

A Costly Pile Of Dirt

Special to the Engineers News

EDITOR'S NOTE: 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 crews 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 Chamberlan, 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 has-

See AN EXPENSIVE on Pages 8-9



J. Rodney Mims
"We met our deadlines."

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February, 1967

Mediators Tackle Training Job



Al Clem, Commissioner George Wilson and Director Edwin Scott of the Federal Mediation Service, discuss new Steward training program, which has been undertaken by Local 3 and Mediation Service.

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 Job Stewards the value of knowing their contracts.

Al Clem, business manager of the Operating Engineers Local Union No. 3, announced the unique program in mid-January, with first classes being held in Stockton, Salinas and Oroville.

Edwin W. Scott, regional director of the mediation service, said such programs have been held in other areas, but to his knowledge, this is the first time it has been tried with the building trades industry.

Brother 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

Safer Cars On Horizon For 1968

Miller Johnson was barreling along at 55 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 shoved the truck forward more than eight feet and slammed Johnson's seat-belt shackled body into the steering wheel.

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

His survival was no miracle. It was due, the experts say, to the new type steering wheel installed in the 1967 automobiles. It collapses on impact. The mishap dramatizes the unsung 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

See SAFER on Page 16

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 Enda A. Goodale, senior administrative assistant to the Committee on Un-

dergraduate Scholarships and Honors at the University of California, qualified students may obtain aid in form of scholarships, loans and opportunities for part-time work.

More than 900 scholarships, ranging in value from \$200 to \$600 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 conjunc-

tion 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 COLLEGE on Page 2

Memo

from the

Manager's Desk

By AL CLEM

On behalf of the officers and Executive Board it is my pleasure to thank 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 conscientious Union people do, by supporting changes in the By-Laws when certain recommendations have been made. We are particularly proud of the actions of the Executive Board. 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 Coronado, 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. Conlon, Assistant to the General President Paul Askew 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 3's delegates were especially impressed with the speech given by Brother Askew.

Representatives from several state agencies, including Tom Pitts, secretary treasurer of the California State Federation of Labor and Brian Deavers, president of the State Building and Trades Council, 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 committeemen 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. Sheerman who were re-elected in Redding; Dick Bell, Jack Curtis and Bob Gilliam, all re-elected in Marysville; Tom Eaton, Arnold Boehm and Ken Bowersmith, all re-named in Sacramento.

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

While we were in Eureka, we had the opportunity of visiting the Crown Simpson Pulp Mill, a new industry there. And in

See MANAGER'S on Page 13

Mediators Tackle Training Of Local 3's Job Stewards

Continued from Front Page
to take place while we sit back and watch. We have to be part of the changing world.

"It is becoming increasingly difficult to police our jobs because of prohibitive costs without the service of dedicated and knowledgeable job stewards. But those men who take it upon themselves deserve to know how we go about settling and recommending an agreement, and what role the Federal Mediation and Conciliation Service plays when a deadlock looms," Brother Clem said.

He said Job Stewards should know what their contract calls for and who to contact when there is a violation or other problem.

Brother Clem said steps are being taken to launch pre-bid conferences, which now are necessary because of the continuing growth of Local 3.

"We are getting so big and complex that without the pre-bid conference it may become difficult to maintain control.

"We have a big stake in what

happens, so we are going to see what we can do to insure our members that they are represented during bidding conferences," he said.

Mr. Scott said his department could be helpful in sitting down with Local 3 and employers in a pre-contract conference, where mutual problems can be ironed out before negotiations begin.

"If we can get the little problems out of the way before negotiations begin, things should run much more smoothly," Scott said.

He and Brother Clem agreed during their meeting that too many times, one side or the other takes a walk during negotiations because of communication failures, and time is needlessly lost.

So the plan calls for a preventive program, which will be available to both management and labor.

The Mediators will be trying to encourage both sides to engage in continuous dialogue, whereby the problems which are sure to

arise during negotiations can be ironed out ahead of time.

It is in this area that the Steward can be of great assistance, Brother Clem stated, and with the help of the Federal Mediation and Conciliation Service, the Steward will be getting an idea of the problems management faces.

The relations between employers and the Union can only profit through this new program, and the Mediation Service will be gaining a better understanding of Union problems. It will, therefore, be able to improve communication lines between the two factions.

Classes with Stewards will be held throughout Local 3's jurisdiction, according to J. B. Jennings, Steward Coordinator, who has been working continually with the Service in setting up the program.

Much of its early success must be credited to Brother Jennings and to George Wilson, Mediation commissioner, who have been lecturing to the men.

College Aid For Needy

Continued from Front Page
four and two years. Scholars receive an honorarium of \$100 regardless of need.

Miss Goodale said although the students and families are expected to bear as much of the cost as possible, the University will attempt to help the student find supplemental aid.

Qualified students who receive a scholarship with less than their established need may be offered or may seek financial assistance in form of a long-term loan or work opportunities.

ASSISTANCE

Students who do not receive scholarships and need financial assistance are encouraged to inquire about other forms of assistance.

Some of the special financial aids available include the Educational Opportunity Grants, intended to help entering freshmen of exceptional financial need, who would not otherwise be able to attend college.

Such grants are administered by the Office of Special Services, 309 Sproul Hall, University of California.

Grants may not be less than \$200 nor more than \$800 each academic year, depending on parental contribution and determined need. An additional \$200 may be granted students who were in the upper half of their college class in the preceding academic year.

GRANTS RENEWABLE

Grants are renewable if the student has continued financial need, but the duration is for four undergraduate academic years.

Prizes for outstanding ability in some areas of creative or scholarly achievement are granted on a competitive basis.

Such prizes are granted for poetry, short stories, essays, music competition, etc. New undergraduates are encouraged to investigate the Kraft prizes, given for grades excellence during their first quarter.

Student loans are directly con-

nected with the student's attendance. Loans are not intended to cover the entire expense of attendance (on the Berkeley Campus) but rather as a supplement to the student's earnings, assistance from parents, or scholarship aid. Short-term emergency loans are also available at most colleges throughout Local 3's jurisdiction, but these loans often do not exceed \$50 and are usually payable in two weeks.

(Students interested in these various loans should contact the college or university he plans to attend for particulars.)

NATIONAL LOANS

The Universities throughout Local 3's jurisdiction participate in the National Defense Education Act Student Loan Program. The program is open to entering, returning and continuing undergraduate and graduate students who can effectively establish need for funds to continue their education.

Any regularly enrolled student or applicant for admission is eligible for NDEA loans if he is a U.S. citizen, or a permanent resident of the U.S., will be satisfactorily pursuing at least a half-time program for the period in which the loan is granted and can establish that financial aid is needed for him to continue his education.

ELIGIBILITY STATED

Undergraduate students are eligible for up to \$325 a quarter or \$1,000 an academic year (three quarters) with a total cumulative loan as an undergraduate of \$5,000. Graduate and professional students are eligible for up to \$825 a quarter of \$2,500 an academic year, with a total of \$10,000 in cumulative loans.

Priority is given to students with superior academic backgrounds, providing the need for the loan is established.

Students interested in these and various other aids should contact the university or college of their choice for further details, generally to the Admissions Office of that particular institution.

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 understanding of the American Labor Movement and to help outstanding students gain a better education.

Deadline for applications in California is March 20, with contests to be held April 14.

Information on the Utah program may be obtained by contacting the AFL-CIO office in Salt Lake City.

For those sons and daughters applying for Local 3's scholarships, all of the following items must be received by the Recording-Corresponding Secretary, Operating Engineers Local Union No. 3, 474 Valencia Street, San Francisco 94103, California, before March 1, 1967.

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

2. *Report on Applicant and Transcript*—to be filled out by the high school Principal or person he designates and returned directly to Local 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 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 members of 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 over-all 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

Guy Ferrari
Bob Bynum
Bob Townsend
Robert Gale

San Rafael

Henry Hahne
George J. Stryker
Joseph L. Parsons
Ray Hinkley
John P. Caughran

Gaum

Carlos Mendiola

Oakland

Frank B. Molina
Alden S. Carter
Hank De Weese
George H. Glennon
Marion Newberry
Peter Peterson
Relder Scribner

Stockton

Albert M. Warren

Eureka

Jack L. Hall
G. J. Caplener

Marysville

Roy E. McQuary
Elwood Phillips
George Conklin
Douglas M. Farley

Redding

Ray Mansfield
Morrice Carrier
Thomas Kelsey

Sacramento

Kenneth R. Allen
Lee Norris
Gary Morthole

San Jose

Al R. Brossard
Ed Mayhew
Jack T. Palmer
Lloyd Guthrie
Harold C. Ficke
Robert Beard
John Negovan
S. K. Whitney

Salt Lake City

Stanley Kisor

TOTAL APPOINTED—39

MEETINGS HELD

Dist. #3—

Stockton 1/17/67 10

Dist. #9—

San Jose 1/24/67 26

Dist. #8—

Sacramento 1/26/67 35

Dist. #6—

Oroville 1/31/67 36

Total in Attendance 107



Glenn Mullooney and Tom Baker take time out during Career Guidance Week in Fresno to check operation of their model equipment. Some 4,000 junior and high school students visited the booth.

