresno the many different sewer line and storm drainage jobs are going at a great rate trying to finish up before the rains come. On foggy mornings this is rather hazardous, both for the motorist and the Local No. 3 operators. Motorists on their way to work are used to driving at last 40 miles per on the nice wide streets in Fresno but with the number of streets under repair this is nearly impossible. Luckily there hasn't been any serious accidents due to construction so far.

Most of the Rock, Sand & Gravel Plants are going strong at the present time and will be for some time to come which is very good.

The Asphalt plants have slowed down during the past months but seem to be picking up again at least partially.

Robert Lee Bradley, son of Brother and Mrs. Hal Bradley, graduated from Fresno State College, Summa Cum Laude in 1966. He was selected to participate in the International Program for his 1967 year. Working toward his Masters Degree at the Free University of Berlin in German and German Literature. Bob is staying a second year (1968). Rarely is a student allowed to stay a second year on this program. Along with his regular school work he is assisting the resident director of foreign students there this year.

He has received approximately \$100.00 a month in scholarships from the German Government this past school year.

During this past summer he worked for Ford Motor Co. in Köln, Germany. Bob is traveling and visiting as many places of interest as possible during weekends and free time. At the end of the past school year, Bob along with a couple of other students went on a trip which took them to the northern tip of Denmark where they took a ferry to Oslo, Norway, then across to Bergen which he thought was one of the most beautiful cities he had seen in Europe. Then by hydrofoil boat south for about 250 miles, then by land to the southern tip of Norway, back to Denmark through Germany to Belgium and to Paris where the other students were to take a plane for their return to the States.

Other short vacations, he has taken the opportunity to see Prague, Vienna; Salzburg, Austria, where part of "Sound of Music" was made. Also Zurich, Switzerland, and has covered much of the Rhine Cum Country.

Bob's parents went for a visit with him in early part of the summer, flying to Copenhagen where they were met at the airport by their son. Having a few days together there as well as Berlin. His parents went on to Vienna, Rome, Naples, Paris and London.

The last night in Copenhagen to take Scandinavian plane non-stop to Seattle. Then home.

Chinese Center

Continued from page 2
Holiday Inns as the operator; a five-level parking garage to accommodate 460 cars and to be operated by Evon Garage Corp.; and a pedestrian bridge over Kearny St. to link the project to Portsmouth Square and Chinatown proper.

The 20,000 square foot cultural and trade center will be leased for \$1 per year by a non-profit corporation, the Chinese Culture Foundation of San Francisco, a group headed by savings & loan banker J. K. Choy. Within this this center, which will take up the entire 3rd floor of the hotel structure, will be found a 500-seat auditorium for the performing arts—notably Chinese operas and plays; an exhibition hall with 18-ft.-high ceilings to permit advantageous display of scrolls plus paintings, jade and oriental artifacts; lecture rooms and offices for community use such as immigration educational classes and seminars.

Joe Yuey, Chinatown civic leader and a restaurateur, will be donating approximately one-half of his art collection (valued at \$1

million) to the center and will place the remaining half on loan for display there.

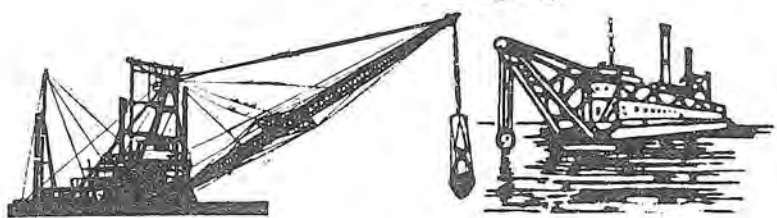
Moreover, there is persistent talk that Avery Brundage may be interested in exhibiting portions of his collection in the new center.

Envisioned as linking Chinatown to the new center is a pedestrian footbridge some 28 ft. wide. The bridge would extend from Portsmouth Square over Kearny to the site of the old hall. The San Francisco Board of Supervisors has approved the concept. However, official approval from other city agencies and departments will not be sought until early next year.

The old Hall of Justice is, of course, bounded by Washington, Kearny and Merchant Streets. The city will receive \$850,000 net for the site. The plan to develop such a center dates back to 1965.

This particular concept dates back to at least 1965 and is credited to architects Clement Chen & Assoc. and Dartmouth Cherk. The originators subsequently associated themselves with John Carl Warnecke & Assoc. to detail the basic design.

Dredging



By AL HANSEN

Creek Dredging plans reviewed by Larkspur Park and Recreation Commission for dredging of Arroyo Holon Creek near Piper Park. A revised plan may be submitted within the next month, however. The Army Corps of Engineers cannot 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 because Novato Creek is not a public port facility and does not offer any 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 lagoons, but cannot spend the tax money on Novato Creek, which is on state land. 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.

Dutra Dredging Company has the "Liberty" working in Santa Clara County. The "Alameda" is at Pt. Marian. The "Sacramento" is at Collinsville. The "California" is at Terminous Island. The Tug "Delta" is tied up at Rio Vista. Their 38-D Dragline is at Sunnyvale and the L.S.-98 is at Newark. Everybody is keeping busy.

United Sand & Gravel still going strong on their run for Trans Bay—hauling sand for the Tube.

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

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

Hydraulic Dredging Company have their Dredge "Rogue" and the "Papoose" tied up at their yard in Pittsburg at the present time. The rest of the equipment is still at Foster City, and they will probably in the near future finish pumping 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 way things are progressing at Foster City.

Charlie Hover Dredging have a job at Strawberry, but have not been doing too much this year. They are looking forward to a good year in 1968 in dredging, and we wish them the same.

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

Ideal Cement—also 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.

Western Pacific Dredging starting to get going on their job at Corte Madera Creek—the Dredge "Pohlemus" is now at the job site and she should be dredging within the next week. The Dredge "Riedel" is at Fort Bragg, and they are also coming right along with their job, and of this writing, are bringing the "Riedel" to the Corte Madera Creek job also.

Associated Dredging have their "Orton" working with Western Pacific Dredging on the Corte Madera Creek at present. The "Orton" is a Clamshell and are using it to pick up the old "Shantya" along Corte Madera Creek and they are loading on a Barge, hauling away.

Shellmaker Company—Dredge "Explorer" should be done this week if all goes well—and going to Redondo Beach. About a million and a half yds. of sand to move on this job at Redondo Beach. The Dredge "Vagabond" still going strong up at Elk Horn Ferry pumping sand for fill on the new overhead approaches at Elk Horn Ferry. Dredge "Gypsy" at Marina Lagoon in San Mateo—short job, about 2 to 3 weeks—then they will tow out to Strawberry for another short job of 3 weeks or so. The "Traveler" is not working at the present time—over at Bay Farm Island.

Utah Dredging—still moving right along at Bay Farm Island with their "Franciscan." I wish that we could have four or five jobs of this type as at Bay Farm Island, which is keeping a lot of our brothers busy. Their Dredge "San Mateo" finished its job in the Bay and is probably tied up at their new yard in Stockton at the present time. The company is going to move all of their dredging equipment, office, etc. to their new yard located in Stockton. They should be completely moved by the middle of next week.

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

Personal Notes

Best wishes for a fast recovery to Brother Roy Hinkley, Jr., who was in an auto accident, and will be laid up for about 3 to 6 weeks.

Our deepest sympathy to Brother Ray E. Fryer, who lost his 13 year old son on October 29th—killed in auto accident on Hwy.

