A Costly Pile Of Dirt

Special to the Engineers News

Eaton's Norm: This is the first of a two-part series on the story of building the Oroville Dam, the irony, humor, heartbreak and tragedy, which has taken place.

OROVILLE — J. Rodney Mims sat munching on a tossed green salad at the Table Mountain Inn, pensively reminiscing over four years of his pet project. He had been fortunate. His capable crew had met every deadline as laid down by the Department of Water Resources in the years of planning for the world's largest earth-fill dam.

Mr. Mims, the project manager for Oro Dam Constructors, had seen a lot of water go over, under and around the bridge in the time lapse since the project began.

FILL A BOOK

The events which have happened could fill a book—a large book.

"We had no sooner got the job when things began to pop. It was discovered the dam would inundate the Feather River Railroad, which had a lumber-hauling contract," he said.

A fight was imminent. Vernon Chamberlain, manager of the tiny railroad insisted the state pay for relocation of its lines, but the state refused, so the railroad brought a suit demanding payment for relocation.

COURT RIFT

The squabble wound up in the courts, and after months of hassle—See AN EXPENSIVE on Page 8-9

J. Rodney Mims

"We met our deadlines."

ENGINEERS 3 NEWS

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


Vol. 26 — No. 2 SAN FRANCISCO, CALIFORNIA — February, 1967

Mediators Tackle Training Job

Local 3’s New Idea

In Teaching Stewards

SAN FRANCISCO—For the first time in the Building and Construction Trade, labor and the Federal Mediation and Conciliation Service have taken up a joint venture—that of teaching Stewards the value of knowing their contracts.

Al Clem, business manager of the Operating Engineers Local Union No. 3, announced the unique program, which has been undertaken by Local 3 and Mediation Service.

Al Clem, in announcing the program, said he felt it a necessary step because of the growing complexity of our society, and the tremendous advances being made both in labor and industry.

"We cannot wait for changes—See MEDIATORS on Page 2

Deserving Can Get College Aid

By T. J. STAPLETON

"If this nation is to grow in wisdom and strength, then every able high school graduate should have the opportunity to develop his talents."

John F. Kennedy

Each year the Operating Engineers Local Union No. 3 grants two $500 scholarships to children of its members. Naturally, not every applicant can be a winner. But several sources of financial aid are available to deserving youngsters through schools located in Local 3's jurisdiction, such as the University of Nevada, Utah's three universities and its state college, the University of Hawaii, the nine-campus University of California and California's other state institutions.

SCHOLARSHIPS, LOANS

According to Miss Edna A. Goodale, senior administrative assistant to the Committee on Undergraduate Scholarships and Honors at the University of California, pledged students may obtain aid in form of scholarships, loans and opportunities for part-time work.

More than 800 scholarships, ranging in value from $200 to $800 are awarded each year on the Berkeley campus alone.

About 450 of these are allotted to entering students.

Miss Goodale said the California Alumni Association in conjunction with the University provides about $225 of these entering scholarships. Freshmen and advanced students are eligible for consideration.

OTHER AWARDS

In addition, a limited number of Regents Scholarships are offered to entering freshmen and to entering continuing juniors in recognition of outstanding achievement and promise. Appointments are for See SCHOLARSHIPS on Page 2

Safer Cars

On Horizon For 1968

Miller Johnson was barreling along at 85 mph or faster and sped directly into the tailgate of a tractor-trailer.

The 33-year-old Johnson said later he blacked out. The impact threw the truck forward more than eight feet and smashed Johnson's seat-belt-shocked body into the steering wheel.

The car was demolished, but Johnson received just bad cuts and a few bruises.

His survival was a miracle. It was due, the experts say, to the new type steering wheel installed in the 1967 automobiles. It collapsed on impact. The mishap dramatizes the amazing innovations which began appearing in U.S. automobiles in 1966, and the new federal auto-safety standards which, after months and months of talk, are giving Americans safer automobiles.

The 19 other standards will require that all seats have belts, and...
Meditators Tackle Training Of Local 3's Job Stewards

On behalf of the officers and Executive Board it is my pleasure to think all of you who attended the Semi-annual Meeting on Jan. 14 and for supporting the Executive Board’s position on a proposed amendment to the By-Laws.

The vote was 483 to seven to defeat the amendment. The vote indicated that when the chips are down, the vast majority of the members of Local 3 are in favor of maintaining a stable union, and are not susceptible to random changes in the By-Laws.

Our members have shown wisdom in the past as all consci­
tizations Union people do, by supporting changes in the By-Laws when certain recommendations have been made. We are par­


ticularly pleased with the By-Laws. They make recommendations only after long and careful consideration.

It is this type of action that through the years has made Local 3 a strong and well respected Union.

The Semi-annual Meeting was one of the best attended we have had. Only during times when we were voting on a contract were there better turnouts.

WESTERN CONFERENCE

On Jan. 18, the Western States Conference was held in Coro­
nado, California. There were several interesting and energetic speakers, including General President Hunter P. Wharton, General Secretary-Treasurer Newell J. Carman, Vice President Thomas A. Maguire, Vice President Russell T. Coudin, Assistant to the General President Paul Aedew and Regional Director James Twombly.

Business Managers Joseph Seymour, Local 12 and Bob Fox, Stationary Local 501, host locals, were extremely courteous to the delegates.

Local 5’s delegations were especially impressed with the speech given by Brother Aedew.

Representatives from several state agencies, including Tom O’Reilly, secretary treasurer of the California State Federation of Labor and Brian Deavers, president of the State Building and plumbers, also gave informative addresses.

It seems the tight money situation has affected the job picture throughout the International’s entire jurisdiction. The proposed federal cut in highway spending provoked considerable concern among delegates present at the conference.

We all know that highways, dam, subdivisions furnish the work which provides a majority of Operating Engineers with a livelihood.

If you happen to come in contact with your congressman or senator, it might be wise to alert them to the great hardship that would be imposed upon our members if this cut is carried through.

FIVE MEETINGS

During January and the first part of February we were able to attend five district meetings. It was a pleasure to be present and to chat with some of the Brothers. The meetings drew large crowds, no doubt because elections for grievance committees were held.

Our congratulations to Eugene Lake, incumbent, E. W. LeRoy, and Jack Wheeler, newly elected in Eureka; F. S. Hempe, John Melton and N. J. Shevarin who were re-elected in Redding; Dick Bell, Jack Curtis and Bob Gillam, all re-elected in Marysville; Tom Eaton, Arnold Booth and Ken Bowserman, all re-elected in Salt Lake City.

Those who were able to attend the meeting in Humboldt reported that Barney Wagner and Albert Colburn were named as new Grievance Committee members along with incumbents James Rowland and Shoichi Tanashiro. Our congratulations to them.

While we were in Eureka, we had the opportunity of visiting the Crow Simpson Pulp Mill, a new mill owned by

Casey Manager's Desk

continued from front page

to take place before the weekend break. We have to be part of the changing world.

This increasingly difficult to police our jobs because of prohibitive costs without the services of a dedicated and knowledgeable job stewards. But those men who take it upon themselves deserve our respect, and we should set and recommending an agreement, and what role the Fed­

eral Mediation and Conciliation Service plays when a deadlock

in the upper half of their college

This is a condition that arises during negotiations can be

The relations between employ­

ers asking for job security and through this new program, and the Mediation Service will be open to mediation of Local 3’s Unions problems. It will, there­

be able to improve com­

ments that arise between the two factions.

Clashes with Stewards will be within Local 3’s juris­

diction, according to J. B. Jen­

nings, Steward Coordinator, who is working with the Service in setting up the pro­

gram.

Much of its early success must be credited to Brother Frenssing and to George Wilson, Mediation commissioner, who have been lec­

tering to them.

In addition, scholarships in the amount of $500 are available through the AFL-CIO, with 16 such scholarships to be granted in California and two in Utah.

The Federation’s 17th Annual Scholarship Awards program is designed to promote a better un­

derstanding of the American Labor movement and to help outstanding students gain a better education.

Applications for the awards in California is March 30, with con­

tests to be held April 14.

Information on the Dish program may be obtained by con­

 tacting the AFL-CIO office in San Francisco.

For those sons and daughters applying for Local 3’s scholar­

ships, the following items must be received by the Record­

 ing- Corresponding Secretary, Op­

erating Engineers Local Union

No. 3, 474 Valencia Street, San Francisco 94103, California, be­

fore April 1, 1967.

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

2. Report on Applicant and Transcript—to be filled out by the high school Principal or person he designates, and addressed directly to Local 3 by the officer complet­

ing it in the post-paid envelope with the form.