APPRENTICESHIP CORNER

The Students Got Educated

By DANNY O. DEES

FRESNO—Youth got a 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 51 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 Mullooney, 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, yes—that's right, but how could you tell?" asked the other.

"It's your suit. It's so Ivy league—and the striped tie, the button-down collar and the shiny shoes. That's definitely Harvard," the first explained.

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

"That's right," the first stated, a bit astonished. "But how could you tell?"

"I saw your class ring when you were picking your nose."

The entire program was well received. Students were interested in the model cranes and dragline which were built by Apprentices and Engineers.

Treatment
For Skin

SAN FRANCISCO — A skin disease that affects millions of persons—psoriasis—is being effectively treated with an anticancer drug called MTX, according to a California Medical Center here.

Dr. Rees B. Rees said that results in the treatment of 168 patients with severe psoriasis were "good to excellent" in 70 to 75 per cent of the cases.

"When results were considered 'good,' patients have shown 50 per cent or more improvement," Dr. Rees explained. "'Excellent' means 75 per cent improvement to complete clearing up of the symptoms."

In the cases cited, the disease had caused crippling effects "socially, economically or physically," Dr. Rees said.

In considering the results of treatments on 3,000 other psoriasis patients across the country, Dr. Rees said that "under carefully controlled supervision, MTX treatment is better than any other developed thus far."

In psoriasis the skin erupts with silvery, fish-like scales. Cause of the disease is genetic but otherwise unknown. "It results from too rapid reproduction of the top layer of skin cells," Dr. Rees said. "However, it is not a cancerous growth."

The drug, originally used to treat leukemia, impairs normal, desirable reproduction of healthy body cells—as well as diseased cells. Dr. Rees emphasized that "MTX treatment must be carefully supervised to balance beneficial with undesirable effects."

"This is tremendous. We've had just marvelous coordination from all the participants and I think it is evident. The resources of the community have been made available to the teenagers and I think they appreciate it," said Frank Gurley, center coordinator.

They did. They made themselves at home, asking questions of all the displayers.

Some of them were so impressed with what they saw they brought their parents back during the evenings to give them a look at the programs.

During the program it was discovered more precounseling would be helpful to students. Too many of them are not sure which fields they wish to pursue. But the response was great, and the Apprenticeship program got a good shot when the crowds showed interest.

Students from 31 city, county and private schools visited the center.

There is a glaring need for more skilled craftsmen. By the year 2,000 the population of the United States will grow to 350 million. By 1985, half of the people will live in cities not yet built.

The American Building Industry will require doubling its capacity when four fifths of the population will be city dwellers.

By 1974, our expenditures for education will be doubled. Many children now in school will hold jobs which have no title of description today. Those jobs will come from inventions and innovations unthought of today.

We must begin turning out much greater numbers of journeymen or we will begin suffering the consequences of too few skilled craftsmen.

It could be that we will be caught in the bind of facing poorer working conditions, wages and other things if we do not face the problem today. We must plan for the future if we are to survive in the fantastic world of tomorrow.



Sad little female fox gets attention from Shary Cianci at the Sacramento Cruelty Prevention center. Fox will be a zoo guest.

2 Tiny Eyes Peered... Right Out Of Disney Script

It might have been right out of a Walt Disney script, or perhaps, from television's Wild Kingdom. The instincts of the little grey fox were right out of a fairy tale.

The fox apparently got her leg caught in a trap, picked her way from the nearby hills and took refuge inside a 30-foot-long pipe in P.I.M.s West Sacramento yard.

There she remained while the pipe was transported from the storage pile to 12th and N streets where a trench was being dug to provide air conditioning and heating to the State Office Building.

Then Ed Bayne the crane operator lifted the pipe off the truck for placement in the trench, but the fox remained silent.

When the pipe was lowered to the ground, Al Curler curled a little as he peered into the pipe looking for obstruction. What he saw were two little shiny eyes peering back at him.

Curler was sure he had a fox inside the pipe, so he told Brother Bayne to lift the pipe into a vertical position.

The slide down the shaft was not a pleasant one for the frightened animal. She slid right into a burlap sack, and showed her displeasure by squirming and jumping around, creating quite a stir. Curler removed the trap and placed the sack in a car. The injured animal was taken to the Sacramento Society for the Prevention of Cruelty to Animals.

Immediately Roger Shambleau, manager and Shary Ciancio provided medical attention to the fox's injured paw.

Youngsters who visit William Land Park Zoo will soon get a glimpse of the adventurous little scamp who decided the "inside story" should be told. She's now on display at the Sacramento zoo, enjoying her new home.

Officials at the zoo say the new tenant has taken to her new home in a happy and gleeful manner.

She spends her daylight hours romping over the area with her adopted family of foxes.

\$16 Million For Dam's Recreation

Auburn Project Gets Final Okay

By DAVE REA, AL DALTON,
ART GAROFALO and JIM
GENTRY

SACRAMENTO — Before he left office, Gov. Edmund G. Brown signed an agreement with the Federal Government for joint construction of recreational areas at the Auburn Dam in Placer County.

Cost of the total recreation project will run near \$16 million.

The signing followed legislation passed in 1966 by Congress. Affixing his signature for the Bureau of Reclamation was C. H. Kadie, acting regional director.

BIZZ PRESENT

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

Although construction will begin immediately, Kadie said construction will be coordinated with dam construction, and the final stages will not be complete for about 10 years.

The State Department of Parks and Recreation will operate and maintain the facilities, using funds collected from operations to pay the \$6 million state share.

EXPECTS REFUND

Kadie said the Bureau will put up the entire \$16 million but expects to regain \$6 million from state.

The agreement ties the recreation areas of Folsom Lake recreation areas with the proposed Auburn-Folsom South Unit of the Central Valley project, calling for joint state-federal construction costs at both places. The program will give the state credit for \$5.23 million spent on Folsom.

Gov. Brown said this act would not be his final as the state's chief executive.

'NAME JUDGE'

"I've still got to appoint another judge and maybe make two or three other appointments. And then you never can tell just what I might do, being governor of a big state."

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

In other news, the State Department of Public works has awarded a \$7.35 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 Placerville. Clearing is presently underway, with actual grading and dirt work to begin as soon as weather will permit.

At Diamond Springs, Gunther, Shirley and Lane Company ran into problems on the White Rock Powerhouse when a warehouse caught fire and burned.

Clive Jeffs, manager of Bechtel Corporation, said it would probably be weeks before the cause of the blaze would be established. Damage estimates have not yet been determined.

Don Pedro Dam 'Gets Going'

By WALTER TALBOT, AL
McNAMARA, JERRY
ALLGOOD and ED DUBOS

STOCKTON — The Wheels have finally begun to spin as feuding factions have gotten together on 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 "get going" state.

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 \$213,820 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-sponsors 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 decides the dam should not be built.

The two-phase bid submitted by Hitachi was \$13,880 for design and \$199,940 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 \$15.9 million for the MID, \$28.2 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 project.

The dam will be capable (if it is built) of storing 2.03 million acre-feet. San Francisco will be permitted 570,000 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 culinary 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 start 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 insure federal authorization to begin operations.

But speaking of problems — how'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, three 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 reappear, some of the more pressing jobs will shortly resume.

Western Contracting Corporation will probably be among the first to resume activity. The company has been trimming and paving a canal.

Wunderlich Company, also with a contract on the aqueduct, was just preparing to resume paving and trimming when the big storm blew in. The company had just removed the mud from the ditch and replaced it with dry fill in preparation to complete lining, but Mlle. Nature, fickle as any other woman, put a halt to that. A foot of water graces the once-dry fill. The job probably

won't resume until later this spring.

On the good news side, construction should begin shortly on the Moccasin Creek Powerhouse, under a \$4.1 million bid by Halverson-McLaughlin, Spokane, 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 Division of Highways.