Brother Manuel Mello has shipped out to Bangkok for 2 months on the ship "Keystone State" as 1st Engineer.

We are saddened by the news of Brother Walt Miller's son who was killed in Vietnam. Our deepest condolences. Bro. Walt is employed by Manson General.

I wish to thank all the members who sent me cards while I was confined in the hospital and at home during my recent illness. I appreciate your kindness.

In closing my column for this year of 1967, I wish you and your family the best of everything in the coming year, and a wonderful and blessed Christmas.



LOCAL #3 ENGINEERS on Monterey Airport extension job averaged moving 23,000 yards of dirt a day. Shown (back row, left to right) are: Charles Lettunich, Winston Cossey (Job Steward), William Southerland, Jack Smith, Gene Estep, Kenneth Rahn, Lester Williams, Charles Bate, Larry Coburn, Norman Blair, Joe Harrah, Bill Broyles

(Foreman), Billy Freeman, John Douglas; Front row (l. to r.) Harley Davidson (Business Representative), Glenn Dill, Charles Diggins, Warren Moody, Dillard Ferguson, Fred Kuhnert, John McGrath, Henry Marshall, J. A. Deshaies and Robert Skidgel (District Representative).

Santa Clara County Nets Largest Highway Dollars

By BOB SKIDGEL, LYNN MOORE, HARLEY DAVIDSON and ROBERT LONG

The San Felipe Project, scheduled to begin in 1968, is intended to bring water from the Sierra to Santa Clara, Santa Cruz, San Benito and Monterey counties, will benefit farmers, city dwellers and recreationists alike. The project is expected to be completed in 10 years. Cost of the project is estimated between \$95 and \$100 million, but it is expected to return 2.6 dollars for every dollar spent.

Santa Clara County is scheduled to receive the largest slice of the Bay Area highway construction pie next year. Included in the 1968-69 construction program are major segments of the Junipero Serra (Interstate 280) and Guadalupe (Route 87) freeways. Interstate 280 has been designated the Joseph Sinclair Freeway east of its intersection with Highway 17. The 1968-69 budget includes construction of the major portion of the interchange between the future eight-lane Sinclair Freeway and the four-lane Guadalupe freeway.

Work on the Guadalupe freeway includes grading and paving between Brown and San Carlos streets and placing portions of the embankment north of the future Julian expressway. Total cost of the Route 87 and Interstate 280 project is estimated at \$15,900,900, with slightly more than half of the amount scheduled for budgeting in the 1969-70 fiscal year.

The Junipero Serra portion of Interstate 280 will be extended 6.2 miles north from Page Mill Road in Los Altos Hills to one-tenth of a mile northeast of Woodside Road in San Mateo County. This \$5,426,000 project will provide a completed freeway link from the Highway 17 interchange to San Francisco. The interchange

between Interstate 280 and Highway 17 freeway will also be completed at an estimated cost of \$3,700,000.

Other major projects include: Widening of El Camino Real in Santa Clara from four to six lanes for 2.1 miles between Pierce Street and the Lawrence Expressway; Rebuilding and widening of Calaveras Road in Milpitas from two to six lanes between Park Victoria Drive and the proposed Wrigley Drive; and widening from two to four lanes of one mile of Mountain View-Alviso Road between three-tenths of a mile north of Evelyn Avenue and just south of the Bayshore Freeway.

A. J. Raisch Company is working on their resurfacing job for the City of San Jose.

Wattis Construction has laid C.T.B. on part of their project on Homestead Road.

Carl Swenson Company has placed the 3200 yards of concrete on the basement at the new library. They are making progress on the new Labor Temple and the new County Jail addition.

Williams & Burrows have started their job on the new building at San Jose State College. The dirt work has been completed and the pouring of the concrete will begin soon. They are also well along on their job at O'Connor Hospital.

The Atkinson-McKay job at the Village's is progressing very well at this time. All of their street work has been completed on this job.

The street and underground work has been completed on the redevelopment job in the downtown area. They soon hope to get started on the High-rise buildings.

The Huber-Hunt-Nickols & Cory Water Treatment Plant should be done by the 1st of the year.

The Granite Construction job on the Monterey Airport extension is rapidly nearing completion—this has been a very good job for several of the Brothers. John Douglas, Supt. on the project, said this has been one of the smoothest running jobs he has ever seen, and had nothing but praise for the operators working for him. With five 657 Cat Scrapers, 3 D9 Dozers and one D8 Dozer and a Cat 14 and Cat 16 Blade they averaged moving 23,000 yards of dirt a day with 52 working days. The job consisted of a 1600 foot runway extension, a 1700 foot taxi way and a holding apron with one million three hundred thousand yards of dirt to be moved. All of the finish work will be done with 619 Scrapers with paddle wheels working with the blades.

In the Southern part of the San Jose District work is starting to slow a little with some of the small jobs winding up and the King City bypass is quickly drawing to a close. On Granite Construction Job on the freeway at Monterey they have been going hard to beat the rains and are getting caught up there now.

Eklin & Associates are working on their job on the Satellite Central Station near Princess Camp. This job should keep several of the Brothers working until the rains come. Valley Engineers have started work on their quarter of a million dollar sewer job in Salinas; this should be a good job for several of the Brothers. Jasper Construction has just been awarded a 900 thousand dollar job at Soledad state prison; this job consists of five new buildings with work scheduled to start soon. At the University of California at Santa Cruz Williams & Burrows, E. A. Hathaway, Granite Construction and Virgil Kester & Son are very busy on the streets going in and the new buildings going up.

Obituaries

Name — City	Local Social Security No.	Register No.	Deceased
Allan, Howard Esther—Wife 5842 Riverside Marysville, Calif.	3D SS# 547-26-9271	1270929	10/28/67
Baker, John Elmo—Father 1720 Camp St. Carlin, Nevada	3D SS# 526-74-1699	1257131	10/23/67
Broce, George Jr. Bette—Wife 2040 Highland Dr. Concord, Calif.	3 SS# 567-16-9048	341975	11/11/67
Caprara, Ted Mrs. Bobo—Sister Box 379 Novato, Calif.	3 SS# 554-07-1602	449695	11/15/67
Fairchild, K. J. Helen—Wife 2119 So. 99 Hwy Turlock, Calif.	3 SS# 568-10-1175	754119	11/13/67
Foley, Frank Phyllis—Wife 1734 Valley View Rd. Belmont, Calif.	3A SS# 570-10-6505	484682	11/10/67
Hollingsworth, G. Myrtle—Wife 526 N. 10th E. Brigham City, Utah	3D SS# 519-07-4640	828779	10/27/67
Johnson, Johnie Wilma Jean—Wife 1236 Reed St. Yuba City, Calif.	3 SS# 446-20-4753	1192131	11/12/67
Kirch, William Marie—Wife 3465 Pioneer Lane Redding, Calif.	3 SS# 556-20-9929	1187231	11/16/67
Manka, O. L. Velma—Wife Box 199 Murphys, Calif.	3 SS# 549-12-2696	645832	11/10/67
Mascarello, Angelo Margaret—Wife #6 Scotland St. San Francisco, Calif.	3C SS# 570-62-7106	221222	11/5/67
McCain, H. C. Frances McCain—Wife 231 Belden Ct. San Jose, Calif.	3 SS# 245-28-5664	732085	11/22/67
McGlathery, M. S. Thelma—Wife 1856 E. Anita Stockton, Calif.	3 SS# 558-24-5143	490482	11/12/67
McGrath, Anthony ... Margaret—Wife 1524 Carmel Dr. Walnut Creek, Calif.	3 SS# 563-18-3500	804653	11/3/67
Norton, Buford Thelma—Wife 149 Depot Rd. Hayward, Calif.	3 SS# 559-03-0582	523196	10/13/67
Risner, Franklin Jeanne C.—Wife 1046 Redmond Ave. San Jose, Calif.	3 SS# 558-48-9458	1178207	11/9/67
Rosa, Vernon Bernadette—Wife 2296 Mokuhau Rd. Wailuku, Maui	3 SS# 576-38-1585	1175208	4/30/67
Tyson, David Betty—Wife 3015 Bayshore Blvd. Redwood City, Calif.	3A SS# 545-20-8270	908792	10/30/67
Wallace, Tom Ethel—Wife 618 Goldfield Weed Heights, Nevada	3D SS# 446-09-0262	1087823	11/20/67
Watson, Richard Joella—Wife 5 Keystone Ave. Woodland, Calif.	3 SS# 568-42-7192	1136364	11/2/67