3. Letters of Recommendation — every applicant should submit at least 3 letters of recommenda­

tion giving information about his character and abilities. These should be from high school leaders, family friends or others who know the applicant. These may be included with the application, or sent directly by the writer.

4. Photograph—a recent photo­

graph, 2 inches by 3 inches, with the applicant’s name typed on the back, attached to the applica­

tion. (Photo should be clear enough for reproduction.)

5. It is the responsibility of the applicant to see to it that all the above items are received on time by Local 3.
EDITORIAL

Time To Work Together

Since the first of the year there have been several changes in our state governments and in the U.S. Congress. Some of our proven friends were defeated, some remained in office. What will happen in the next four years is still speculative.

But one thing is certain. There are bound to be changes in governmental agencies, some that will affect the labor movement.

Some of these changes will hurt, but some will undoubtedly assist us in our endeavors.

This is no time to sit back and complain about the difficulties which lie ahead. This is the time to get with our new leaders and offer our assistance. We have been around much longer than many of the new men in our U.S. Congress and state legislatures. We have experience in certain areas where they do not, and we understand the problems unique to our programs where the new, and indeed, some of the old legislators do not.

If ever there was a time to work with, and not against our newly elected officers and administrations, this is the time.

It is apparent some of the proposals made in our various states under new administrations were made through misled or poorly informed advisers. We should offer our assistance in setting the record straight, not by taking a swipe at the proposals, but by spelling out the overall problems involved as far as expense, feasibility and impact are concerned.

We are sure that by offering our services, a much smoother and less expensive session will result.

Naturally, we will not always agree. If we did, there would be no need for our various agencies, and this would be a dull world in which we live. But we can get together and discuss our mutual problems, in order to better understand our respective positions.

Throughout our proud history, our elected officers have proven to be intelligent, broadminded and understanding individuals. This is what has made ours a great country, where free enterprise and collective bargaining can flourish side by side.

This is a time for thinking—not for becoming involved in childish actions which can only result in respite and anger.

Let's get together and talk. That's the healthy way of solving our differences.

STEWARDS APPOINTED JANUARY

San Francisco
  Coy Ferrari
  Bob Byun
  Ted Wilson
  Robert Gail

Sacramento
  Ronald J. I. Nelson
  Ray Hickes
  John P. Chapman

Greasen
  Carla Mendola

Oakland
  Frank H. Molina
  Allen S. Snyder
  Jack H. Weese
  George H. Glessner
  Marion Newberry
  Peter Peterson
  Reidel Scisciore

Stockton
  Albert M. Warren

Fresno
  Jack L. Hall

Livermore
  Ross B. O'Malley
  Elwood Phillips
  George Coulson
  Douglas M. Furley
  Total in Attendance 107

By DANNY O. DEES

FRESNO—Youth got an look at the future—at least as far as their careers are concerned when 4,000 of them swarmed through the District Fairground and Commercial Building three days in January. The occasion was Career Guidance Days, where 91 various booths displayed the opportunities into which they could go after graduation from high school.

Particularly interesting to students was the film shown by the Operating Engineers Local No. 3 Apprenticeship Committee on demolition of a building, in stop action, taken over a period of days. As part of an efficiency study.

A five minute talk relating to the selection procedures and requirements for apprenticeship training was given by Glenn Mullowney, Fresno Coordinator. He stressed the importance of a student’s finishing high school, and suggested courses to take in high school which will prepare the Apprentice for his career as an Operating Engineer.

His Guess—‘Educated’

Two young college graduates were sitting next to each other on a street car recently.

"Say, you must have graduated from Harvard," the first said to the other.

"Well, I take it you graduated from Berkeley," the second said.

"That’s right," the first stated, "but I want to know how you did it.

"I saw your class ring when you were picking your nose."
Don Pedro Dam Gets Going

By WALTER TALBOT, AL MONAMAR, HARRY ALLGOOD and ED DUBOS

STOCKTON — The Wheels have finally begun to spin as freeway builders have latched on to the Don Pedro Dam. Only one contract remains to be awarded, that one calling for construction of the dam itself.

The project, a fantastic example of stop-and-go tactics, has finally reached a "go" stage.

Directors of the Turlock Irrigation District recently completed arrangements for the power production phase by naming Hitachi, New York Ltd., contractor for the gantry crane.

LOWEST OF 5

Hitachi's bid of $217,820 was the lowest of five bids for designing, manufacturing and delivering the crane. It will be used to move heavy equipment at the dam site.

The Hitachi selection gave foreign companies a clean sweep of the dam's power equipment contracts. Three contracts went to Japanese firms, four to Italian companies.

Under contract terms, all companies were required to submit two-phase bids, one phase for designing and the other for manufacturing and installing the equipment.

PERMIT WITHDRAWAL

The two-phase arrangement will permit co-contractor Turlock Irrigation District, Modesto Irrigation District and the City of San Francisco to pay only a part of the contract if the costs of building the dam become prohibitive, and any one of them decide the dam should not be built.

The two-phase bid submitted by Hitachi was $13,900 for designs and $189,940 for manufacture and installation of the crane. Bids for dam construction will be opened, reportedly, in July, with awards to be made, hopefully, in September. And if all goes as planned, construction should begin shortly after the dam award is made.

Estimates for the entire project could run as high as $15.1 million for the MID, $32.2 million for the TID and $48.4 million for the City of San Francisco.

If it is discovered later the project will exceed these figures, the three participants will have the option to cancel the contract.

The dam will be capable of storing 2.03 acre-feet of water. San Francisco will be permitted to fill at a rate of 370,000 acre-feet of storage space plus another 170,000 acre-feet of flood control space when it becomes available.

DOMESTIC USE

Water will be for domestic and suburban use, at the rate of 400 million gallons daily.

Although dam construction is expected to begin late this fall, TID officials have directed the district's Washington attorney, Robert McCarthy, to apply for a two-year extension on the time schedule.

Under the original agreement approved by the Federal Power Commission, construction is to begin May 1, but the final contract will not be awarded until well after that date, and the project cannot possibly begin as the agreement specifies.

SEEK EXTENSION

The sponsors will seek the extension to meet federal authorization to begin operations.

But speaking of problems — here's this — the worst storm in years passed through the district causing widespread damage, estimated to be in the millions of dollars.

In less than three days, these and a half inches fell, then 75 mph winds blew in, uprooting trees, breaking windows, tearing off roofs, toppling signs and twisting off television antennas.

Naturally, what jobs we had in operation were rapidly blown off the active list.

Should favorable weather report a chance of some preceding jobs will shortly resume.

Western Contracting Corpora
tion may be the first to resume activity. The company has been trimming and preserving trees.

Wunderlich Company, also with a contract on the apron, will probably be among the first to resume activity. The company had just removed the mud from the ditch and replaced it with dry fill in preparation to complete lining, but Mille. Naturally, like as any other woman, put a halt to that. A foot of water greases the once-dry fill. The job probably won't resume until later this spring.

On the good news side, construc
tion should begin shortly on the Moccasin Creek powerhouse, under a $4.1 million bid by Halsey-McLaughlin, Spokan, Washington. The powerhouse will be constructed adjacent to the existing facility at Tuolumne County.

Bids will be opened March 8 for three pairs of West Side Freeway bridges, delayed a year by the controversy between the Stockton City Council and the State Department of Highways.

Some $1.68 million has been set aside by the state for the project.

$16 Million For Dam's Recreation

Auburn Project Gets Final Okay

BY DAVE BAYL, AL DALTON, ART GARCIA and JIM CEN

SACRAMENTO — Before he left office, Gov. Edmund G. Brown had assured the Federal Government for joint-state construction of power and irrigation facilities at the Auburn Dam in Placer County.

The total recreation project will resist near $16 million. The signing followed legislation by the破碎的签名权。Annually, his signature for the Submitted Reclamation was C. H. Kadie, co-author of the bill.

BIZZ PRESENT

Also participating in the ceremony was Harold T. (Bizz) Johnson, New York, co-author of the bill.

Although construction will be immediate, Kadie had said construction will be coordinated with dam construction, and the final steps will not be completed for about 10 years.

The State Department of Parks and Recreation will construct and maintain the facilities, using funds collected from operations to pay the $8.5 million debt.

EXPECTS REBUILD

Kadie said the Bureau will put sign on the reservoirs with a slight higher water level to repair $8 million worth of improvements.

The agreement ties the recreation areas of Folsom Lake recreation areas with the proposed Auburn project as part of the Central Valley project, calling for joint-state-federal construction costs at high places. The program will provide the state credit for $5.23 million spent on Folsom.