Some \$2.68 million has been set aside by the state for the project.

CHIEFS MEET INDIANS



President Paul Edgecombe, Project Manager Rodney Mims, Steward Jerry Sims and Business Manager Al Clem take a tour of the huge Oroville Dam. Here, they view the entire project from the top of the earth fill structure, now about 90 per cent complete. The project has been under construction since 1962, and will require more than 80 million tons of dirt before it is complete. At the peak employment levels, some 300 Operating Engineers ran the equipment.

THE 'IRES' HAD IT

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 consternation 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 goodly 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.

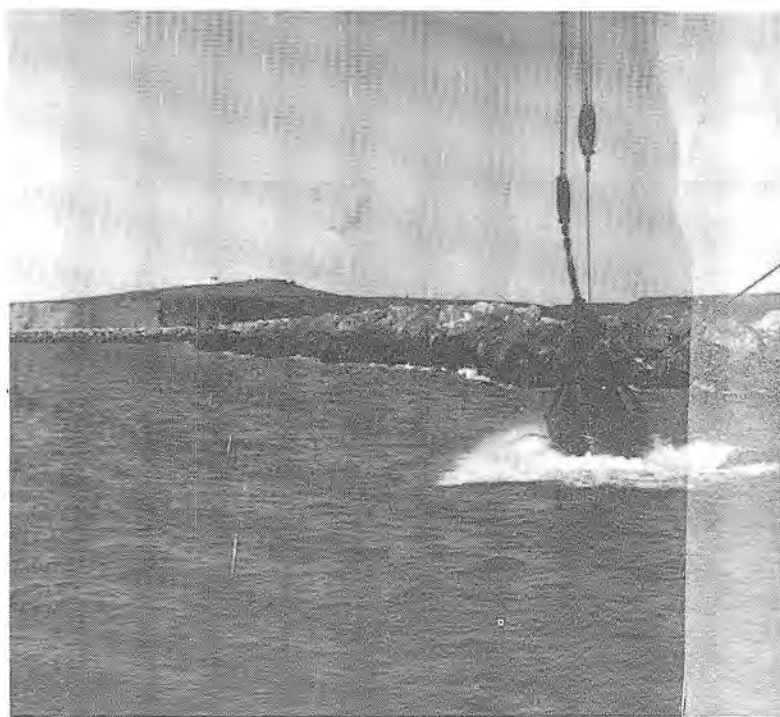
One by one, he places the huge rock beneath the surging water with his orange peel crane.

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 ton 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."

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



Dike continues to progress as rock material is laid on ocean floor. Note white sticks above water. They outline the maximum wall width.



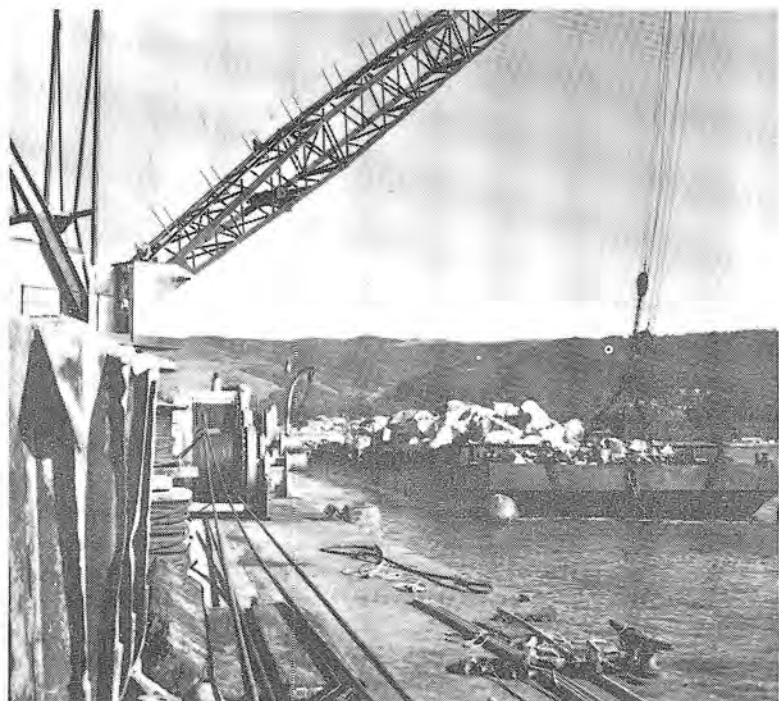
Rex Richardson skillfully operates levers in control cab as the orange peel picks up huge rock. Rocks are placed one at a time.

veras.

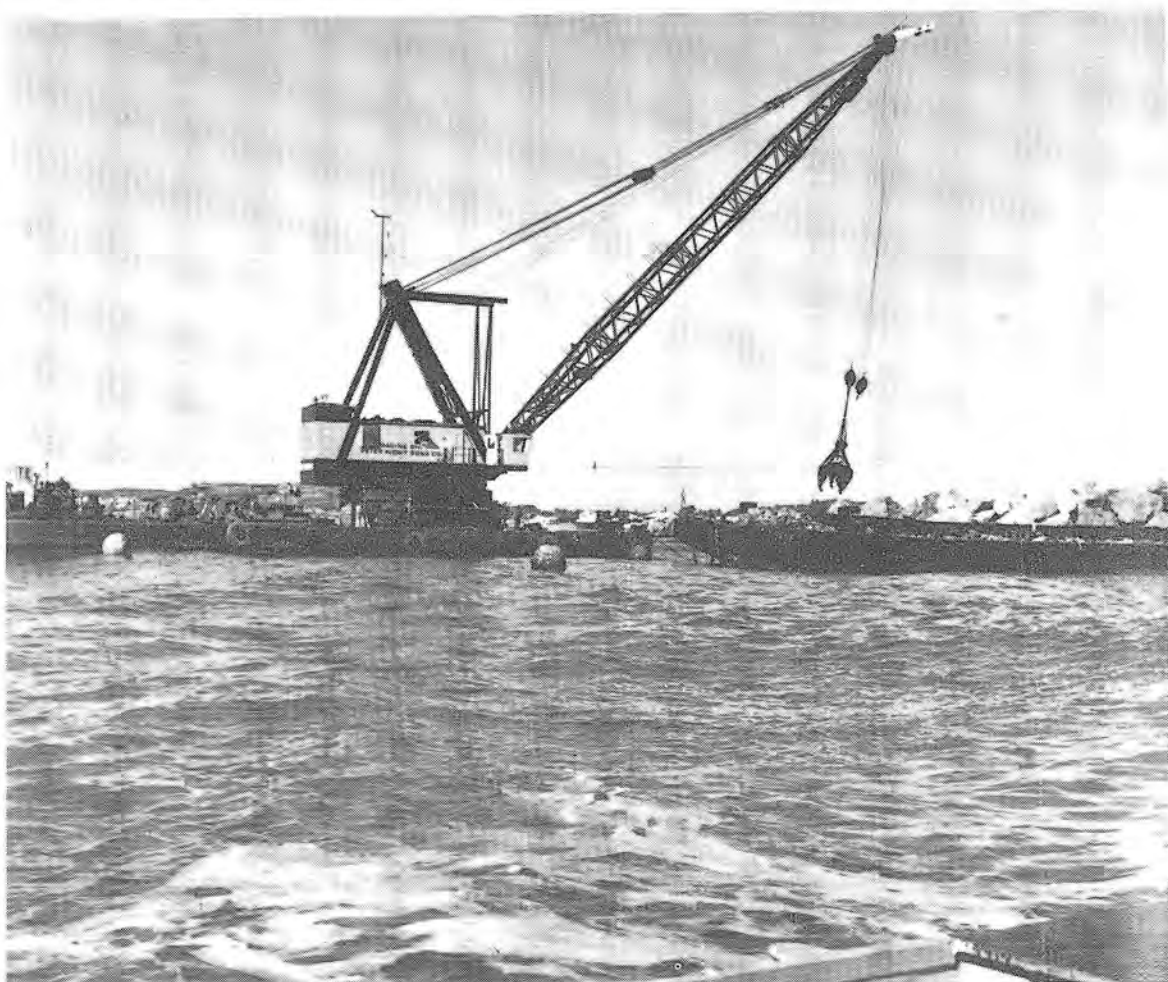
The rock is shipped to Richmond on flatbed rail cars, then loaded on the special rock barges and towed to the jobsite.