September, October, November
60 deceased members.
3 deaths due to industrial injuries.

Apprenticeship Program Showing Well In Nevada

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

The Apprentice Program in Nevada is progressing satisfactorily with only a few on the out-of-work list.

The members of the J.A.C. visited the school on November 1, 1967, to observe the procedure of related instruction and were well pleased with the progress of the class.

We expect the weather to turn for the worse which will shut a few of these jobs down, especially around Lake Tahoe and in the northern part of the state.

Best construction news of the month came when Lear Corp., manufacturers of the famous Lear Jet Airplane and Aircraft Radios and Instruments, indicated they want to build a complex involving approximately 2,150 acres at Stead Air Field. The size of the operation is indicated when they referred to 2,500 employees. We hope this gets off the ground in time to provide some winter work for the Brothers.

We had a well attended Credit Union meeting on the 22nd of November. Brother "Red" Ivy, Credit Union Treasurer, brought everyone up to date on credit union activities. The advantages of purchasing automobiles through the Credit Union was stressed.

Brothers, your representatives in the field will be collecting donations for the Engineers Political Education Committee. Have your money and good intentions ready. This money assists in getting more

highway work turned loose so a couple of dollars donated now could mean several hundred in the pocket further on down the road.

Pestana are on their last two weeks for the pipe line from Vista through Hidden Valley back to the east side of the Reno Airport.

Helms have a two shift operation in their pit at Hidden Valley, and have a lot of subgrade material for the Ring Road operation.

D. C. H. on the power line have been going real good on the footing for the towers. They are about 60 miles south of Yerington and have started raising the towers. The roads on the front end are sure a thing to drive on.

Haumont, who is making the road on the right of way for the power line, is about 10 miles south of Hawthorne and 20 miles west of Hawthorne. They sure have a problem with the lava rock but expect to be at the California border by the first of December.

Industrial are crushing rock for their job on Interstate 80, but are having a time getting it to run as they would like. They are running trains, which consist of a 631 pulling two belly dumps. They sure do move a lot of dirt or rock this way.

Sierra Engineers are busy; they have several new jobs for their shop and are hiring some new people.

Sierra Machinery have all their men working and are busy, although their work is scattered all over the state.

Nevada Paving have been doing several jobs all over town and the state.

D & L Const. have had several

small jobs in town and some out of town.

A. Teichert & Son are still busy on their airport job, keeping several members working.

With the state calling for bids November 30, 1967, for the construction of approximately 11 miles of Interstate 80 over the Immigrant Pass east of Carlin, Nevada. The work picture doesn't look so bad; there is a considerable amount of rock to be moved on this job, and with weather permitting there will be work for some of the Brothers from this area this winter.

Nevada Rock & Sand has completed their job at Deeth and will turn the traffic onto both lanes this week.

Fresno Paving will be finished with the paving on the other two jobs east of Wells for Nevada Rock & Sand within a week or two.

Skyline Const. has completed the excavation for the new school here in Elko and began construction on the buildings.

Industrial Const. will be moving dirt by the end of December (weather permitting) on their job west of Winnemucca. At the present time they are putting in pipe, with one loader and a blade doing the excavation. No major work is scheduled for this job before the last of December and possibly January 1968.

The Carlin Gold Mining Co. has just purchased a new 5-yard P & H diesel-electric shovel and three new K. W. Darts 65 tonners. This will create a few jobs for any of the Brothers who are looking for year-round employment.

Vacation Check List

Did You Forget Something??

The following members have Vacation checks at the Security National Bank, 180 West First Street, Reno, Nevada. If your name appears below, go to the Bank and identify yourself with your Social Security number and pick up your check.

If you are out of town, you can write to the Bank, giving them your Social Security number and your return address and they will mail the check to you. This covers the period from October 1, 1965 to July 1, 1966.

H. Adair
T. E. Adams
V. W. Alford
L. Allard
L. Allen
P. J. Anderson
E. Anderson
G. Anderson
C. Anderson
L. W. Anderson
E. N. Anderson
J. Arnold
R. Arthur
D. M. Atkin
T. Atkinson
B. G. Aultman
L. Bacus
K. Baltinger
J. B. Baker
B. Baker
G. H. Barff
L. W. Barkley
S. Baumgras
H. Bear
G. Bell
R. Bell
A. D. Belt
G. Berry
G. C. Binkley
H. Bird
R. Bishop
S. Bjorge
L. H. Blackburn
J. D. Blackwell
O. F. Blankenship, Jr.
R. V. Bonham
J. P. Borders
T. C. Bottoms
R. K. Bouge
R. E. Bowser
D. A. Boyce

J. Brooke
G. A. Brooks
H. D. Brown
C. W. Brown
L. Brown
R. E. Brown
M. L. Bryan
S. V. Bugica
W. Burdick
D. K. Bullock
L. Burrows
L. Burrows
D. L. Cardinalli
J. B. Carlson
H. Carlton
C. Carr
J. J. Casale
G. Champion
H. L. Chapman
J. Childers
J. Clackett
C. R. Clayton
L. H. Coburn
R. Collins
T. J. Colton
J. J. Conn
J. A. Cook
T. Costello
D. V. Cottam
H. Cowley
R. L. Cress
I. H. Crinklaw
A. Cromwell
B. Crouse
L. J. Curtis
G. Dahl
T. L. Dahling
M. Daly
G. E. Damerell
H. G. Danner
T. G. Davidson
A. Davis

V. Davis
L. C. Dearmond
B. Dehart
E. Delong
J. A. Diaz
J. F. Donahugh
E. C. Douglas
R. E. Draher
G. Drussel
J. Duke
G. G. Duncan
W. A. Dunham
B. F. Duran
J. R. Eames
G. Eastman
D. A. Ekker
C. Eldridge
C. J. Elkin
H. Eltwanger
W. W. Estes
L. H. Evans
J. Evalt
D. L. Farmer
J. Feour
A. J. Fernandes
E. O. Fillin
E. E. Fletcher
F. T. Flynn
G. A. Forbush
A. M. Foremaster
R. G. Foremaster
K. Foremaster
A. B. Foremaster
O. L. Fowler
J. Francis
L. J. Haffey
S. Ham
J. A. Hall
W. D. Hamilton
D. L. Hand
V. N. Hansen
M. C. Hansen, Jr.
M. Hardison
G. Harker
M. E. Harp
P. W. Hayden
C. M. Hayes
C. E. Heacock
S. A. Hellerud, Jr.
K. W. Hellwinkel
A. Helton
W. Hendricks
C. M. Hess
M. Hess
J. R. Hesselgesser
B. B. Hesselgesser
M. G. Hetland
P. Higginbotham
U. E. Highfill
J. R. Hill
T. R. Hill
L. R. Galloway
D. E. Gardner
C. D. Gate
A. Gates
L. E. Gates
A. Gausins