By other sessions, the State Department of Public Works has awarded a $5.25 million contract to Vinnell Corporation, Phoenix, Arizona, to construct eight miles of four-lane freeway on Highway 50.

CLEARING UNDERWAY

The new segment will run from eight miles west of Shingle Springs to Weber Creek just west of the reservoir. Clearing is presently underway, with actual grading and dirt work to begin as soon as weather permits.

At Diamond Springs, Ganner, Shingle Springs and Auburn, work will move on to problems on the White Rock powerhouse where a warehouse can be built.

Clive Jeffs, manager of Bechtel Corporation, said it would probably take weeks before the course of the blaze would be established.

Details estimates have not yet been determined.

NAME JUDGE

"I've still got to appoint another judge and maybe two or three more judges. And then you never can tell just what I might do, be going governor or not," said Brown.

Sure enough, he kept his promise.

The judge was appointed, and the public didn't know Brown would do, right up to his last day in office.

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Swell... If You Like Surfing

New breakwater at Half Moon Bay is near completion. A second wall was built to keep the swells out and provide calm water for docking and mooring boats. Note narrow channel for harbor entrance.

By BILL RANEY, MIKE KRAYNICK and GEORGE BAKER

HALF MOON BAY—There are instances when the word "swell" raises a lot of eyebrows, as in Meredith Willson's hit musical comedy, "Music Man.

But the "swell" action which led us to this story brought more than raised eyebrows. It raised the construction of fishermen and sportsmen alike, because the "swells" were buffeting their craft, moored and docked at this coastal harbor.

A breakwater had been constructed to prevent the heavy sea from pounding the beaches and docked fleet, but it didn't quite do the job. Discouraged fishermen encountered seas heavy enough for surfing inside the harbor.

Something had to be done—the boats were in danger of being damaged or destroyed, so a new breakwater was designed, this time, with a narrow channel to permit entrance into the harbor, running parallel to the beach. The old wall was extended as part of the new improvement, but a second wall was necessary.

Peter Kiewit and Sons, Marine Division, successfully bid the job, but decided to try a rather unique method in building the wall.

The job would be done from the open sea, with a specially constructed crane barge, and large open barges in which the materials would be stored.

Generally, breakwaters are constructed from shore. Trucks use the dike that has been completed as a roadway to dump more materials and extend the wall.

The job would not be one for seasick-prone individuals. The sea would be choppy at times, so a select crew would be necessary. But just in case, a supply of dramamine would be kept aboard.

"We were late in getting started on the dike because of a delay in building the crane barge," said Philip Stanfield, chief of party. "We had problems getting the proper materials to build it."

Time lost in equipment construction has not been made up, but the job will be complete about March 1.

In the towering control cabin on the bobbing, monstrous crane barge sits Rex Richardson, operator and job steward.

One by one, he places the huge rock beneath the surging water with his orange peel crane.

Skillfully he buries the heavy materials beneath the sea, using red flags on poles imbedded in the ocean floor as a guide. He never drops a rock outside the flags.

Rex has been placing rock since May of last year, and reports that when the job is complete, he will have dumped 240,000 tons into the wall.

"We had this rig and the rock barges specially designed for this and ensuing jobs," said Foreman Larry Fisher. "It cost a mint."

Rex said the materials were being shipped in from Calaveras County and Loomis, with the larger rock coming from Calaveras.

The rock is shipped to Richardson's floating barge crane, then loaded on the special rock barges and towed to the jobsite.

"It's a mint."

Stanfield said the materials were being shipped in from Calaveras County and Loomis, with the larger rock coming from Calaveras.

During peak summer fishing operations, more than 200 boats utilize the harbor. With the new breakwater, more and more boats will be invited to use the facilities, but surfers will have to find another "swell" place for surfing. The harbor is now just too calm.
Notorious Era Lies Beneath City

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

SAN FRANCISCO—Everyone who has heard of this city is familiar with the 1849 craze which bowlered her to the ground, and of the 1849 rush for gold.

But it is a fair guess out too many people, except perhaps, historians, are aware of what took place on the harbor during the "era of the prospector."

Some of that history may be uncovered this year when crews begin moving up Market Street for the Bay Area Rapid Transit District project located just north of the famous city by the Bay far from thing and romantic places.

Elegantly dressed ladies with parasols, escorted by wealthy men in top hats and velvet coats gazed at the harbor from their shiny black carriages, pulled by high-stepping strudlers.

The stevedores chanted their rhythmic chorus as they stacked tobacco, expensive silk, rum and other commodities on the docks.

During the night, press gangs "rescued" crew members from the ships from the populace and a friendly hotel at the local tavern was just another joyous event for the sea dogs on liberty.

But in 1849 the cry of "Gold!" rang out. The ships stacked up in the harbor and drifted aimlessly at anchor as cowboys, passengers and even ship captain's captains ashore them and streamed to the gold fields.

In 1848, a deep water pier extended into the bay from the foot of Market Street, allowing ships to lay up and take deposit cargo and passengers. But as the gold fever became an epidemic, the ships congested the harbor and their usefulness soon played out.

Before the last ships were broken up by contractors and buried under tons of sand, adding real estate to the city, they converted to stores, taverns, churches and other facilities.

During the night scenes and shadks skipped across the water front. In the epic poem, "The Ballad of the Bay Area," now lies somewhere under the city. She was converted into a "sorcerous" for the populace. The Lyra came to a final resting place somewhere off Battery Street, her proud heritage as the sealer of the Hawaiian Islands in an end.

For 92 years, a sleek, streamlined craft made of oak teak sailed the seven seas, the was destroyed by the British during the War of 1812 by a Yankee privateer, who christened it Blanche in honor of the British ship he had previously lost to the British. Then she sailed into the cove and became a store, and died under the tarpaulin.

The next battle, LeMoine made her way around the bay carrying water from Sacramento for use by the other ships. LeMoine cremated his mantel in a repentant mood, cured to the Panama, which was converted into a church for the seamen's benefit.

On Saturday nights,يطسيح، daughters, the sharp ting of breaking of chairs and the ceiling of rum kegs saturated the waterfront air, and a timely splash of someone taking an involuntary swim parted the balls above from the decks of the Arkansas, a proud ship which became a tavern.

The Bay Hotel, a favorite resort for ship masters, pilots and water dogs in general, boomed with festive atmosphere. It was built upon a site provided in part by an unknown heir.

All these famous vessels now lie under the ensuing city. But the ships which may be recovered during BART Tunneling had less illustrious backgrounds. The Collazo and Bryson were merely storeships which were cut up in order to salvage the iron and copper used in their construction. The Gates served with somewhat greater distinction. She became the floating residence of Pilots Commissioner E. W. Travers.

And his family made their home aboard the old craft.

But the cry went out, and the ship met with the same fate as the others—a hold full of sand—and the familiar "shower me timber, she's a fine vessel" faded into the past.

Yerba Buena Cove was a teeming seaport before the 1849 cry of "gold!" rang through San Francisco's streets. The ships were left to drift at anchor when crews abandoned them and joined the gold search. Many old ships lay at rest beneath San Francisco.

KIEITZE BRIDGE

Reno Project Gets Go-Ahead

By NORRIS CASEY, GAIL BISHOP, BUD MALLET and CECIL PRESTON

RE NO—Crews at Holcomb Construction Company's payroll can soon look forward to at least seven months work when construction of the Kietzke Lane Bridge begins.

The project, located just east of Reno is estimated to cost $250,000.

Announcement of the construction start came after a pre-job conference was recently held with the contractor and the State Highway Department.

DISCUSS DETAILS

Details of the project were discussed and supervisory personnel named. Richard Black will act as resident engineer for the state and Harold Peavler will perform duties at superintendent.

The new bridge will clearly parallel the existing span on the site, and when complete, will provide and additional two-lane crossing over the river, permitting eastbound traffic to use one bridge, and southwest bound traffic to use the other.

The state and the contractor said there may be intermittent traffic interruption on the bridge approaches but that delays will be held to a minimum. Flaggers will be on duty to direct around any temporary hazards.

WATER THREAT

Initially, construction may proceed on a reduced schedule because of high water from river floods in the Truckee River during February and March, but normal construction activity will resume when flood conditions have been eliminated.

It has been reported by several sources that Ravada rates first in the nation in obligated Federal Highway Funds with the Nevada Highway programs committed to 16 per cent of the available funds for 1966.

OTHER RANKS

Nevada's neighboring states, Arizona, Oregon and California were ninth, 10th and 24th respectively.

During 1966 Nevada's highway activities required the use of future funds allocated for fiscal 1967 and 1968.

But the cutback in highway spending announced recently by the Federal Government chills prospects for new work on the state's highway system.