The wall is 220 feet wide at its underwater base with a slope of 2.25:1. The wall rises some 50 feet above the water.

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. For them, the job is a total washout.



Orange peel searches for a rock to be placed beneath water in building Half Moon Bay breakwater. Waters inside harbor are now calm.



Peter Kiewit's floating barge crane bobs in choppy waters off Half Moon Bay, in spite of heavy cable

used to anchor her. The rig that "cost a mint" was built specifically for this and other similar jobs.

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 1906 earthquake which burned her to the ground, and of the 1849 rush for gold.

But it's a fair guess not 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 burrowing up Market Street for the Bay Area Rapid Transit District reach the areas of Spear, Main, Beale and Fremont Streets.

In that most notorious of all eras, creaky old ships came and departed Yerba Buena Cove, carrying precious cargo to the City by the Bay from far flung and romantic places.

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

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

During the night, press gangs "recruited" crew members for the ships from the populace and a friendly brawl in the local tavern was just another joyful event for the sea dog on liberty.

But in 1849 the cry of "Gold!" rang out. The ships stacked up in the harbor and drifted aimlessly at anchor as crewmen, passengers and even ships' captains abandoned 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 along side to 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 lusty ships were broken up by contractors and buried under tons of sand, adding real estate to the city, they were converted to stores, taverns, churches, hotels and other facilities.

During the night screams and shrieks skipped across the water from the brig *Euphemia*, which now lies somewhere under the city. She was converted into a "receptacle for the insane." The *Louisa* came to a final resting place somewhere off Battery Street, her proud heritage as the yacht for the king of the Hawaiian Islands at an end.

For 92 years, a sleek, streamlined craft made of teak sailed the seven seas. She was captured from the British during the War of 1812 by a Yankee privateer, who christened her *Blanche* in honor of a ship he had previously lost to the British.

Then she sailed into the cove and became a store, and died under the sandpile.

The good ship *Cordova* made her way around the bay carrying water from Sausalito for use by the other ships. Lusty crewmen, in a repentant mood, oared to the *Panama*, which was converted into a church for the seamen's Bethel.

On Saturday nights, boisterous laughter, the sharp tang of breaking of chairs and the crashing of rum kegs shattered the waterfront

air, and a timely splash of someone taking an involuntary swim joined the hullabaloo 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 fes-

tive atmosphere. It was built upon a site provided in part by an unknown brig.

All these famous vessels now lie under this teeming city. But the ships which may be uncovered during BART Tunneling had less illustrious backgrounds. The

Callao and *Byron* were merely storeships which were cut up in order to salvage the iron and copper used in their construction. The *Galen* served with somewhat greater distinction. She became the floating residence of Pilot Commissioner E. W. Travers. He

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 "shiver me timbers, 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.

KIETZKE BRIDGE

Reno Project Gets Go-Ahead

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

RENO — Crews on 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 \$264,580.

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 Plaford will perform duties as superintendent.

The new bridge will closely parallel the existing span on the site, and when complete, will provide an 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. Flagmen will be on duty to direct around any temporary hazards.

WATER THREAT

Initially, construction may proceed on a reduced schedule because of high water runoff threats in the Truckee River during February and March, but normal construction activity will resume when this condition has been eliminated.

It has been reported by several sources that Nevada rates first in the nation in obligated Federal Highway Funds, with the Nevada Highway program committed to 16 per cent of the available funds for fiscal 1968.

OTHERS RANK

Nevada's neighboring states, Arizona, Oregon and California were ninth, 16th 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 dims prospects for new work on the state's highway system.

The total affects will not be known for some time yet, but with the severe slash coming out of the total budget, it will be sorely 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 shutdown on many projects which had begun late last year, 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 Helms Construction's Highway 50 project and other smaller projects.

Jobs still in progress include the Stearns-Rogers mill construction at Battle Mountain, Holcomb and McKinsey's freeway at Sparks, Robert Helms Construction's I-80 segment at Fernley-Lovelock and sewer work near Tahoe.

Work on the \$2.1 million Wells Avenue overpass began Jan. 16 with Robert Helms gaining a subcontract for the dirt work. The prime contractor is J. F. Maxwell, who will construct the overpass.

Saving Too Much

A salesman 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 paying for a car on the carfare we're saving, and we're paying for a washing machine on the laundry 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."

Kaiser Knows— Skill, Talent Pay

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

OAKLAND—Kaiser Steel Company has given a testimonial to the skill and talent of Operating Engineers on its payroll.

Were it not for the skilled personnel operating the company's equipment, it would not be able to compete with Japanese and Texas-based firms building steel drilling platforms.

The company reports that wages are so low in Texas and Japan that platforms can be built and towed around the Horn or from Japan and set in place in Alaska waters as cheaply as they can be built in Oakland and towed to Alaska.

Kaiser officials say only the skill of the men has made it possible for them to compete.

At present, the company has just one shift working on a single drilling platform.

Still in the headlines is the Bay Area Rapid Transit District, with its woes and winners. And woe it was recently when the first section of the trans-bay tube sank in about 15 feet of water on the wrong side of the bay.

The 10,000-ton section was about 95 per cent complete and receiving its inner concrete lining when seven-foot waves hammered through temporary hatches and sent it to the bottom.

Bethlehem Shipyard officials estimate it will be about mid-February before the section will again be floating on the surface.

In Berkeley, Fruin and Colnon Contracting Company bid \$6 million for 4,200 feet of cut and cover subway, part of the BART project. A pre-job conference was recently held with company officials.

Haas and Haynie Company has begun construction of the down-

town Berkeley underground station. All soldier piles have been driven and crews are bridging the area to handle traffic. Allstate Excavating and Demolition has moved in to do the dirt work.

A two-year job, consisting of boring a 1,400 twin bore tunnel for the Berkeley line and 2,000 feet of cut and cover subway is underway by Shea-Macco Company. P and Z Drilling is preparing for soldier piles.

Another pre-job conference was recently held with joint venturers Early-Winston-Drake, who have contracted to construct the 19th Street Subway Station in Downtown Oakland.

The new facility will be located from 17th to 20th Streets on Broadway, tying up traffic for most of the next two years. Broadway has been converted to one-way traffic westbound for the time being to alleviate the congestion which would result.

In the Berkeley Hills, Shea-Kaiser-Macco Company is a week behind schedule, caused by weather and poor ground in which the tunnel is being built. At present, some 650 feet separate the two headings, but holing through on the first tunnel should occur about Feb. 15.

In the other tunnel, a three-week delay has caused considerable problems so work will continue longer than anticipated.

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're Americans," he shouted.

"Fine. Now you do the dishes."

MEETINGS

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

1967—Schedule of Meetings Dates

SEMI-ANNUAL

Saturday, July 8, 1967

MARCH

Fresno—Tuesday, March 7
Santa Rosa (meeting at Ukiah)—
Thursday, March 9
Salt Lake City—Friday, March 10
Reno—Saturday, March 11

APRIL

Eureka—Tuesday, April 4
Redding—Wednesday, April 5
Marysville—Thursday, April 6
San Francisco—Wed., April 12
Honolulu—Wednesday, April 19

MAY

Sacramento—Tuesday, May 2
San Jose (meeting at Watsonville)—
Thursday, May 4
Stockton—Tuesday, May 9
Oakland—Thursday, May 11
Fresno—Tuesday, May 23

JUNE

Santa Rosa—Thursday, June 1
Provo—Friday, June 9
Reno—Saturday, June 10

JULY

San Francisco—Wed., July 5
Eureka—Tuesday, July 11
Redding—Wednesday, July 12
Oroville—Thursday, July 13
Honolulu—Wednesday, July 19

AUGUST

Sacramento—Tuesday, August 1
San Jose—Wednesday, August 2
Stockton—Tuesday, August 8
Oakland—Thursday, August 10

SEPTEMBER

Fresno—Tuesday, September 5
Ukiah—Thursday, September 7
Salt Lake City—Friday, Sept. 8
Reno—Saturday, September 9

OCTOBER

San Francisco—Wed., October 4
Eureka—Tuesday, October 17
Redding—Wednesday, October 18
Honolulu—Wednesday, October 18
Marysville—Thursday, October 19

NOVEMBER

Watsonville—Thurs., November 2
Sacramento—Tues., November 7
Oakland—Thursday, November 9
Stockton—Tuesday, November 14

DECEMBER

Fresno—Tuesday, December 5
Santa Rosa—Thurs., December 7
Ogden—Friday, December 8
Reno—Saturday, December 9

Meeting Places

San Francisco
Labor Temple, 16th and Capp

Oakland
Labor Temple, 2315 Valdez St.