L. Gillette
E. Gillette
M. Gillispie
W. L. Glennon
R. A. Gomez
W. C. Goodrum
G. L. Gorman
J. J. Gorman
E. Green
H. C. Green
J. J. Green
J. E. Guinard
E. Hitchcock
M. V. Howard
E. Hughes
N. Humphries
J. Hunt
R. A. Hunter
L. R. Ingersoll
J. Jackawatz
H. Jackson
B. W. Jackson
C. James
M. B. James
Javo
G. D. Jennings
G. Jensen
G. A. Jeppson
B. E. Johnson
A. E. Johnson
S. D. Johnson
L. S. Johnson
H. F. Jones
G. E. Jordan
W. R. Judd
J. Juliot
R. Kabisch
R. W. Karnes
J. K. Karr
D. G. Kaufman
G. F. Keiker
C. N. Kelley
W. C. Keyoe
W. L. Killian
D. C. Kiser
Kite
J. R. Kline
E. A. Kohlmeier
E. Kpstenko
F. E. Kuhn
E. F. Labelle
L. A. Lamkey
L. Landabrau
E. H. Landis
E. S. Larsen
F. W. Larsen
K. R. Larson
O. W. Lavoy
V. Lee
N. Leegard
K. M. Leishman
J. E. Lemberger
B. Leyva
D. Liggett
S. Lima
J. C. Lindsay
M. L. Lyon
B. Madsen

U. Maldonado
G. H. Mallette
D. D. Malone
J. O. Malone
F. Malone
J. J. Mandeville
E. M. Manley
L. Marengo
J. L. Markell
J. J. Markert, Jr.
P. Mascarenas
J. Matthews
O. F. Mattice
M. Mauldin
J. Maynard
E. H. McAllister
McBride
N. L. McBroom
P. C. McCarthy
W. C. McClellan
R. McDonald
T. S. McIntyre
J. J. McMin, Jr.
D. N. McNeilly
F. D. McVitty
T. Medley
W. Menefee
C. Merica
L. E. Messman
C. J. Metherd
A. Miller
R. Miller
J. Mills
D. Milovich
J. Minrich
M. Mocho
C. D. Montgomery
L. Moody
H. B. Moore
E. Morris
J. I. Morris
J. G. Morrison
W. E. Morrison
J. W. Morrow
C. Q. Mossdell
W. D. Munson
J. Murray
A. E. Neiger
K. W. Nelson
R. Nelson
H. E. Norton
R. Nye
L. O'Brien
T. F. Ormachea
H. Owens
A. Palander
F. L. Park
A. B. Park
G. L. Payne
R. A. Pearce
S. Pearson
R. A. Pease, Jr.
L. E. Peck
S. Peck
D. Pergrossi
H. E. Peters
V. A. Petersen

O. Peterson
M. J. Peterson
J. M. Peterson
G. E. Pethael
R. L. Phillips
E. L. Phillips
R. Pickering
R. C. Pilkinton
A. F. Piretto
O. W. Pollock
P. A. Pothuise
C. R. Powers
C. N. Prince
E. G. Proctor
J. S. Raine
Rawlings
T. Reck
L. A. Reed
J. D. Benz
O. H. Reynolds
H. Reynolds
W. E. Richards
K. Richardson
Riddle
J. A. Roberson
L. J. Robinson
B. E. Robison
C. R. Rodney
A. Rogers
W. W. Rogers
T. S. Rose
R. C. Rose
S. Rossi
M. Rosso
M. L. Rowe
E. L. Roy
L. E. Ruffner
D. L. Runnells
R. E. Rupley
C. G. Sabey
G. R. Sauls
L. A. Sawyer
L. F. Schlupe
W. Schneckepeper
R. Schrimsher
J. Schultz
J. J. Schwabenland
C. Seher
M. Serrentine
L. R. Severson
D. A. Shay
J. Sherman
D. Shipman
V. R. Shipp
V. J. Short
C. Silverii
H. J. Smallwood
C. S. Smart, Jr.
R. Smith
H. C. Smith
H. L. Smith
E. T. Speed
H. L. Sparks
J. L. Spiker
C. Spires
R. Staggs
R. N. Stanley

Work Slow In Redding

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 deal on most of the jobs. Some of the employers are just keeping a couple of Operating Engineers around to keep the jobs from floating away and to keep the roads open, but a few of the jobs are working, weather permitting. All in all the work picture was depressed in the Redding area as compared to other areas but most of the Brothers working here were able to get some time in to hold them over this winter season.

Rivers-Wesco-Purtzer & Dutton canal job near Gerber has a lot of canal dirt moved and are in good shape for the schedule of completion. The structural work being done by Purtzer and Dutton seems to be coming along fine and has been a good job for the Brothers working with the other crafts.

W. Jaxon Baker of Redding is still finishing up two major jobs in this area—this was a good year money-wise for most of the Operating Engineers.

This employer has a lot of new equipment including a new portable hot plant and a new portable crushing plant. So far the crusher has been doing most of the work this year but next year the hot plant will be able to keep up.

A. Teichert and Son has been doing a lot of small jobs in the area. Some of these jobs are two day shots and some are a couple of weeks, however the size of the crews have been about constant.

The home building seems to be picking up. During the last few years some of the real estate people have put in some streets and sewers but didn't build any homes. Now it looks like the money must be getting available because now there are a few homes going up in these tracts and the banks are starting to develop more areas with streets and sidewalks. We're hopeful this will keep up, as it provides many jobs for Operating Engineers.

The rock, sand and gravel business and the truck crane rental business has dropped off largely due to the bad weather. Next season the picture will be about the same as last season and although it is not enough to write home about it at least keeps the wolf away from the door.

The State will advertise for bids and award a contract for two huge bridges across the Klamath River about 20 miles above Happy Camp. There is 3 million dollars in for this project.

Also, for the coming season the city of Yreka had a bond election for approximately 4 million dollars.

See WEATHER page 15



JUMPING ENGINEERS present an autographed hand-grip plaque to International Vice President and Business Manager Al Clem. The plaque was used in a spectacular skydive from 18,000 feet that brought Yuletide greetings from the mem-

bers and officers of Operating Engineers Local Union No. 3 to fellow workers worldwide. Shown with the union leader (l. to r.) are Paul Schissler, team captain, Mr. Clem, Steve W. Gwin, Mike Beeson and Peter Kalthoff. (Cover photo p. 1)

Leaping Brothers !!!

Big Jump Honors Local Union

By MIKE WOMACK

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

Paul Schissler, 29, 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 Nolte, 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 San Ramon Engineering.

Michael Beeson, 27, 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 San Ramon Engineering.

German-born Peter Kalthoff is the youngest member in terms

of jump experience, but the oldest in years. The 33-year-old bachelor started sports chuting 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 1305. 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 P. Warton during his recent visit here.