The total effects will not be known for some time yet, but with the severe slack coming out of the total budget, it will be felt, especially with the disastrous effects of the housing slump caused by the lack of available building funds during 1966.

WINTER SLUMP

At present, the construction industry has been hit by winter weather, which has caused a slowdown on many projects which had begun last fall, but operations on these jobs will resume as soon as weather permits.

Those which will get underway this spring are Industrial Construction's freeway project in Reno, Robert Helen Construction's Highway 29 project and other smaller projects.

Jobs still in progress include the Struan-Rogers mill construction at Battle Mountain, Henshaw and McKinney's freeway at Sparks, Robert Helen Construction's L-80 segment at Fenley-Lovelock and sewer work near Tahoe.

Work on the $8.2 million Wells Avenue overpass began Jan. 16 with Robert Helen gaining a subcontract for the dirt work. The prime contractor is J. F. Mans­well, who will construct the overpass.

Saying Too Much

A saleswoman trying to sell a housewife a freezer pointed out, "You can save enough on your food bills to pay for it."

"Yes, I know," the woman replied, "but you see, we're saving for a car on the carfare we're saving, and we're paying for a washing machine on the bawley bills we're saving, and for the house on the rent we're saving. We just can't afford to save any more money right now!"
MEETINGS
All Meetings at 8 P.M., except
Berkeley, 7 P.M.
1967—Schedule of Meetings Dates

SEMI-ANNUAL
Saturday, July 8, 1967

MARCH
Fresno—Tuesday, March 7
Santa Rosa (meeting at Uhls)—Tuesday, March 14
Salt Lake City—Friday, March 10

RENO—Saturday, March 11

APRIL
Eureka—Tuesday, April 4
Redding—Wednesday, April 5

MAY
Sacramento—Tuesday, May 2

JUNE
Santa Rosa—October, June 1
Provo—Friday, June 9

JULY
Santa Rosa—Tuesday, July 11

AUGUST
Fresno—Tuesday, August 4
Eureka—Tuesday, August 8
Salt Lake City—Friday, September 8

SEPTEMBER
Sacramento—Tuesday, September 6

OCTOBER
Santa Rosa—Tuesday, October 4

NOVEMBER
Sacramento—Tuesday, November 1

DECEMBER
Sacramento—Tuesday, December 2

Meeting Places
San Francisco
Latorre Temple, 16th and Capp
Oakland
Labor Temple, 2315 Valdez St.

Stockton
Engineers Building,
2024 N. California St.
Eureka
Engineers Bldg., 2806 Broadway
Fresno
Engineers Bldg., 3121 Olive St.

Maryville
Evel Hall, 920 D St.
Redding
Engineers Bldg., 100 Lake Blvd.,
SACRAMENTO

C.E.L. and T. Bldg.,
2025 Stockton Blvd.
San Jose
Labor Temple,
512 St. Teresa, Ave.
Watsonville
Veterans Memorial Bldg.,
215 3rd St.
Santa Rosa
Vallejo Masonic Bldg.,
1351 Bennett Ave.
Reno
Mason’s Bldg., 220 W. Taylor
Salt Lake City
1958 W. North Temple

MEETING
February 1, 1967

Engineers News

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Kaiser Knows Skill, Talent Pay

By PAUL EDGECOMBE

Kaiser Engineers on its payroll.

Skill, Talent Pay

February, 1967

ENGINEERS NEWS

By AL HANSEN

Much dredging work is in progress in the Bay Area, with prospects of continued operations.

Dutra Dredging has all its rigs in operation, with primary functions at Foster City, but the company has many other jobs also underway.

Uth Dredging has its "San Mateo" and "Franciscan" involved on San Francisco Bay and Trans-Bay Constructors is keeping its two clamshells on a two-shift schedule digging the trench for the trans-bay tube, a large segment of the Bay Area Rapid Transit District project.

United Sand and Gravel and Associated Dredging are not too involved at present, but prospects for both companies are encouraging for work during the early part of this year.

Other companies, such as Olympian Dredging and San Francisco Port Authority are keeping busy on their prospective projects with a promising outlook for continued work.

Here's a bit of thought-provoking information from the "Old Philosopher," who shows off each month and bends our eager ears.

Much fulfillment in life can be gained by participating in community and civic affairs.

As one couple in Michigan put it, much can be gained by the children in the family if parents engage in political affairs and community projects.

"We'll never have to worry about being lonely or bored. There's too much to be done, and we do it, they said, adding that children gain greater understanding of community problems if parents become involved.

Their advice—set aside for worthwhile activities geared to meet the urgent and fundamental requirements. Such activity will provide the children with the "neighbor" standard, exposing them to public service they won't likely forget.

And when families become involved in this type of activity, more is gained if the heart and soul are poured into it.

A century ago Thomas Carlyle said: "Have a purpose in life, and having it, throw strength of mind and muscle into your work."

Whether at home, at school or at work, persons owe it to themselves and others to give all that can be mastered for the betterment of self and community.

We should not let frustrations or the hum-drum of life deter us from meeting the challenges provided us by the myriad of problems and opportunities which arise daily.

Quiet enthusiasm can turn everyday living into a meaningful challenge.

It's Democracy

A refugee couple arrived in the U.S. and after much red tape and years of study they became citizens.

The husband rushed into the kitchen with the long-awaited news. "Anna! Anna! At last, we Americans," he shouted.

"Fine. Now you do the dishes."

By AL HANSEN

MUCH DREDGING WORK IS IN PROGRESS IN THE BAY AREA, WITH PROSPECTS OF CONTINUED OPERATIONS.

DUTRA DREDGING HAS ALL ITS RIGS IN OPERATION, WITH PRIMARY FUNCTIONS AT FOSTER CITY, BUT THE COMPANY HAS MANY OTHER JOBS ALSO UNDERWAY.

UTH DREDGING HAS ITS "SAN MATEO" AND "FRANCISCAN" INVOLVED ON SAN FRANCISCO BAY AND TRANS-BAY CONSTRUCTORS IS KEEPING ITS TWO CLAMHELLS ON A TWO-SHIFT SCHEDULE DIGGING THE TRENCH FOR THE TRANS-BAY TUBE, A LARGE SEGMENT OF THE BAY AREA RAPID TRANSIT DISTRICT PROJECT.

UNITED SAND AND GRAVEL AND ASSOCIATED DREDGING ARE NOT TOO INVOLVED AT PRESENT, BUT PROSPECTS FOR BOTH COMPANIES ARE ENCOURAGING FOR WORK DURING THE EARLY PART OF THIS YEAR.

OTHER COMPANIES, SUCH AS OLIMPIAN DREDGING AND SAN FRANCISCO PORT AUTHORITY ARE KEEPING BUSY ON THEIR PROSPECTIVE PROJECTS WITH A PROMISING OUTLOOK FOR CONTINUED WORK.

HERE'S A BIT OF THOUGHT-PROVOKING INFORMATION FROM THE "OLD PHILOSOPHER," WHO SHOWS OFF EACH MONTH AND BENDS OUR EAGER EARS.

MUCH FULFILLMENT IN LIFE CAN BE GAINED BY PARTICIPATING IN COMMUNITY AND CIVIC AFFAIRS.

AS ONE COUPLE IN MICHIGAN PUT IT, MUCH CAN BE GAINED BY THE CHILDREN IN THE FAMILY IF PARENTS ENGAGE IN POLITICAL AFFAIRS AND COMMUNITY PROJECTS.

"WE'LL NEVER HAVE TO WORRY ABOUT BEING LONELY OR BORED. THERE'S TOO MUCH TO BE DONE, AND WE DO IT," THEY SAID, ADDING THAT CHILDREN GAIN GREATER UNDERSTANDING OF COMMUNITY PROBLEMS IF PARENTS BECOME INVOLVED.

THEIR ADVICE—SET ASIDE FOR WORTHWHILE ACTIVITIES GEARED TO MEET THE URGENT AND FUNDAMENTAL REQUIREMENTS. SUCH ACTIVITY WILL PROVIDE THE CHILDREN WITH THE "NEIGHBOR" STANDARD, EXPOSING THEM TO PUBLIC SERVICE THEY WON'T LIKELY FORGET.

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IT'S DEMOCRACY

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THE HUSBAND RUSHED INTO THE KITCHEN WITH THE LONG-AWAITED NEWS. "ANNA! ANNA! AT LAST, WE AMERICANS," HE SHOUTED.

"FINE. NOW YOU DO THE DISHES."

Prepared equipment applications and specialized machines can cut job costs. The ERBCO salesman has wide experience plus broad line of equipment and supplies that are designed to do the law better. When you need equipment or supplies
An Expensive Pilot Project Across the Scene.