Stockton
Engineers Building,
2626 N. California St.

Eureka
Engineers Bldg., 2806 Broadway

Fresno
Engineers Bldg., 3121 Olive St.

Marysville
Elks Hall, 920 D. St.

Redding
Engineers Bldg., 100 Lake Blvd.

Sacramento
C.E.L. and T. Bldg.,
2525 Stockton Blvd.

San Jose
Labor Temple,
45 Santa Teresa Ave.

Watsonville
Veterans Memorial Bldg.,
215 3rd St.

Santa Rosa
Veterans Bldg., 1351 Bennett Av.

Reno
Musician's Bldg., 120 W. Taylor

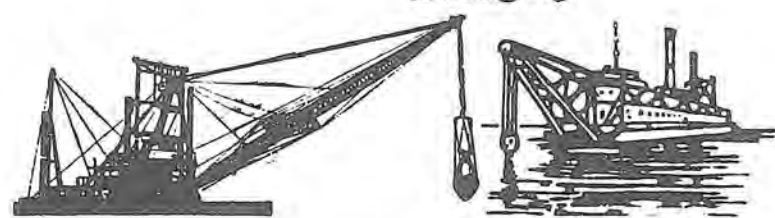
Salt Lake City
1958 W. North Temple

Provo
125 E. 300 South

Ogden
Teamster's Hall,
2538 Washington Blvd.

Honolulu
I.B.E.W. Hall,
2305 S. Beretania St.

Dredging



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.

Utah 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 these 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 up once 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 want to do it," they said, adding that children gain greater understanding of community problems if parents become involved.

Their advice—set time 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 mustered 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.

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BARTLETT C. TUCKER,
V. Pres.

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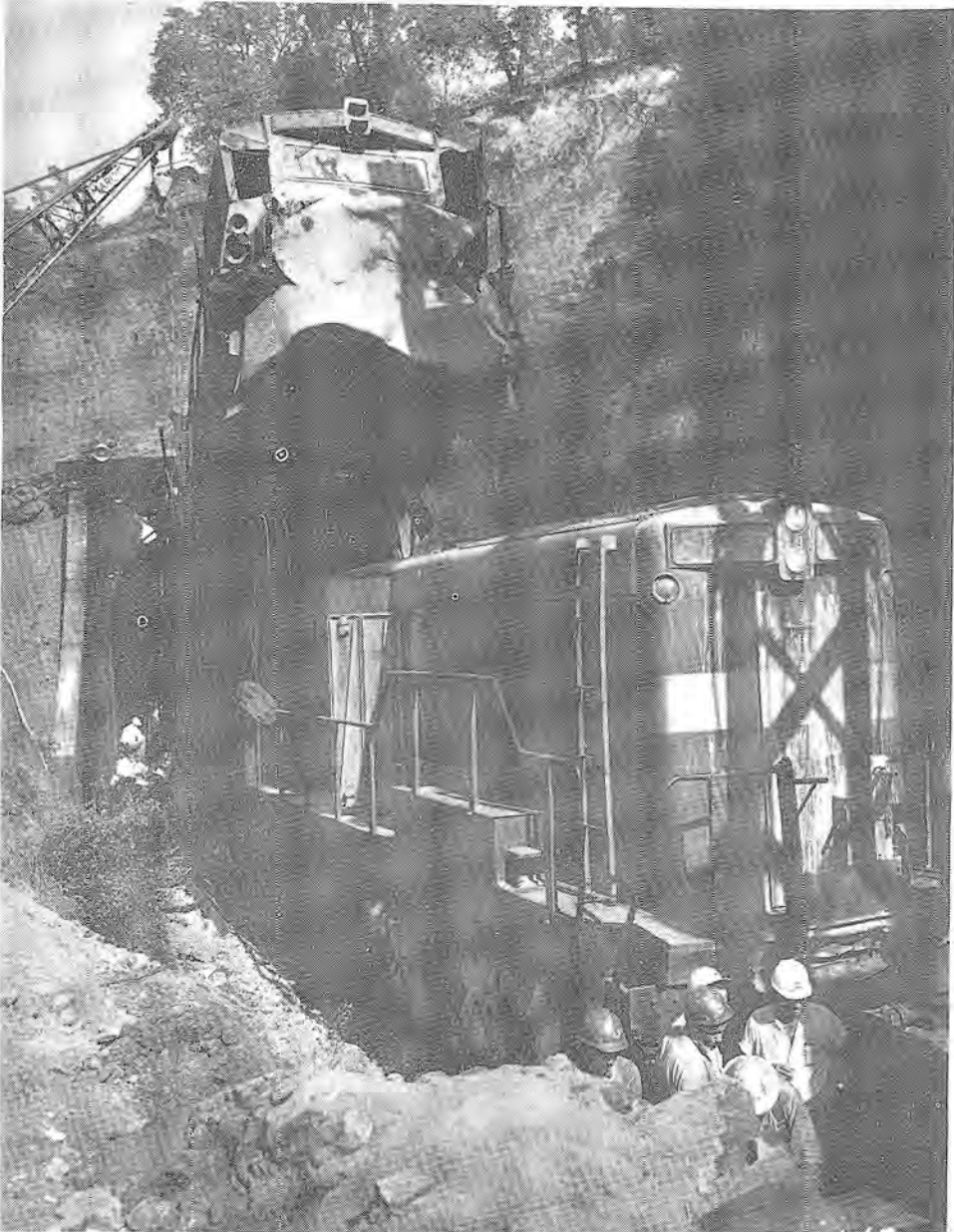
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Frazier-Davis personnel felt heartsick when they watched several thousands of dollars in equipment wash away during 1962-63 floods. Work on the fish barrier dam was delayed, the costs doubled.



Four Operating Engineers died on Oct. 10, 1965 when two engines missed signals, neither moving off the main track for passing.



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

An Expensive Pill Across The Scene

Continued from Front Page
sle and flaring tempers, the railroad won a temporary victory. The Interstate Commerce Commission said the state would have to relocate the lines. The state appealed.

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

The state reeled on its heels, emphatically refusing, stating it would be a terrible waste to spend \$9 million to relocate a \$230,000 operation.

LITTLE FANFARE

"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 fight was on," said Mr. Mims.

About the time crews began clearing the lake area, the state condemned 5,000 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 haul roads, and McNamara-Fuller 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 \$5.5 million for the land. Then on May 2, 1963, a jury was named to decide the rock value. Natomas still demanded \$5.5 million while the state offered to pay \$375,000 for all 5,300 acres.

After 22 days of deliberation, the jury set the price at \$526,904 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 investigated," explained.

But the incident drew the ire of the local people. It involved the state's plan for a housing development on 100 acres. The citizens' sympathy when the legislature balked, the state would lose \$2 million.

ENOUGH HO

Local residents said housing was available and the dam work forced them to leave.

Realtors showed sympathy by accusing the state of the housing industry.

"All was not so smooth," Mr. Mims quibbled. "We did have some moments."

He said when the dam was finally diverted, a bed was uncovered.

"The prospectors found the area like flies. They were there during their lunch hours, and some of them even spent time looking for gold."

'49ER RE

"But what they found were wheelbarrows, sluice boxes and a lot of junk which had been left over from the '49 gold rush."

He said he and several days digging, spoons, tweezers else they could find their cash was as much as \$2.

"But we had a lot of quipped."

Mr. Mims told a story who staked out as his private claim on it whenever he chased off everyone's foot on it.

STUFF PO

One day he was in his shirt pocket with promptly told the fact through—he had a claim. He got his check and be seen again.

Then the chuckle throughout the dam before, some of the dies melted down welding rods, and "claim."

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

SEAT FIL

He couldn't wait to get the Volks into the area shovel and promptly back seat with sand.

Gold? Nope—iron. But there was still nostalgia.

While the men for the lake area, the Mother Orange est orange tree in California to do?

Tenderly and gently prepared to move temporary site until

Of Dirt Goes Up Feather River

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DISMANTLED BRIDGE

And they painstakingly dismantled the old Bidwell-Bar Bridge, which will also be reconstructed when the park is complete.

On July 18, 1963, the Mighty Feather River was diverted, but not without first putting up a fight.

Materials had been gathered and placed, but the water continued to surge through the coffer dam's center. Nothing held.

Finally, Ernie Sutton, an Operating Engineer, made the decision. He drove his Cat into the river and plugged the hole with his blade. It held, and the remaining material was placed. The job was done.