Big Jets Pound Surface

Continued from page 6

get as much done as possible before high water forces them out. At present all 315 concrete piles are in, and Bigge's new 85-ton P.H. with Bill Norris (operator), and John Cripps (oiler), busy setting 20-ton, 55-foot-long, 8-foot-wide Double T beams, a total of 515 beams to be set.

Merle Dubach has all his scrapers and blades busy hauling in 100,000 tons of fill for on ramps for the Sutter Bypass bridge.

This project is to be completed November 1968, and all who have traveled the road and have crossed the present bridge will give a big sigh of relief, another mark for our advanced future and modern times.

Townseo Co. of Oklahoma City are busy with their surfacing and grinding of Beale A.F.B. runways, the new, bigger and heavier jets are causing the maintenance program to be quite continuous.

I. G. Zumwalt Tractor Co. as of October 23rd became a new addition to Local No. 3 for their shops located at Colusa and Willows.

After much hard work by the Marysville office and most of all to the hard-working efforts of the Brothers who are employed at Zumwalt's, the feat was completed. We appreciate all the Brothers who gave us their full support.

OROVILLE AREA

The Feather River, source of devastating floods in the past, has become harnessed for all time with the sealing of Oroville Dam.

Workmen on November 14 at 10:25 a.m. lowered two steel gates across the entrance to diversion tunnel No. 1, halting the flow of water past the 77-foot-high earthfill dam.

Engineers said the day after closure the lake was at the 270-foot elevation, slightly more than 50 feet above the level of the river. The rise in the lake covered the portal No. 2 and enabled engineers to open valves releasing water downstream almost exactly 24 hours after the river had been blocked.

The second tunnel was closed in October of 1966, and all subsequent flows had been handled through tunnel 1. That tunnel will now be permanently closed with a 120-foot-long concrete block. Water will be released through tunnel 2 at a rate of 1,200 cubic feet per second—about half the average river flow at present. Balance of flow will be impounded behind Oroville Dam.

State Engineers anticipate that within the next two months the lake will increase to more than 400 feet deep.

Its maximum depth will be about 690 feet, which should be reached in 1969, depending on the next two winters rainfall.

In the complicated process of closure, "stop logs" first were placed and then a diver entered the mouth of the tunnel to clear the seating of the gates to assure a watertight fit. The gates then were lowered and the stop logs were removed.

Also the Pacific Gas and Elec-

Gentry Plans Subdivision

DANVILLE — Plans for a new multi-million dollar San Ramon subdivision were unveiled recently by the Gentry Development Co. Architect is Norman Dyer, Danville.

In making the announcement Tom Gentry, president of Gentry Development, said this new project would encompass 300 homes over a period of five years, representing an estimated investment of more than \$8 million.

The new subdivision known as the "Orchards," is located south of San Ramon on Tareyton Avenue adjacent to Freeway 680.

Gentry went on to say that the "Orchards" will feature luxury, custom type home, prices under \$30,000. The buyer can "custom design his home" through a wide choice of floor plans and a variety of architectural elevations.

Construction will start the first of January, the streets and utilities are already finished, Gentry reported.

The Gentry organization is currently developing six other successful subdivisions. These include: Gentrytown, Antioch; Silvergate and Oak Creek in Dublin; Gentry Greens in Davis; Danville Place, Danville; and Ridgewood Estates in Orinda.

Twenty-five Year Pins

International Vice President and Business Manager Al Clem announced this week that twenty-five (25) year membership pins will be presented during "special called" and "regular" nominating committee meetings in the month of January. Members are urged to be on hand at all meetings.

tric Co., which operates hydroelectric producing reservoirs upstream, cooperated by storing flows to reduce the flow of the river during closure.

Releases to meet the needs of users along the river and those of the State Water Project operation in the Thermolite forebay and afterbay will be made through the second tunnel until the first unit in the Oroville power plant becomes operational in April, 1968. All units will be operational by April 1, 1969, according to the D.W.R.

One of the huge generation pumps will be ready to go into operation about January 1 of 1968 at the Thermolito Power Plant, provided the transmission line to the P. G. & E. distribution station is completed.

Valley Engineers will have completed their project at Paradise for the Paradise Water District about a week from the time of this writing. Also, the huge steel water storage tanks have been completed.

This project has kept several of the Brothers busy despite the fact Valley brought with them several operators.

SEASON'S GREETINGS

On behalf of all the office personnel working at the Marysville District Office, we wish to extend our wishes for a Merry Christmas to all of you and your families.

SAFETY COMMITTEEMEN APPOINTED

Week Ending November 22, 1967

Dist.	Name	Agent
1A	Don Armstrong	A. Hansen
1B	Robert Cavallero	M. Kraynick
1B	Paul W. Florey	M. Kraynick
2	Ivan Weston	G. Jones
5	Stanley Womack	B. Relford
5	Russ Hollenbeck	B. Relford
6	Donald Lambert	D. Carpenter
12	Duane W. Nye	R. Deros
12	Alex Beffort	T. Bills
12	Floyd Lewis	T. Bills
12	Curtis Mecham	T. Bills
12	Richard Ingram	T. Bills
12	Jim Ford	T. Bills
12	William Markus	T. Bills
12	Henry Galvan	T. Bills
12	Clair Curtis	T. Bills
12	Joe Badovinatz	T. Bills
12	Carl Hatfield	T. Bills

Week Ending November 16, 1967

Dist.	Name	Agent
2	A. Huber	G. Jones
2	Royce Watkins	A. Cellini

Week Ending November 9, 1967

Dist.	Name	Agent
5	Stanley Benson	B. Relford

Week Ending November 2, 1967

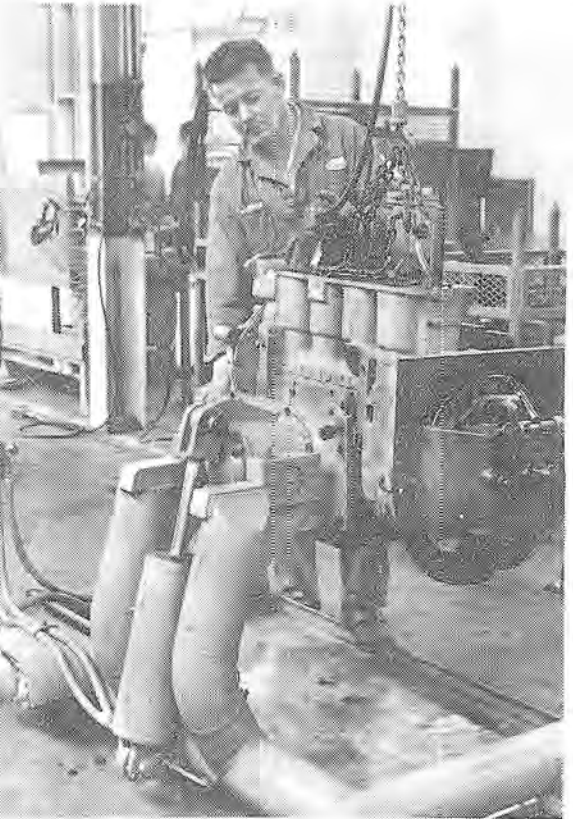
Dist.	Name	Agent
5	John Harger	B. Relford
10	Marlin Cooper	R. Swanson



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-scraper.



NEW CAT 933 LOADER gets a cleaning from Brother Bob Lee, Jr. Bo was recently transferred to the Welding Shop as an Apprentice.