Continued from Front Page

The lake which will form when the Oroville Dam is completed, sometimes in 1967, will fill to the area indicated by the black lines.

The battle got tighter and more bitter. The railroad won another victory when the court said the rails would be relocated.

The state needed on its books, emphatically refusing, stating it would be a terrible waste to spend $8 million to relocate a $230,000 operation.

LITTLE PANFARE

"There wasn't much fanfare after that. The matter was quietly settled when the railroad company turned to trucks. In fact, I can't recall much news coverage on the settlement, but there was plenty when the light was on," said Mr. Mims.

About the time crews began clearing the lake area, the state condemned 3,000 acres of borrow pit area south of Oroville, with the cobble harvest to be used in constructing the dam. Natomas Company, prime owner, said the state had not recommended any use for the land once the rock had been removed, so the condemnation was faulty.

GAME PRESERVE

William T. Warne, then director of the Department of Water Resources, said on cross-examination, when the matter was brought before the courts, he had suggested in 1959 the land be used for a game preserve. The idea was to enhance the area once the cobble had been removed.

Plans on the dam went ahead in spite of opposition from Natomas Company.

Crews began clearing and preparing hard roads, and McNamara-Filler Company began construction of the diversion tunnel, which would have to be completed before the river could be turned and dam construction started.

NO DELAY

Mims saw no delay because of the rock pile delay; estimating it would take 80 million cubic yards of earth to complete the dam.

Meanwhile, Natomas Company set a price of $3.5 million for the land. Then on May 2, 1963, a jury was named to decide the rock value. Natomas still demanded $3.5 million while the state offered to pay $375,000 for all 5,300 acres.

After 22 days deliberation, the jury set the price at $525,004 for 1,800 acres, a move which set a precedent for the remaining 3,500 acres.

INTERESTING EVENTS

"There were more rather interesting incidents to come out of the project," Mims said.

"We had a bit of a scandal when it was discovered that state employees were involved in a land speculation. Some of them were caught purchasing parcels within the 10-mile limit. Three were promptly fired, while others were being indemnified.

But the incident was the tip of the iceberg. The local residents opposed a housing development on 1,800 acres. The city tendered $2 million for the remains of the happenings. The state bailed, claiming the state would lose $40 million.

ENOUGH HOUSING

Local residents were no longer talking about housing was available, the state was on the track for passing.

But the state was not about to accept the housing industry's "All was not over squabbles," Mr. Mims grinned. "We did have moments."

He said when the state finally divested, a bed was uncovered.

"The prospectors were not happy over the area like flies, there were lunch hours, and some of them even time looking for and relics saying, "49 gold rush."

He said he and a few several days digging, shoveling, or else they could find their way, and they were $50 worth.

"But we had a lot of equipment."

Mr. Mims told some who staked out the site, as his private claim on it when he cleared off everyone but.

STUFF POKED

One day he was his shirt pocket, and he promptly told the fellow through he had a He got his check and he went again.

Then the chuckle throughout the chuckle, and many died melted down, but welding rods, and "claim."

Another youngster stuck it rich when shiny gold streaks through a sand bar.

SEAT FILLER

He couldn't wait Volks into the area, and he shoveled and promptly back seat with sand. Cold? Not--iron.

But there was still nostalgia.

While the men filled the lake area, the the Father Orange est orange tree in California to die.

Tenderly and gently prepared to move a temporary site until
The end of 1967, crews have placed the final car of cobble on the Oroville Dam, one of the largest earth-fill dams in the world. Construction has taken five years.

From the Middle Fork of the Feather River, visitors will find a recreational haven, where boating and other sports will be possible. Lake will fill to top cut in photo.
Damage Is Done

By SIDNEY MARGOLIUS

Exaggerated attacks by trade associations and business lobbyists on government consumer-protection programs have resulted in an avalanche of criticism. Consumers have become worried over reports stating President Johnson plans to downgrade his consumer program headed by Esther Peterson. The reports say Mrs. Peterson, an Assistant Secretary of Labor, is expected to resign her post as Consumer Affairs Administrator.&

Mrs. Peterson has worked hard to get national legislation requiring clearer package labeling, and the "truth in lending" bill requiring lenders and installment dealers to tell buyers the true annual interest rates on installment purchases and loans.

The program was just beginning to gain cooperation of the big companies, called Mrs. Peterson's proposals to be "brain washing." But the change would be slow and other big companies, called Mrs. Peterson's proposals to be "brain washing." But the change would be slow and even for the more scrupulous businessmen who would like to see reforms in some of the current sales of poorly-made merchandise, and in fooling buyers about credit costs.

Need For Flood Plan

By AARON SMITH

VALLEJO—Heavy flooding has been prevalent throughout northern California recently, and the highway has brought to the forefront the pressing need for flood control.

The problems are widespread. The stream which is the subject of this report passes through a part of the city where the buildings are situated in a business section of the town.

The need for development is urgent. In the past, residents have been forced to evacuate their homes during the high water periods. In addition, the flow of water has been so high that it has caused damage to the surrounding area.

The city council has been working on a plan to build a flood control system. The project involves dredging the stream and constructing a dam to control the flow of water.

The dam will be built on the eastern side of the city, and the dredging will be done on the western side. The project will take several years to complete and will require a substantial amount of money.

The city council has requested a grant from the federal government to help finance the project. The grant is expected to cover a significant portion of the costs.

The project is expected to be completed by the end of the year. The flood control system will provide a safer environment for the residents and businesses in the area.

VIE T CASUALTY?

A military casualty has been reported in a recent conflict. The details of the incident are still under investigation. The victim was a member of the armed forces stationed in the area.

The military authorities are working to secure the area and provide assistance to the families of the victim. The incident has caused concern among the local community, and the military has assured the public that the situation is under control.

The cause of the incident is not yet known, but it is believed to be related to the ongoing conflict in the region. The military has urged the public to remain vigilant and avoid unnecessary gatherings.

The incident has raised concerns about the safety of the area and the security of the military presence. The authorities are working to ensure the safety of all personnel and citizens in the region.

We hope that this information has been helpful. If you have any further questions or concerns, please do not hesitate to contact us.
Kenneecott’s 2-Pronged Expansion

BINGHAM, UTAH—A crucial problem of declining ore grade, coupled with a fluctuating copper industry and the increasing demand for the everlasting metal prompted Kennecott Copper Company to invest in a $100 million expansion.

The program, for all intensive plans and purposes, is complete.

The historic expansion, divided into two segments—the first to affect a 20 per cent increase in mining, concentrating and smelting capabilities to handle increased ore production from 90,000 to 108,000 tons a day. The second program was to increase recovery of precipitate copper from the leaching of overburden dumps from 150,000 tons to 400,000 pounds a day.

In 1963, company officials foresaw the coming problem, and immediately decided upon the massive expansion program.

For many years railroad cars have been used to transport waste ore to the overburden dumps, but research indicated better and more economic transportation could be provided through the use of diesel trucks.

The plan then, called for partial replacement of rail service with a fleet of 70 giant trucks, ranging in capacity from 65 to 110 tons.

Trains will still be used to haul ore from the mine to the processing plants some 16 miles away. The change was made possible through the removal of 8.5 million cubic yards of material during the construction of two large notches in the east shoulder of the mine.

The notches enable trucks to move the overburden from the pit to the waste dumps. Showers capable of 30-ton "bites," drills, drivers, graders and service trucks support the giant diesel trucks.

An investment of $20 million to increase recovery of precipitate copper from 150,000 to 400,000 pounds a day will be spent almost immediately, company officials stated.

Utah Notes Industrial Growth

By HUGH BODAM, JAY NEELEY, MERLIN BOWMAN, JOHN THORNTON, VANCE ABBOT, TOM BILLS and JACK SHORT

SALT LAKE CITY—Construction in Utah suffered considerably during 1965 because of inflation and postponed building plans, but in spite of the continuing cost of the Viet Nam situation, which curtailed available funds, the state experienced tremendous industrial growth.

Area contractors have expressed considerable optimism for 1967 prospects, in spite of the rising war costs.

But the problems remain. Utah must have its interstate highway system completed in order to stop the highway slaughter. She needs new dams, water projects, college and university buildings to keep up with the rise in student enrollment.

Hopefully, a major highway from Kanoli to Woodruff will be bid this year. If it comes up, it will be the largest single highway project in the state, estimated at $12 million. Another key project, the $4 million access road into Canyonsland and Bullring Basin, should also come up for bid and construction this year.

At Bullring Basin, 17 miles of road to the Del Monte Mines were bid Jan. 17. The contract will cover 14.1 million yards of excavation and two structures. Bids will be called Feb. 7 for approximately seven miles of road from Tronaite Wash to State Road 95, including two structures.