A TRAGEDY

But tragedy was to strike before the river could be diverted. In the winter of 1962, heavy rains slashed through the area, flooding tunnels and sweeping away materials. At the fish barrier dam, downstream, Frazier-Davis Company personnel stood longfaced and in disbelief as hundreds of thousands of dollars in equipment was washed away.

More than 35 million gallons of water had to be pumped out before salvage operations could begin.

Water rose to 248.5 feet with flow at 90,000 cubic feet per second.

WATER RECEDES

On Feb. 14, 1963, water began to recede. Most damage was to the coffer and fish barrier dams, and to diversion tunnel No. 1. Crews would have to tunnel from the upstream side.

But they made it on schedule.

By July 3, 1963, more than 100,000 visitors had viewed the project, which began in 1962.

But tragedy was also to strike the railroad system in operation hauling cobble from the area 11 miles south of Oroville.

MISSED SIGNALS

On Oct. 10, 1965, two crews missed signals and a loaded train collided with an empty one. All four crewmen were killed. Wreckage removal delayed haulage for two days.

The dam, now partially complete, proved its worth when the Christmas floods struck in 1964.

It was enough to save the cities of Marysville and Yuba City.

A WONDER

"This is an engineering wonder. The men who designed this thing didn't miss a trick. They left nothing to chance, and it has continued to amaze us on how well they planned right down to the final detail," Mims said.

"We didn't realize the importance of some phases specified in the plans, but whenever we met a deadline, the importance became obvious."

Mims has 300 Operating Engineers under his employ.

(Next month — the technology in constructing a \$400 million dam.)

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.



Before the end of
1967, crews will
have placed the
final car of cobble
on the Oroville
Dam, one of the
largest earth-fill
dams in the
world. Construc-
tion has taken
5 years.



The Christmas
flood of 1964
slashed at this
diversion tunnel,
but the damage
was slightly light.
The Oroville Dam
was far enough
along to prevent
severe damage to
Marysville and
Yuba City.



VIET CASUALTY?

Need For Flood Plan

By AARON SMITH

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

But it is felt in certain segments of our society that the Viet Nam war may cause some aspects of the program to fall victim to the funds cut.

Until the budgets, both federal

Damage Is Done

By SIDNEY MARGOLIUS

Exaggerated attacks by trade associations and business lobbyists on government consumer-protection programs have resulted in serious damage to these efforts.

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 Assistant, and that the program will be separated from the White House and put into the Department of Health, Education and Welfare.

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 objective businessmen in helping solve problems which waste family money and national resources when the reduction of status to the program was rumored. The reduction could all but kill the program.

A report in *Home Furnishings Daily* said Washington observers believe Mrs. Peterson "has become increasingly distressed with LBJ's disinterest in consumer affairs—and his insistence on 'consensus' and 'getting along with business' has tended to inhibit the consumer program."

Some businessmen have verbally attacked Mrs. Peterson, and have exaggerated on her efforts to help consumers. Latest of these attacks came from Herbert Mayes, former editor of *McCall's* magazine, now a director and consultant to the McCall Corp. After the attack on Mrs. Peterson, Mayes said before an advertising trade group that he had never talked to Mrs. Peterson about her program.

In another attack, *Grey Matter*, a widely-read advertising newsletter put out by the company doing ads for Procter & Gamble and other big companies, called Mrs. Peterson's proposals to provide consumer education in the schools a "peril to our society in teaching children that profit is a dirty word, and that competition is bad. . . . We must protest against tainted knowledge. We must prevent the take-over of the schooling of our youth in economics by those who have no faith in our economic system."

In an earlier assault, *Printer's Ink*, advertising trade magazine, called Mrs. Peterson "the most pernicious threat to advertising today," and said she is "deliberately pitting consumers against advertisers," and suggests that consumers "are being manipulated and mistreated." The Advertising Federation of America charged that Mrs. Peterson "has created unwarranted suspicion of American business."

Neither Mrs. Peterson nor any other consumer education proponent has ever suggested telling children that profit is a dirty word. Nor can teaching youngsters how to budget and comparison-shop be viewed as "brainwashing."

Sol Polk, a leading Chicago retailer, recently recommended that schools teach young people how to handle money.

Ironically the reported downgrading of the federal consumer program would come just as some of the more level-headed business leaders are advising their fellow businessmen to work with Mrs. Peterson to help solve some of the present consumer problems. William Batten, Chairman of J. C. Penny & Co., in a major speech warned business against "blind opposition" to consumer proposals without examining them "to see if some real benefits" might result.

Similarly, Earl Lifshy, long-time merchandising expert and *Home Furnishings Daily* columnist, urged business support of Mrs. Peterson's "voluntary approach" to resolving consumer problems.

Mrs. Peterson has even been blamed for the recent housewives' protests, picketlines and boycotts over food prices, which were completely spontaneous. For example, in one New York community a woman who had resented the high prices she had just paid, started picketing a supermarket and was soon joined by seven other women.

The informal women's groups appealed to Mrs. Peterson for advice. She tried to give constructive suggestions about buying selectively.

The prestige of the President's office is what has given the consumer program its status and effectiveness. Take that prestige away and you have a temporary victory for some of the more hysterical and short-sighted businessmen. But the change would be a loss for families trying to get along on moderate incomes, 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.

and state, have been approved by respective legislatures, it is impossible to predict what the outcome will be.

At present, flood control work is underway at Ulatis Creek near Elmira. Elmer Wendt had just gotten operations going when he was deluged with rain. Work should resume as soon as weather permits.

In other news, most activity in the area is at the Benicia Arsenal where Winton Jones has been involved in considerable excavation. Work is on schedule with underground work to begin by mid-February.

Dillinaham Construction Company is slowly building a mechanics force at the arsenal, so job prospects there are opening up.

Now that the Sears Point Bridge is open to traffic, Erickson, Phillips and Weisburg has moved its crews. They will be constructing off ramps onto Mare Island and Wilson Avenue.

On this project, LeBoug and Dougherty Company is driving the pile with Bigge Crane Service handling the pilings. Grading and paving are being done by Syar and Harms.

Early this spring construction of the North Bay Aqueduct system will begin, under a \$988,689 contract to Lentz Construction Company, Sacramento.

The pipeline will be a 4.2-mile-long project consisting of 22,000 feet of 36-inch pipe and two surge tanks.

When the project is complete, both Napa and Solano Counties will receive water from the Sacramento-San Joaquin Delta.

The North Bay project will call for miles of pipe, new canal construction, new reservoirs, canal diversion dams and pump stations. Contract costs could run into several million dollars.

Take Five—Chat Awhile

EUREKA—Ever stop on Highway 199 in Crescent City or in Eureka at 1506 5th Street?

Well, you should.

In Crescent City, the place is the Elite Motel, owned and operated by Cliff Percy and his wife.

The place at 1506 5th Street is better known as the Red Lion, operated by a gentleman whose name is Jack "Snuffie" Wheeler. Recognize the name? He's better known in the district as a grievance committeeman.

At the Elite Motel, weary travelers or sportsmen have stopped for a spot of "elite" smoked salmon or steelhead, or to ask Cliff where he catches his fish. He will tell them where the best spots are on the Smith River.

Peg and Cliff prepare the fish prior to smoking them with their own ingredients. They insist the wood be three years old for best results and flavor.

Cliff acts as a Steward when he is sitting behind his levers.

"Snuffie" invites his friends in Local 3 to drop by his establishment for a beer or friendly game of pool.

Needless to say, he is a highly qualified operator and knowledgeable job steward.