ENGINE SHOP operation shows Brother Pierre Jansens mounting a Cat 933 Traxcauator engine on an engine "roll over" rebuild stand at Peterson Tractor Co.



ALTERNATOR CHECK on a rebuilt Cat truck engine is tested by Brother Ernie Fierro in the Exchange Department of Peterson Tractor Company.

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 roofs. 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 Apprentice to Journeyman.

Peddy Named To State Post

SACRAMENTO — Jack E. Peddy, 42-year-old engineer with the State Division of Highways, has been named assistant state engineer for program management. Peddy, who has been serving as program and budgets engineer 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 programs section.

JOB STEWARDS APPOINTED

Week Ending November 22, 1967			Week Ending November 9, 1967		
Dist.	Name	Agent	Dist.	Name	Agent
1A	Bob Bynum	—	1E	Ignacio Ninete	T. Sapp
1A	James Kolesar	—	5	Norman Betteridge	D. Bell
1A	James McCaffery	—	5	Ronald Johnson	D. Bell
1B	Peter H. Welch	M. Kraynick	6	Robt. Barrington	D. Carpenter
1B	Emanuel Archibald	M. Kraynick	7	Gerald Graham	L. Austin
1B	Oran Brown	M. Kraynick	9	Robert Wilbur	R. Long
5	C. R. Stidham	B. Relferford	Week Ending November 2, 1967		
6	Richard Hanway	D. Carpenter	Dist.	Name	Agent
9	F. E. Bixler	W. Davidson	2	Richard M. Sparks	G. Jones
12	Clark DeLong	W. Lassiter	2	Fred Sweet	G. Jones
12	Clyd Zager	T. Bills	5	Joe B. Salazar	B. Relferford
12	Burk Whitney	J. Thornton	5	Tommy Adams	B. Relferford
12	Wynn Wood	R. Deros	5	Charles Hefflin	B. Relferford
12	C. R. Rasmussen	J. Thornton	6	Ray Warren	D. Farley
Week Ending November 16, 1967			10	Judd Harrison	R. Swanson
Dist.	Name	Agent	11	Chas. Ferguson	B. Mallett
2	Leon Goad	G. Jones	11	Ray Hardy	E. Du Bos
2	Wilber Tash	G. Jones	11	John E. Peterson	B. Mallett
2	Don Lasher	G. Jones	11	William Glennon	B. Mallett
2	Jimmie Reed	G. Jones	11	George Clemmons	E. Du Bos

Transit 'Hub' In Oakland
New Freeway Median

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 40th Street in Oakland. The rapid transit facility, which actually is two center platform stations placed side by side in the median of the new Grove-Shafter Freeway, will be a major transfer center for BART patrons. Described by its architects, Maher and Martens, as "straight-forward in character with a frank use of materials" the station is essentially all steel in construction and is located in an eight-acre freeway-transit complex at the confluence of BART's Contra Costa and Berkeley lines. It is serviced by a landscaped, 550-car parking lot to the south from which patrons will cross two bus lanes and a "kiss-ride" area and enter a below-freeway plaza.

ONE-ACRE PLAZA

Landscaped with planters and with textured walking surfaces and special illumination, the one-acre 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 effect, the plaza 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 trainways by stairs or escalators to either of the platforms, depending on choice of lines. The spacious plaza will be surfaced with warm, earth-red quarry tile, and highlights of this color are 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 hung canopy over the patron area with no column interruption, and the canopies will provide an even surface for lighting fixtures and signing. Supports at the platform level will be made of weathering steel, bold in character and essentially maintenance-free. As time passes, the steel will assume a rich, dark, earthy color. The platform surface will again be carried out in subdued tones reflected in plaza and concourse. Quarry tile accent patterns will be set in an asphalt mastic walking surface throughout the canopy area.

ACCENT PANELING

To draw attention to the station from the mass of concrete surrounding it, recesses have been left in the walls of the Division of Highways' structures for the application of decorative colored panels. The panels will occur closer together as one approaches the station, until finally the whole exterior of the station is sheathed in such panels, accented by down-playing lights. Patrons using the MacArthur Station can travel to central Berkeley in five minutes, Concord 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 affiliated state employment offices have joined in a nationwide effort to give veterans returning to civilian life the greatest possible help in finding jobs. Glenn E. Brockway, regional administrator of the Department's Bureau of Employment Security, 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 employment requirements and to offer assistance.

Brockway said that the figures obtained from the Veteran's Administration show that during the period of July 1 of this year to June 30, 1968, some 65,000 veterans will be returning to civilian life in California. The figures on returning veterans in the other three states include Arizona, 5800; Hawaii, 3000; and Nevada, 1600. 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-quarters of a million young men and women will leave the Armed Forces and return to civilian life over the next year, President Johnson said in unveiling the program in August.

He directed that the Secretary of Labor, in cooperation with the Secretary of Defense, assure each returning veteran "the greatest help possible in obtaining meaningful, rewarding employment." In calling for a more "personalized" approach to help veterans readjust to civilian life, Mr. Johnson said: "These 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 representative of one of the Nation's 2200 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 learned job skills in the service which are badly needed by the civilian economy.
- Last year, almost 100,000 of nearly 600,000 veterans reentering civilian life had difficulty landing jobs. They were jobless for an average of 9 weeks and received some \$30 million in unemployment compensation. This personalized job assistance, said Mr. Johnson, will help "fulfill our obligation to those young men and women who have served us so well while at the same time meeting a national economic need."

BART Tunneling Starts Sandhogs Go To Work

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

With a whine like a high-speed saw, a 93-ton "mole" is chewing its way beneath the streets of San Francisco.

A giant, 60-ton steel ring that looks like a cookie-cutter is carving out an 18-foot diameter burrow under downtown Berkeley.

A yawning, 70-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 1200 so-called "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 into high gear at 12 different projects.

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

In Berkeley, the joint venture construction team of Shea-Macco has driven some 50 feet along Hearst Avenue near Milvia Street. Right from the start the tunnel turned right and downward so the path of the subway will connect with the Central Berkeley Station—no easy feat when it means coping with both a horizontal and

vertical curve.

In Berkeley, as in Oakland, subway tunneling between stations is being carried out by "shields," huge steel rings equipped with 24 hydraulic jacks and a beveled cutting edge. In the access pit, and against the face of the tunnel, the shield is mounted against a driving ring, standing upright 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 2½-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 push, 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 tunnels. Finely crushed rock (pea gravel) is placed around each ring, followed by a grouting procedure, which is the forcing of concrete into the remaining cavity by high-pressure hoses.

Shea-Macco is driving one tunnel from the corner of Milvia and Hearst 1400 feet to the Central Berkeley Station, where the shield will be pulled out, returned to the Milvia Street access pit, and the second bore driven.

And in San Francisco, Morrison-Knudsen and Associates are fast nearing that stage where they will have to "slam the door," in the parlance of tunnelers.

That means that after driving some 300 feet from 15th and Mission Streets toward Eighth and Market, they are nearing the point where compressed air must be used to keep seepage and ground water from flooding the tunnel.

Compressed air locks are being installed behind twin tunneling machines, through which both men and muck trains will have to pass to gain the work area.

And under Market Street in San Francisco, from the Ferry Building to Civic Center, two-level tunneling will take place between stations to accommodate both BART and San Francisco Municipal Railway cars.

What with buried sailing ships and a water table that lies only 20 feet below the surface of the street, there's tunneling with an added fillip.