But the big news in Utah is the funding of the Bonneville Unit of the Central Utah Project and the Utah Basin Water project.

The Bonneville Unit is the key to the state’s water system and the development of Utah’s resources for the next 100 years. It will provide for beneficial use of most of Utah’s remaining undeveloped share of Colorado River water.

The authorized initial phase of the Central Utah Project includes four separate units—the Vernal Unit, now complete, the Bonneville Unit, new in beginning stages, the Upalo and Jensen Units for which plans are still being drawn and the Uintah and Ute Indian units in the Uintah Basin, yet to be authorized.

The Bonneville Unit will furnish irrigation, municipal and industrial water to the highly populated Wasatch Front in the Bonneville Basin. It will also supply irrigation water to farmers along the south foothills of the Utah Mountains.

Bids on these projects will be let in mid-February, with construction to be well underway in April.

Utah’s congressmen were deeply disappointed in recent years when earmarked funds for the Bonneville Unit were given to other states for what the senators felt were less important projects. Now it appears the critical water problem in Utah will be solved.

Other bids on the Central Utah project to be opened this year include the 165-foot-high Starvation Dam, an earth fill structure to be built on the Strawberry River near Duchesne, the Knight Diversion Dam and the Starvation Feeder Canstock which will divert and transport water from the Duchesne River to Starvation Reservoir and Water Hollow Tunnels and part of the outlet channel which will complete the last section of the Strawberry Aqueduct.

The first phases of the project will have a profound impact on the Uintah Basin economy. Several jobs will be made available, and the completed projects should bring more industry into the area.

At St. George, bids will be let in the near future to bring water from the Solly Reservoir and the Shangri-La pipelines from the wells to the city and the installation of well pumps and a power line.
**Guillotine Falls On Springs Dam**

**BY RUSS SWANSON and ASTRID WHITAKER**

SANTA ROSA—The Viet Nam war has taken another casualty—this time, the Warm Springs Dam, which has failed to become the Federal Spending guillotine, losing 40 per cent of its initial 1967 allocation.

The Army Corps of Engineers said the original $2.7 million allotted for Congress by the multipurpose project had been chopped to $1.65 million.

A "stretched" of the construction period appears, and will delay flood control, recreation, water conservation and indirect benefits.

**COST BALLOONED**

While the Fed chopped up the expenditure, the five-year-old estimate of $42.4 million for the total project ballooned to $70 million by the end of 1966.

At the overall costs increased, the local share grows proportionally.

It now appears about $14 million will have to come from the population hereabouts. Earlier, the residents had been asked to finance just $11.7 million. But, then, that’s inflation for you.

**BIGGER BITE?**

But hold onto your wallets—the cost could go even higher if the Corps decides in the next few weeks to "Optimize" the conservation portion of the reservoir.

The first major construction phase of the project will be to relocate the ranch just southwest of Healdsburg. Bids for that job will probably be held up until late March, or early April. Who knows—it may be even later.

**FIRST BOOST**

The $70 million figure is the first up-dating of the 1963 estimate prepared by the Corps. In 1963 sources have hinted that most of the boost will appear in the initial jump-up to $70 million as a result of escalation of construction costs since the original estimates which were based on 1962 figures were made.

Changes in size of the flood control and small pool sections of the reservoir, and because of recreational development.

Originally, the dam was designed to hold 277,000 acre-feet of water, but current plans are to stretch the capacity to 325,000 acre-feet.

**MORE ALTERATIONS**

The water supply for the reservoir project could also come under the alteration enigma. It could be substantially enlarged to store more water. And if it is, count on a few more shells from your weekly alfalfa point into the programme.

But your county officials are the ones who will have to wrestle with this monster, since the local dollars are pledged to repay the costs over a 50 year period after water is first taken from the project.

The dam was one of 33 added by Congress to the original project request for 25, scheduled to start across the country during fiscal 1967.

**THAT'S IMPORTANT**

But Buchanan, Robert E., to whom was assigned federal spending toward the Viet Nam figure “is something we don’t control, but as so long as they spend $1 on a construction start, it means the project is underway. That’s important.”

He said the Warm Springs project is one of the public works jobs expected to "take up cap" if there is an easing of war expenses, which at the moment seems unlikely.

The $14 million added "can’t" could be followed by a speed-up.

A slowdown continued could have serious implications for Sonoma County residents.

**1977 SHORTAGE**

A water shortage could result by 1977, when the proposed dam completion, and be providing water to the county. But Gordon Miller, chief engineer of the county-wide flood control and water district, said he could foresee no shortage until 1975.

He said current planning shows that the existing Coyote Dam on the east fork of the Russian River will meet the needs of Sonoma and Marin Counties until that time.

**BIG PINCH**

But the big pinch could feel even earlier, since the Corps estimates the dam would save $855,000 a year on 30 miles of Russian River below the selected damsite.

In addition to flood control, the Corps said the recreation benefits could come as high as $855,000 a year over the life of the project.

And that, my friends, is not a bad return on the investment you are going to make, like it or not.

Around Santa Rosa proper, construction on the new freeway, which has caused considerable dismay among the soothing public, will "stall until next year," if the freeway is to keep in practice at "Stop-and-go" for some time to come.

Although the project is underway, the Corps said, the Department of Highways states, that construction will have to continue full until the end of the year.

Naturally, any members who are working on this stretch, have no hard feelings about the time element. In this day of the funds shortage, a job is a job.
MARYSVILLE
Hospitalized during the month were Howard Baker, O. D., Furdant and Edno Betts. Brother Betts was injured in a Bellard's Bar Dam mishap.

Our condolences to the families and friends of Brothers Ernest Thompson and Jim Winn.

UTAH
Sincere sympathy to the family of Brother Markoe Hentz who died of a heart attack.

Brother Charlie "Doc" Gaines is confined to the Utah Valley Hospital and would appreciate a visit from his many friends.

Brother Vern Peterson has been transferred to the Kaiser Rehabilitation Center in Vallejo, Calif. He would appreciate hearing from the Brothers at home.

We extend our sympathy to Brother Ted Atua, whose wife died recently.

SAN JOSE
Congratulations to Brother and Mrs. Bill Allen on the birth of a daughter Jan. 3, named Tina Marie.

Our condolences to the family and friends of the late Brother Fred Noble. Brothers Bob Robinson, Harold McConnell, Paul Inndermacher, Vernon Mays, William Ridell, Raymond Farrel, Leon Walker and Frank Fleming have been ill. Our wishes for quick recoveries to each of them.

Brothers M. S. (Sky) Holman, Murray Rogers and Ren Mossholder have recently returned from Viet Nam. Glad to have them back.

OAKLAND
All of us in Oakland wish to express our sorrow in the passing of our good friend and long-time Executive Board member, Ernie Miller. He had served unselfishly for the good of all members of Local 3 for as long as most of us can remember. Our most sincere sympathy to his widow and family.

Our sympathy also to the family and friends of late Brother Gerald Malone. His untimely passing was a shock to all of us who knew him, and I did not go unrewarded.

Brother Miller died on Jan. 19 of cancer. He had been hospitalized for several weeks prior to his death.

Brother Miller was initiated into Local 45A on August 26, 1934 and with the amalgamation of locals in 1936, he became a member of Local 3.

He was a continuous member until his death, and according to his records, had never taken a withdrawal since amalgamation.

His example is something all members of the Operating Engineers should emulate. He was strong for the Labor Movement, and dedicated his life to bettering society through his actions as a member of the Executive Board.

Brother Miller was elected to the Executive Board in January, 1961, again in 1963 and finally in 1966.

He is survived by his widow, Margaret E. Miller, Oakland.

SACRAMENTO
Our deep sorrow over the passing of Brothers Charles H. Moore, Charles S. Taylor, John Miller, Alfred B. Newman, Herbert Whittington, Roy Atkins, Lee Kinley, Frank Coston, Alvin Christensen and Louis F. Geever.

SAN FRANCISCO
Our deepest regrets over the passing of Brothers Dwight L. Miller and Gordon Neal.

We wish the best for quick recoveries to Brothers Ken Kusten, Lloyd Durst, Emery Aleridge, Erik Miller, Leo Chartery, Patrick Kennedy and John Miller.

3 Mourns Death Of Bro. Ernie

Oakland - The members of the Operating Engineers, and particularly those in Oakland were shocked to hear of the death of Brother Ernie Miller, long-time Local 3 member and devoted member of the Executive Board.

Brother Miller died on Jan. 19 of cancer. He had been hospitalized for several weeks prior to his death.