Obituaries

Name — City	Local Social Security No.	Register	Deceased
Abbott, Dee	3	342514	12/23/66
Payson, Utah	SS #	528-09-4334	
Akin, Ray	3	822723	1/9/67
Sacramento, Calif.	SS #	553-09-9105	
Bartel, Jr., Ernest	3D	1225850	12/24/66
Fresno, Calif.	SS #	559-12-3107	
Bartalome, A. A.	3D	New Member	1/19/67
Marysville, Calif.	SS #	561-52-4878	
Brazil, Vitel	3D	506538	1/1/67
Citrus Heights, Calif.	SS #	559-18-6785	
Brown, Ray	3	290291	1/6/67
Daly City, Calif.	SS #	546-14-6381	
Caston, Frank	3	1063784	1/27/67
Nevada City, Calif.	SS #	567-18-8265	
Christensen, Alvin*	3	1270829	1/14/67
Rio Linda, Calif.	SS #	518-09-3254	
Cramer, Glen	3	1270832	1/1/67
Sawyers Bar, Calif.	SS #	558-14-8048	
Day, Charles	3	277034	12/25/66
Redwood City, Calif.	SS #	560-01-6261	
Garver, Louis	3	524647	1/17/67
Rio Linda, Calif.	SS #	556-14-8217	
Hayes, W. H.	3	579332	12/24/66
Chico, Calif.	SS #	495-01-4446	
Hentz, Marlow	3	889140	1/15/67
Midvale, Utah	SS #	529-10-4004	
Jorgenson, John*	3RA	1121956	1/31/67
Lodi, Calif.	SS #	557-56-2990	
Knisley, Lee	3	620731	1/9/67
Sacramento, Calif.	SS #	565-05-9675	
Miller, Dwight L.	3	262070	1/6/67
San Francisco, Calif.	SS #	566-05-4369	
Miller, Ernest	3	218492	1/19/67
Oakland, Calif.	SS #	562-03-4614	
Neal, Gordan	3	1183939	1/16/67
San Francisco, Calif.	SS #	568-12-5321	
Noble, Fred	3	805882	1/17/67
San Jose, Calif.	SS #	560-46-7532	
Newman, Alfred	3	300591	12/21/66
Sacramento, Calif.	SS #	553-09-8833	
O'Donnell, James	3	292417	1/16/67
Hillsboro, Oregon	SS #	523-01-2613	
Pollard, Fred	3D	1040580	1/19/67
Belmont, Calif.	SS #	567-22-3747	
Robinson, Donald	3	1110460	1/9/67
Perryville, Mo.	SS #	495-34-5750	
Sitton, Claude, Jr.	3	300591	12/23/66
Los Banos, Calif.	SS #	553-09-8833	
Thompson, Ernest	3	373781	1/13/67
Live Oak, Calif.	SS #	475-03-6624	
Whittington, Herbert	3	1208524	12/31/66
Penn Valley, Calif.	SS #	546-52-3618	
Winn, James	3	1148424	12/23/66
Gridley, Calif.	SS #	444-01-8331	

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Kennecott's 2-Pronged Expansion

Things Pop On Several Guam Fronts

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 was divided into two segments—the first to affect a 20 per cent increase in mining, concentrating and smelting capabilities to handle in-

creased 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 79 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.

Shovels capable of 30 ton "bites," drills, dozers, 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 state.

By TYKE WELLER,
TOM SAPP and
JAIME J. VILLANUEVA

AGANA — Things have been popping on several fronts—beginning with the organizing, which to date has been rather successful.

In a sense, history has been made. We have been able to bring several Filipino aliens under Union representation.

The vote by Foremost Dairies for Union Representation is the second time on Guam Filipino aliens have exercised their rights to affiliate with a labor organization.

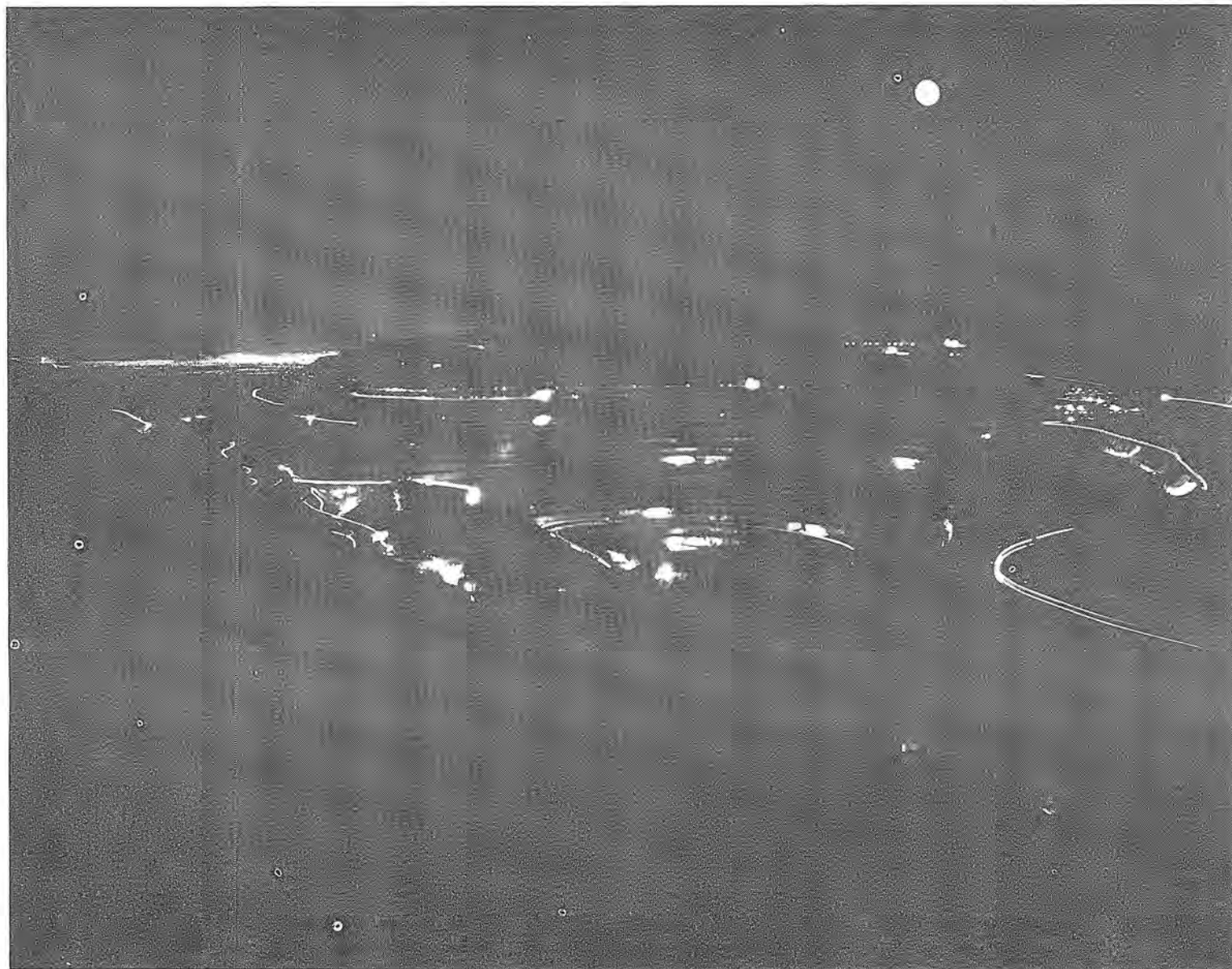
The terms of the contract took effect Jan. 1, calling for immediate wage increases, health and welfare benefits, paid holidays, and overtime pay.

A change in job classifications, descriptions and other nomenclature will have to be worked out in order to provide adequately for the fringe benefits.

In the meantime, the Territorial Legislature has been wrestling with a somewhat simple and uncontroversial bill, which would permit the government to deduct Union dues from paychecks of employees who wish to have dues deducted.

The opposition claims the government would not have enough employees ask for the service, and that it would cost too much to do it, that "the government is in no position to subsidize a private entity."

Supporters of the bill showed 1,000 cards signed by government employees asking for dues deduction and copies of an executive order of late President Kennedy relating to personnel matters which were inserted into the legislative record. But the rift continues, and so does the shouting.



A crucial problem with declining ore grade and the increasing demand for copper prompted Kennecott Copper to invest \$100 million

in expansion to cope with the problem. Expansion should affect a 20 per cent boost in ore production and precipitate copper recovery.

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 1966 because of inflation and postponed building plans, but in spite of the increasing 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 her 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 Knolls to Wendover 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 Canyonlands and Bullfrog Basin, should also come up for bid and construction this year.

At Bullfrog Basin, 17 miles of road to the Del Monte Mines were bid Jan. 17. The contract will cover 1.4 million yards of excavation and two structures. Bids will be called Feb. 7 for approximately seven miles of road from Trachyte 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 Uintah 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, now in beginning stages, the Upalco 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 farm lands along the south foothills of the Uintah 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 solons 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 Conduit which will divert and transport water from the Duchesne River to Starvation Reservoir and Water Hollow Tunnel 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 three wells near Gunlock into St. George. Estimated cost is \$1.11 million, calling for casing the wells and installing 15 miles of pipeline from the wells to the city and the installation of well pumps and a power line.