Personal Notes

SAN RAFAEL

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

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 Booth—displaying—not only one cast, but two—one on each arm—suffered in an accident while at work for Holtzinger Bros. What a way to get out of doing the dishes!

Bro. Charlie Hover confined 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.

We are sorry to hear of the sudden passing away of Brother Ted Caprara, for a long time employed by Bobo's of Novato, but who had been on Local 3 pension since September. He will be sadly missed by all who knew him. Our deepest sympathy to his family.

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

Our deepest condolences to the family of our late Brother O. L. Manks who passed away. Services were held November 13th.

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 deposited 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 Eddings, Orvel Bird, Claudy Evans and Charles Wight.

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

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

MARYSVILLE

Our sincere condolences to Brother Walt McGuffy whose wife passed away recently. Also to the families of Johnnie Johnson, Everett Fields, and Howard Allen who passed away this past month. Get well wishes to the following Brothers who have been hospitalized during this month: Jack Slade, Executive Board Member, Loyd Noble, and H. C. Cress.

Blood donors this month included Mrs. Marcelyn 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.

DREDGING

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

Happy retirement to Bro. Les Fowler who has pensioned out. We hope he spends many happy hours of fishing and traveling around with his missus.

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

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE

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

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

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

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

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

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

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

WILL TRADE equity in 3 bedroom home, family room; natural gas and fireplace. Assume 4½% loan on \$7,191 at \$67 per month. Rents for \$125 per month for 3 to 5 acres, with water. In Shasta County. R. M. Scott, 5313 Rexford Way, Santa Rosa, Calif. Ph. 546-8831. Reg. No. 1087600, 11-1.

'66 CHEVY 2 Ton Cab over trailer puller, '60 Chevy 6 cyl. engine, 5 speed trans., 2 speed differential. \$450. Leonard McIntyre, 4687 E. McKinley, Fresno, Calif. Ph. 225-7323. Reg. No. 1168859, 11-1.

FULL ACRE in Valleyview Acres. Good soil, water. Four miles north of Sacramento. Price: \$3,000. \$500 down. Easy terms. Write C. E. Hoffmeyer, Rt. No. 1, Box 314, Perrdale, Calif. Reg. No. 743045, 11-1.

1960 ¾ TON CHEV APACHE flatbed pickup truck, mounted utility boxes; 27,000 miles, perfect condition. \$600. 1½ Jaeger Pump Hoses. \$75. 122-220 home line generator, 1300 watts. \$150. Ma Collaugh auger-2 man \$175, also 1 man, \$75. 36-in. Toro lawnmower, \$200. 3 pipe threaders to 2-in., \$200 or best offer. Survey level, \$50 and plumbing equipment galore, your price. Herb Noistead, Phone: 731-2048 after 6 p.m. or 664-9783, days, 11-1.

180 AMP FORNEY ARC WELDER, AC, \$75. Richard Owings, Star Route, Box 1115, Sonoma, Calif. 95370, Phone: 209-586-3850, Reg. No. 987250, 11-1.

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

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

\$6 ACRES PINE TIMBER. Level to rolling. Good rd., power, water. Spts. paradise. 1 ml. off US 2995, Janesville. \$12,000, or trade for property. Grass Valley area. Richard Wing, 1321 2nd St., Livermore. Ph. 443-1522. Reg. No. 711183, 11-1.

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

5 YARD DUMP 1948 G.M.C. Model 2½ ton, \$400. New winch mount brackets and fifth wheel for cable dump, \$450. John W. Mountjoy, 680 Andrew Way, El Sobrante, Calif. Reg. No. 921431, 11-1.

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

SALE OR TRADE 8x40 Beacon Trailer House. Trade for car, self-contained trailer or ??? Sell for \$1600. David A. Berry, Rt. 3, Forest Hill, Calif. 95631. Ph. 367-2624. Reg. No. 112840, 11-1.

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

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

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

MOBILE HOME, 23 ft. 65 Kenecroft, twin beds, tandem wheels, electricity & butane. Excellent condition. \$3900. **LEVEL LOT** 89x129 in Twain Harte on paved main road to Tuolumne. Water, electricity, phone and trees, \$4250. Ray Strickland, 5290 Ridgevale Way, Pleasanton, Calif. Reg. No. 659-385, 11-1.

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

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

ALL HYDRAULIC Handy Crane, new rubber. Top mechanical condition. New paint, 18-26 and 33 feet of light weight boom. Will rent or sell. Phone: (415) 757-2751 before 8:30 a.m. or after 5 p.m. Gene A. Favretto. Reg. No. 402702, 11-1.

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

FOR SALE, 12.85 acres, 450 ft. highway frontage, excellent location, good zoning ¾ mile from town on Highway 99A, fence, 115 ft. 8 in. well, 8x12 block wall house, one out building, power. For immediate sale. Everett Harris, P.O. Box 1114, Weed Heights, Nevada 89443. Phone 702-463-2003. Reg. 1087804, 11-1.

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

TERRY TRAVELER TRAILER—16 feet, can sleep three (3), heater on floor (butane), butane light, electric light, battery light, five (5) gallon storage tank, water, no bath, no breakfast nook. For sale or trade for car. Ed DuBos—Phone 747-3219. Reg. 373305.

FOR SALE, Welding and Machine Shop. Complete line of welding and machine shop equipment. Stock of steel, bolts and nuts. Phone after 7 P.M. No calls on Sunday. Edward Stanton, Rt. 1—Box #9, Dixon, Calif. Phone 916-678-2702. Reg. 1152779.

'61 DODGE crew cab, 4 door, 2 seated pickup, 4 speed-V8, pos. track. R&H. Excellent cond. D. Lane, Rt. 1, Box 4117, Redding, Calif. Phone 916-243-5764. Reg. 635722.

FOR SALE, 1963 Budger Expando trailer house, open 16 x 40 feet. Turquoise kitchen, glassed tub, wall to wall carpeting living area and 2 bedrooms, glassed sliding door. Make Cash Offer. Excellent condition. Johnnie Woods, P.O. Box #24, Lemoncove, Phone 597-2360. Reg. 643107.

FOR SALE, One mile south of Terminus Dam, by Hiway 198. Older home, needs repair, on one acre of land, two bedroom, large living room, well, pump and tool shed. Make cash offer. Johnnie Woods, P.O. Box #24, Lemoncove, Ph. 597-2360. Reg. 643107.

FOR SALE, PILE DRIVER, Skid rig mounted on large 20' x 35', powered by V-8 gas. Kohler 4 cyl. generator included, 28' diesel tug also available. George Landis, Box 493, Clearlake Highlands, Calif. Phone 994-2827. Reg. No. 461226, 12-1.

FOR SALE OR TRADE, 1964 Paramount Mobile Home. Two bedrooms, 10 ft. by 60 ft. with an 8 ft. by 24 ft. expando. New carpets, clean, like new. Tommy Bennett, Kennedy's Mobile Home Park, Hy. 4, Oakley, Calif. Phone 825-3561. Reg. No. 898233, 12-1.

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.

Weather Hits Redding

Continued from page 13
lars and the voters put it through—this means that they will get the monies from the State at a low interest rate. They hope to have all the Engineering and paper work completed this winter and advertise and make an award some time in June—this will certainly create a lot of activity.

Another project to be awarded November 28th by the State is a bridge job across the Scott River—this will be a steel girder and reinforced concrete with some road realignment—this project will go at approximately \$1 million.