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Gypsy Woman

1. I, too, am a "gypsy"—I, too, am care-free. On the road that he travels, that's where you'll find me. "Tomorrow, we're moving, so hurry and pack. Take all your possessions—don't know when we'll be back." I've followed that trailer for many a mile. With a bird and two cats, two kids, a weak smile.

2. We do have our problems, we engineers' wives. Adjustments and changes influence our lives. Each time we move, we just start in anew. Enduring the children, glowing dishes (broke two). We hunt up a doctor, a dentist, a church. Unpack, pay the rent, we've lost in the breach.

3. Order a phone, electricity, too. Welcome the neighbors who stop to meet you. We don't want our time being lonely and sad, Pining for friendships that we have had. A "gypsy" wife lives each day for itself, Yesterday and tomorrow are set on the shelf.

4. We're closer to God and closer to each other. We enjoy this day, there may not be another. We certainly have some frustrating times. One month a head-on, next month it's this town. But we gypsies don't worry, we have faith every day—Things always work out, if we believe and we pray.

5. People will say, "Now, you should settle down. Give up construction, buy that cute house in town. You should be permanent—set down your roots—Work in a store, no more engineer boots. So you keep that white house with the pretty pink trim. You have worldly good, but you don't have him.

6. The open road beckoned and now he is gone. "Well I won't stay either. I won't move, you know that now."

You roll an auction and sell all your things. When you pick out a trailer, your little heart sings: "This gypsy wife's leaving, I just can't stay here. We're going to travel with our Engineer.

7. Wherever life takes us, whenever we roam. Because we're a family, we're always at home. If I had to choose re-upping my life. I'd still choose to be his "gypsy" wife. We count our blessings, the list is so long. How much we'd have missed if we didn't belong To the Operating Engineers.

MANAGER'S MEMO

Oxnard, we took a tour of the new dam and met some of the Brothers working on that job. There we watched the operation of this interesting project.

A more detailed story appears in this Edition and we hope you enjoy reading it.

NEW FEATURE

We have had several requests in the past for information regarding recreation and sports information, so beginning in the March edition, a section will be set aside in the Engineers News for that purpose.

Our older timers, many of them on pensions, and the members who enjoy fishing and hunting have suggested we include this information.

We would like anyone to submit any information regarding parks opening, including the facilities available such as camping, boating, fishing, ski areas, tennis courts, etc.

Information of golf tournaments, motorcycle hill-climbs, drag races, stock car races, tennis tournaments, civic picnics, ski information, and information on ski resorts regarding overnight facilities, eating establishments, equipment rentals, ski shops, etc., will be valuable.

There are bound to be boat races, regattas, hikes, air races and other events which would be of interest to our members.

We will also include travel information as provided by a professional agency. We hope you enjoy it.

Widow Says Thanks To Local 3

Dear Friend:

I wish to extend my heartfelt thanks to all of you associated with the Operating Engineers for your thoughtfulness and kind consideration to myself and my family during the recent unfortunate which fell upon our house.

The death of my husband, Ernie Miller, was a shock to all those who knew him, and I am sure that he would have been pleased to know that his loyalty did not go unrewarded.

I sincerely appreciate the beautiful flower arrangement you all subscribed to. It was just beautiful—and the words cannot express my appreciation

Most sincerely
Mrs. Ernie Miller.
Commissioner George Wilson gives Job Stewards a few problems to think about. He explained that a contract is of little value unless it is policed, a duty for the Stewards.

STOCKTON — Local 3's Job Stewards got a glimpse of a new and informative program recently when three members of the Federal Mediation and Conciliation Service met with them to explain its function.

George Wilson, San Francisco, told Job Stewards in Stockton, Salinas and Orovile they are the eyes and ears of the Union, and without them, the Business Agents and District Representatives could not adequately police the jobs.

He said without policing, the contract doesn't mean much, because there is no way of telling if it is being honored.

A Steward must know the contract to recognize a legitimate grievance. He should not take up causes with the men, he said.

He explained that the Steward's job is one of great responsibility, and whenever a Steward must have faith in the men.

"But as to our function, we get into cases when a dispute arises. We assist both parties (Unions and management) in contract negotiation, trying to meet on a mutual basis."

Virginia H. Burtz, Fresno, another commissioner, said the service consists of men with bargaining experience, so the terms and definitions are not strange to them when they are called in for consultation.

"We were part of the Labor Department until 1947 when the Taft-Hartley law came into being, then we became a separate organization."

"We should be notified 30 days prior to a contract expiration so we can have a man assigned in case negotiations break down."

"In a mediation case, we need to have both sides seated with us, then we find the mutual ground for a settlement," he said.

He said nine of 10 disputes receiving mediation assistance are settled without a strike, so mediation is worth trying.

Mediation is a free and voluntary process, which can be requested by either party. The mediator also volunteers his services. His only role is that of a constructive peacemaker who tries to bring objectivity to disputed issues and opens new avenues to solving problems and making decisions.

The fact that nine of 10 cases are settled without a strike or lockout is a tribute to the free collective bargaining system in the United States.

If the dispute is of a national interest, a mediator may become a part of the instructions of the agency.

The three commissioners, Wilson, Burtz and Clell Harris, then showed the group a film dealing with a grievance at a plant, and asked the stewards to look for the matters which were made by the worker, the superintendent, the foreman and the steward.

The group discussed the matters, then the second half of the film, dealing with the proper way to handle the situation was presented.

A comprehensive program dealing with contracts, contact policing and the service of the Federal Mediation and Conciliation Service will be presented to the job stewards throughout the jurisdiction.

It is felt that through such programs, the stewards will gain a more comprehensive knowledge of their responsibilities and new methods in handling grievances which arise on the job.

SWAP SHOP CORNER: Free Want Ads for Engineers

RULES FOR SUBMITTING ADS

• Any Operating Engineer may advertise in this section.
• Any Person on the Inside for themselves, for another PERSONAL PROPERTY he wishes to sell, buy or exchange with himself.
• All Ads must be accepted for rental, personal service.

• PRINT OR TYPE the wording you want in your advertising on a separate sheet of paper. Ads not typed or printed will be refused.

• Refuse to sign, name, or date, or containing the word "Free," will be refused.

• Address all ads to: Engineers Swap Shop, Al CLEIN, Editor, 478 S. Mission St., San Francisco, Calif. 94112. Be sure to include your register number. No ad will be published without this information.

WANTED TO BUY

WANTED TO BUY good Rated Badger 745, 15 HP, air cooled, 15,000 lbs. lift. Price $2,500. Mike B. 364-4848. 3/1

WANTED TO BUY Giant 800 or Deere Tractor. Price $2,000. George Schaefer, 74-1835. 3/5

WANTED TO BUY a new or used air compressor. Price $2,500. Fred Earl, 891-5035. 3/7

WANTED TO BUY a new or used air compressor. Price $2,500. Fred Earl, 891-5035. 3/7

BELGIUM BLEWING 12 gauge valve regulator to 150. J. Roberts, 686-533. 3/1

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101 Widening Due

By WAYNE (LUCKY) SPRINKLE

SAN RAFAEL—The old cliché about the road to hell being paved with good intentions doesn’t mean more than it will mean during the pending season. Marion County will get its share (providing the new Sacramento-San Joaquin River project isn’t delayed). The Central Valley water plan is underway but more construction is needed. Certainly the Marin commuters will feel the relief when the new Golden Gate Bridge and the Bay Bridge at Richmond are opened later this year. Eight lanes will take place.

4 LANES

Highway 101 between the Golden Gate Bridge and Spanish Avenue overpassing will expand to four southbound lanes under a $180,000,000 pact with the State Division of Highways. The project is under design study with construction slated this summer. Reflectors will also be installed on 101 between the Golden Gate Bridge and the south end of Richardson Bay, a 4.6-mile stretch. Construction of a median barrier will also be forthcoming between the Waldo Tunnel and Martin Street. These four-lane plus a median strip will be added between Manucol, T. Freyback, and Miller Creek Road.

RESURFACE JOB

Bids should be opened this spring for resurfacing Highway 101 between the Martin Creek Bridge and the San Rafael viaduct. Recent San Quentin and Miller Creek Road widening to eight lanes will take place. Also included on Highway 101 will be an extension north of Route 37 near Ignacio to north of Atherton Avenue, Novato; installation of traffic signals at the 101 frontage road and Tiberius Boulevard east of Mill Valley and redressal of the workout between Highway 101 and a half miles north of Mitson Beach.

AUTO CENTER

In Novato, work has been underway to receive that automobile dealer plan to construct a unique $1.8 million complex at the center of the project. By 1967, Dervin Ford will begin construction on its new Design Group planned service facility.

The 2,000-foot showroom will be a major landmark of Novato, itself the headquarters of four earth high in a detached building surrounded by lawn and garden. The building will be in natural brick, wood timber and exposed beam, to reflect the modern, outdoorsy Marin atmosphere.

20 STALLS

Similar constructed service facilities will house 20 work stalls. McGilliducky says he hopes the center will be one of the best constructed automotive agencies in the entire Bay Area.

Dervin has gained permission from the Division of Highways to build a U-shaped access road to the building. It's estimated that it will eventually lead to an automobile link including a commercial development providing another major route through Novato.

STRICT RULES

The project is expected to be completed under strict specifications with rules laid down by the Division of Highways. There will be three acceleration lanes and three deceleration lanes on Highway 101. A crossing lane will have to be built to handle traffic from the automobile center into the northbound and southbound lanes.

McGilliducky says the plan is an excellent one and will add greatly to the city of Novato.

'Let's Take Lake's Wealth'

By LAKE AUSTIN and LOU BARNES

EDDINGTON—Jingle Bells, Jingle Bell, Jingle all the way. While the snow is coming down, we aren’t making hay...

Yes siree—we hitched old Dobbin to the dog sled to take a tour of the district, just to see what was happening. We’re still wondering about what’s happening.

As it turned out, not much activity prevailed. We did find a number of contractors working forth with much effort, but we had to just to keep warm.

In spite of the less than promising situation, very few snowballs came at us, but those that struck were followed up.

We stopped at the Old Hitchin’ Post to get a line on the scuttlebutt. There were some encouraging signs.

Highway 5 brought the biggest stir from the cracker barrel crowd, with promise of its being let early in February. Chatter also involved Fuchs’s

available and it will fit on any existing frame.

The design will eliminate lightly down-time for equipment due to oil seal failures.

Kickoff On
67 Season

By HAROLD HUSTON, BILL METZ, ROB WAGNON and DAN CARPENTER

MARSHVILLE—With kickoff off the 1967 season, recovered the fumble and are now on about the 50 yard line with a first down. The secret is to call the right play—and it appears we will be able to do that.

The prospects are encouraging, as we had to plan for what we think will be the best season to come along in this area.

Our goal—to have everyone in the district get into the half game. There are many jobs in progress with many decisions being made for every qualified worker.

We wish to thank the 295 members of the district for their interest and support. The District Meeting in Oroville. It is a privilege and a pleasure to meet with the business members, who take time to support their Union.

Our thanks to the members who took time to attend the recent annual meeting in San Francisco. This is the type participation that keeps our program strong and stable.

We congratulate Brothers Dick Bell, Jack Curtis and B. V. Gilman for their outstanding work in the Oroville-Carson area.

We urge all members to support the district blood bank. No one can foresee when mishap or tragedy will strike, requiring the immediate call for blood. People just don’t do it, strong and stable.

To all those who were present at the Marysville Elks Club, 920 D Street, on the second Tuesday of each month, we would like to thank you for all your support.

To all those who showed up for the promotion at the Medical Arts Center the first Thursday of each month from 1 to 9 p.m.

Appointments can be made for the Oroville Hospital by calling 343-6071.

Pension Plan

LOCAL 3 has taken the lead in supporting the fund. It is one of the best programs in the country, and everyone is proud of the attendance achieved at this meeting.

The prospects are encouraging, and we look forward to another successful year.

We congratulate Brothers Dick Bell, Jack Curtis and B. V. Gilman, and the Oroville-Carson area.

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OGER, UTAH—At the Lithium Corporation of America and Chem-
Navy Budgets $5 Million For Moffett Housing

By BOB SKIDGEL, HARLEY DAVIDSON, LYNN MOORE, ROB LONG and RALPH WILSON

SAN JOSE—There was news of a boost in the housing slump recently when the Navy announced the long-delayed $5 million housing project at Moffett Field would get underway about March 1.

The Moffett project will call for construction of 300 three and four-bedroom housing units, 223 for enlisted men and 77 for officers.

Apartments and townhouses with extensive landscaping are also planned.

Defense Secretary Robert S. McNamara reportedly cleared the way for the program when he released funds for $500 million in military construction throughout the nation.

A Navy spokesman said preliminary approval was issued calling for bids which were held Feb. 1. Bids will be opened March 1 and construction will begin as soon thereafter as will be permissible.

The project has been on a treadmill since 1962, and was included in the 1965 budget.

But when the Viet Nam war spending increased, it was deleted from the budget by McNamara.

Existing Navy housing has been described as inadequate, and no timetable has been set for that phase of the program.

The rain which shut down construction of the King City bypass has hit the river, and the Salinas River, which it left high, but not dry, has begun to recede. So work on the bypass resumes.

E. C. Young, J. W. Vickers and Connelly-Napier were joint-venture bidders at $3,035 million.

And while crews are staying busy in the city, Citizen's McCormack, Salinas, will be improving the King City airport, and adding new facilities to it. The budget for it is $1,012,780.

In Salinas, a bid of $5 million from E. A. Hathaway gained approval. He will construct the new Monterey Courthouse, Granite Construction shoveling up the excavation phase and has its earth-movers gouging away.

The latest rains caused a halt to activity in San Jose's northwest, but several jobs have recovered from the onslaught and taken off again.

All crane and rigging companies are busy, with Peninsula Crane doing work on the Century 23 Theater near Winchester. Kelly Brothers and Biggie at Kaiser, San Jose Crane and Biggie on the telephone building and new water-treatment plant.

The rock and gravel plants set off to a crashing start with the new year, and prospects for their continued growth appear imminent.

Work has gained momentum in the Moss Landing area since the sun showed its shining face. Committee is continuing work on the University of California, Santa Cruz, and Kaiser, PCA, Granite Rock and Central Supply drying out ready to hit it again. The work should pick up shortly.

Henry M. Giovannetti, San Jose, spent his working days in the dredging business, and has fond memories of the "good old days" when the industry was growing.

"I was in the employ of J. Warren Dutton during 1939. He was the second generation owner of Grizzle Island, located in the eastern reaches of Salinas Bay."

"I was the operator of his boat, the Island Bird," which was used to make the runs between headquaters at Dutton's Landing, Salinasport, Aviath and Pitts­burgh for supplies and passengers," Brother Henry said.

He said one of Dutton's little dredges worked on the island, the same dredge referred to in the November Edition of the Engineers News.

Dutton, according to Brother Giovannetti, developed the rig and had a patent on the bucket.

The deck house was on skids and the hull consisted of three pontoons, a barge for carrying

Duton's little dredge was used on the canals in 1910. The deck house was on skids. The entire rig came apart and could drag itself over levees, roads and dikes, and onto barges for long moves.

Safer Automobiles Likely In 1968

Continued from Page One

that in most cars, the driver and front rider have a diagonal belt, which will fasten across the chest and shoulder. Front seats will also have the standard lap belt.

No-galss-resistant gas tanks, sideview mirrors on both sides, parking brakes, danger lights that go on if the brake lights fail and a reserve brake are also new requirements.

Youngsters and "lady class" will be tied to know that moving lumbers with "swivel" projections which could make a pedestrian will be banned. Brakes and handles, arm rests, sun visors, instrument panels and the backs of front seats must be designed to reduce the severity of injuries on impact.

No-glare trim is required on windshield wiper arms and other parts of the car in the driver's field of vision. Doorlocks and hinges which will prevent door-opening in an accident, windshield defogging and defrosting equipment, windshield washers and two-speed wipers are now a must.

All bulbs and lights must be within the reach of the stranded-in driver.

State of these new standards, there are those in the industry who believe the whole plan has been "watered down," and that manufacturers will ask for changes in the code.

Three standards formulated earlier by Dr. William Hadley, Jr., National Traffic Safety Agency, were deferred. They would have set standards for headrests, tires, rims.

In any event, by and large, auto makers can expect the 1968 cars will satisfy the present requirements, and that safer automobiles will appear on the market.

But they will cost more. Naturally, the manufacturer will pass on his extra costs to consumers.

Observers say the additional costs will range from $20 to $150, depending on the price automobile the potential consumer will be buying.

Stewards Meetings

ALL MEETINGS AT 8:00 P.M.

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


Dist. 6—Marysville, Tues., Mar. 7, Eng. Hall, 1010 1 St., Marysville.

Dist. 1—San Francisco, Thurs., Mar. 9, 474 Valencia St., Dispatch Hall.

Dist. 12—Vallejo, Wed., Mar. 15, 404 Nebraska St., Vallejo.


REMEMBER WHEN?

Dredging's 'Good Old Days'