Roy L. Houck and Sons' have finished the dirt work on their freeway project at Yreka and are

making sub-grade. Old man winter has moved in and it looks like next spring before they can do the paving.

John Vickery has moved in on the Kizer and Heintz Project to pave the north bound lanes—this has to be completed and traffic routed on before all the dirt can be moved on to the south lane.

B. M. Byars Fort Bidwell project are in the finishing stages and cutting down the work force—this has been a real good job for several Brothers.

Lange and Kirkpatrick have made real good progress on their Lookout to Hackamore road job. This job is still running with approximately 12 Engineers.

Winter Rains Hit North Country Work Slows

By RAY COOPER and
LEONARD YORK

The first winter rains hit this area with two inches of rain in a matter of a few hours. However, most of the jobs had been completed and those in progress now may be able to work off and on between weather conditions.

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 Guy F. Atkinson.

Gibbons & Reed-Hughes & Ladd job at Benbow is along far enough now where they hope to be able to work their structures most of the winter. The wet weather has held them up a little on their dirt work, but as soon as the skies clear they put the iron in motion and the order is to "haul muck."

Mercer Fraser Company has completed most of their projects and are trying to finish the Rio Dell and Rohnerville job in between rains.

Tom Coy and Acme Paving have completed their county project on Blue Slide Road.

New dormitories are being built at College of the Redwoods and Brother "Spike" Melohn has his crew doing the excavation work.

Art Burman still has work to be completed on his storm damage jobs at Alderpoint and Briceland. Burman was recently awarded a \$257,000 contract for storm damage between Bridgeville and Alderpoint.

Another \$2 million has been approved for the continuation of construction on the Redwood Creek levee at Orick. Eugene Luhr & Company just recently completed the second phase of this project.

The House passage of the public works appropriations bill also included \$60,000 to wrap up the study of the Butler Valley dam site, \$250,000 for additional studies of the Eel River delta project, \$140,000 for general investigations on the upper Eel River, \$25,000 for a 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 businessmen 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 efforts of the Federal Government and the private insurance industry.

The program will provide up to \$17,500 insurance for each single dwelling unit and \$30,000 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 prevailing rates in each area, premium estimates will further be based on the number of people participating in the program from that area and the degree of flood risk involved.

Rocks, bears, wood and fish are all coming into their own now that work is beginning to grind to its annual halt. Nature sends an annual deluge of rain and the rugged, enterprising north coast Engineers profit from some of the results. Cliff Percy has a motel and fishing guide service for the sport fishermen. George Erdahl and a few others are hunting guides in the Six Rivers Forest. Quite a few members like Doyle Henderson find profit in the timber which abounds in this area. One member, Tiny Swanton, has a restaurant that provides a service for the tourists that flock to this salmon and steelhead paradise. Kenneth Robinson has a bottle shop that has a wide selection in antique bottles. These are only a few that come to mind.

Another member will soon join

these Engineers with the opening of a much needed rock shop in the spring. They are Fred and Gertrude Adams who live in Fieldbrook. They have been collecting rocks for years and have an awesome collection. Obsidian, Jade, Redmoss, Angel Wing, Thunder Egg, Agates, Petrified Wood and many more bulging their back room alongside the tumblers, saws and polishers to make them into lovely jewelry. Fred has a remarkable collection of moonstones which he favors and Gertrude shows off her fire opals. Among their varied collection are some interesting fossils, one of which is a fossilized bone found in a hollow cavity of a rock. Anthropologists were greatly interested in this particular fossil. Fred & Gertrude enjoy their hobby and we wish them success when they open "Bobbie's Rock Shop" in Fieldbrook.

In the Crescent City area another rock collector is F. E. McCarver. Mac, as we call him, works with plastic, using it to make beautiful coffee tables with rocks of varied designs inset, and jewelry of all sorts. His collection is quite large and is considered very valuable. He has the usual tools that are necessary in lapidary work and they are quite costly, but if you watch the operation of them you would appreciate the intricate operation and delicate handling that is necessary for such good quality.

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 E.P.E.C. Fund tickets are selling slowly and if you have not purchased your ticket please give us a call or let us know when we see you. Murl Kramer, project manager for Eugene Luhr Company at Orick, purchased an entire book, \$25. He realizes that this is for the best possible cause and was happy to contribute. Murl has worked all over the United States and his travels with Luhr Company have taken him into some fairly economically depressed areas on projects where organized labor was weak and he can tell of some sad conditions. It is good to have Murl in our area and he is well liked by each employee who is working on the Orick job.

Jobs have all but stopped due to the rain and the out-of-work list is growing by leaps and bounds.

Check List

Continued from page 12

L. V. Stapley	V. G. Varney
W. Stark	A. Wachsmuth
R. C. Starr	C. Wadsworth
L. G. Steffen	D. Waegle
L. Steffens	R. A. Waller
J. C. Stevens	J. P. Walsh
I. B. Stewart	J. R. Ward
L. Stewart	D. Ward
O. A. Stockman	W. C. Ward
H. Stoner	H. R. Warren
L. Straight	J. A. Weeks
J. Strandberg	A. Weeks
H. C. Strasser	R. Weeks
V. R. Streitz	W. G. Wegman, Jr.
V. R. Strietmatter	J. L. Weishaupf
B. Strunk	L. A. Wellborn
L. A. Sullivan	W. Wensman
M. Summerbell	G. L. Wenzel
F. L. Sumner	H. D. Wenzel
D. L. Tackitt	W. R. Whalen
V. L. Taylor	W. T. Whitaker
E. O. Thayne	R. L. White
A. S. Thompson	P. Wick
C. Tierre	R. Wigle
O. B. Tolladay	G. Williams
W. T. Torneten	V. Williams
C. H. Totten	E. Williamson
C. Trautman	C. Williford
H. Trefry	R. Wilson
D. F. Troxel	V. Wilson
M. E. Tryon	D. R. Winters
R. Turner	D. E. Witcher
R. Turner, Jr.	F. Wolff
R. Turpin	E. Wosnum
B. A. Tye	B. L. Wright
J. Uriaguena	M. Yeoman
R. B. Van Vleck	B. W. Young
O. J. Van Winkel	D. A. Young
E. F. Van Winkel	J. C. Zunino

Read Carefully Scholarship Rules

By T. J. "TOM" STAPLETON

OPERATING ENGINEERS LOCAL UNION NO. 3
SCHOLARSHIP AWARDS 1968-1969 SCHOOL YEAR

General Rules and Instructions for Applicants

Two college scholarship awards of \$500 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, 1967, or Spring Semester, 1968, in public, private or parochial schools who are planning to attend a college or university anywhere in the United States during the 1968-1969 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, 1967, and March 1, 1968, 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 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, 1968.

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

High New Year Hopes

Continued from page 3

lower elevation than the others mentioned and will probably afford some winter work depending upon the weather.

The rock, sand and gravel plants in both the Stockton and Modesto areas have had very little lay-offs so far this winter, as they continue to replenish stock piles for the ensuing season.

The repair shops are showing an increase in activity due to the

government contracts that both International Harvester Co. and Holt Bros. have secured. Apparently, this work, which has formerly been done by government depots, has backlogged due to the Vietnam conflict causing Uncle to contract with our union shops for tractor repair work.

Utah Dredging Co. now have their office completed at their new yard here in Stockton on the deep water channel.

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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