Watch that waste line! (it's located on the right of the photo). The line carries waste from the

Simpson Pulp Mill to the ocean. The \$50 million mill went into operation during early February.

Pulp Mill Operating In Eureka

By RAY COOPER and LEONARD YORK

EUREKA—The industrial world was \$50 million richer (or poorer, depending on how you look at it) when the new Crown Simpson Pulp Company mill went into operation.

The mill will be producing 500 tons of bleached craft paper each day.

Wright Schuchart and Harbor, Seattle, Washington, was prime contractor for construction of this multi-million dollar facility.

At peak employment, the firm employed about 1,200 men for 18 months. Several Operating Engineers were employed during construction, and several more will remain at the plant on a maintenance contract.

During construction, excellent



A chat with Lloyd Fields, Bill Nealeigh, Fred Rogers, George Roberts, Al Clem, Charlie Higgins, "Buck" Hope and Ray Cooper.

labor-management relations were experienced, thanks to Project Manager Earl Peters and Superintendent Marvin Schutte.

Work stoppages due to jurisdictional disputes were extremely few in spite of the several crafts

involved in the mill's construction. Much of the credit must be given Brother Charlie Higgins, steward, who kept his ears and eyes open and maintained constant contact with the other Engineers on the job.

'Keep Hearing Promises'

EUREKA—Promises, promises, promises. That's what's taking place all over northern California, and Eureka is no exception. And it's happening on the same old thing—dams.

The Army Corps of Engineers keeps telling us they plan to accelerate the water program to give protection to northern California, but we're waiting.

Naturally, by developing these projects, flood control, water storage and added recreational facilities could be constructed at lesser costs than they will require in a few more years.

The greatest expenditure in this area would be for the Sequoia Dam, 10 miles above the south fork of the Eel River. The cost is now estimated at \$350 million.

The proposed dam would be an earth fill structure rising 600 feet from the riverbed.

It would have a capacity of six million acre-feet.

Long-range plans for development on the Mad River would include reservoirs upstream and at Butler Valley. An earthfill dam at Butler Valley would store four million acre-feet of water behind a 350-foot-high wall.

The multi-purpose would provide a simple solution to the flood, water supply and recreation problems existing on the Mad River.

Eureka and Arcata depend on the Mad River for municipal and industrial water. The present 86,000 acre-foot supply from Ruth Dam will be inadequate by 1970.

Of course, talk is still floating around concerning levees and channel work on the Klamath, Smith, Eel and Duzen Rivers, but as we stated, promises. . . Meanwhile, the river flows over her

banks and takes whatever she pleases as she goes.

It is our guess the Corps will push plans to construct the dam.

Residents and businesses in the area yearly are threatened with flooding damage, an expense which could eventually drive some of these people to less threatened areas.

Any such move, particularly by businesses, would add just another blow to the over-all economy.

In addition, there is a glaring lack of inland water recreation areas in the extreme north end of the state. Anything spent in this area could only enhance leisure time for the sports-minded family.

Naturally, return on investment through money spent on such a program once facilities were available would outweigh the initial cost.

Guillotine Falls On Springs Dam

BY RUSS SWANSON and ASTER WHITAKER

SANTA ROSA—The Viet Nam war has taken another casualty—this time, the Warm Springs Dam, which has fallen under the Federal Spending guillotine, losing 40 per cent of its fiscal 1967 allocation. (Ouch!)

The Army Corps of Engineers said the original \$2.7 million allocated by Congress for the multi-purpose project had been chopped to \$1.65 million.

A "stretchout" 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.

As the over-all 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 fork over 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 size of the reservoir.

The first major construction phase of the project will be to relocate the roads just northwest of Healdsburg. Bids for that job will probably be held up until late next summer. Who knows—it may be even later.

FIRST BOOST

The \$70 million figure is the first up-dating of the 1962 estimate prepared by the Corps. Informed sources have hinted that most of the boost will appear in the federal share, but primarily to escalation of construction costs since the original estimates which were based on 1960 values and changes in size of the flood control and silt 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

And the conservation pool 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 shekels from your weekly allowance going into the program.

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 President's request for 25, scheduled to start across the country during fiscal 1966-67.

THAT'S IMPORTANT

Board chairman Robert E. Rath said shifts in federal spending toward the Viet Nam fracas "is something we don't control, but 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 the slack" if there is an easing of war expenses, which at the moment seems unlikely. He added that the "stretch-out" could be followed by a speedup.

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

1977 SHORTAGE

A water shortage could result by 1971, when the proposed dam conceivably could 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 1977.

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 be felt in the flood control where the Corps estimates the dam would save \$655,000 a year on 30 miles of Russian River below the selected damsite.

In addition to flood control, the Corps said the recreation benefits could run 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 motoring public will continue to cause drivers to keep in practice at "stop-and-go" for some time to come.

Although the project is underway again, it is expected, the Department of Highways states, that construction will not be complete until the end of the year.

Naturally, our 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.

Whether or not overtime will result on this project is yet to be determined, and at this stage of the game anything we might say would be strictly speculation.

**Santa Rosa
District Meeting
Ukiah, Mar. 9**

ENGINEERS NEWS

Published monthly by Local Union No. 3 of the International Union of Operating Engineers, 474 Valencia St., San Francisco, Calif. 94101. Second class postage paid at San Francisco, Calif.

Personal Notes

MARYSVILLE

Hospitalized during the month were Howard Baker, O. D. Purdom and Elmo Bettis. Brother Bettis was injured in a Bullard'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 Marlow 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 Petersen 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 Atha, 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 Indermuehle, Vernon Mays, William Riddell, Raymond Farrell, 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 Ron 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 who knew him.

Our wishes for a speedy recovery to Brother Mel Vargus, Steward for the E. J. Lavino Company, who has recently been hospitalized with a heart attack. His influence has been sorely missed at the plant.

SAN RAFAEL

A happy retirement to Brother Al Wicht.

Bob Linscott Jr. has taken a service withdrawal card. He joined the paratroopers. Lots of luck, Bob.

Congratulations to Russ Ramus and wife on a new deduction, born Dec. 27, female type.

And to Darrell Altermatt and wife, a male-type, born Jan. 2.

Hospitalized recently are Fred McGarity, Laurence Thomas, Matt Cernac, Paul H. Vincilione and Dave Kitzmiller.

STOCKTON

Brothers Marshall "Junion" Thornberry, Buster Wigle, James Briggs, Pat Clow, Clifford Pauley and Charles D. Swigart have been in sick bay.

Brother James Patzig is vacationing in Central America.

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 Knisley, Frank Csston, Alvin Christensen and Louis F. Garver.

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 Knutsen, Lloyd Durst, Emery Aleridge, Erik Miller, Leo Chartery, Patrick Kennedy and John Miller.

3 Mourns Death Of Bro. Ernie



Ernie Miller
... Loyal member

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.

Brother Miller was initiated into Local 45A on August 26, 1934 and with the amalgamation of locals in 1939, 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.

Widow Says Thanks To Local 3

Dear Friends:

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 misfortune 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 donated to. It was just beautiful—and the words cannot express my appreciation.

Most sincerely
Mrs. Ernie Miller.

MANAGER'S MEMO

Continued from Page 2

Oroville, 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 old 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, food preparation, souvenir shops, 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.

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:
Enrolling the children, glueing dishes (broke two).
We hunt up a doctor, a dentist, a church,
Unpack, pay the rent, we're lost in the lurch;
3. Order a phone, electricity, too,
Welcome the neighbors who stop to meet you.
We don't waste 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 close to each other.
We enjoy this day, there may not be another.
We certainly have some frustrating times:
One month a bank-roll, next month it's thin dimes.
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 buy 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 mow that lawn."
You call 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, wherever we roam,
Because we're a family, we're always at home.
If I had a chance to re-live 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.

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

STEWARDS' SPOTLIGHT

by J.B. Jennings

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 Oroville 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 him beefs with the men," he said.

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

"But as to our function, we get into cases when a dispute arises. We assist both parties (Union and management) in contract negotia-

tions, trying to meet on a mutual ground."

Virgil 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 level 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 may also volunteer 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 lock-out is a tribute to the free collective bargaining system in the United States.

If the dispute is in the national interest, a mediator may come into the case at the instruction 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 mistakes which were made by the worker, the superintendent, the foreman and the steward.

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

A comprehensive program dealing with contracts, contract 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 jobsite.

25-FOOT CAPTAINS gig decked over. Chrysler Crown 115 HP eng. 2-1 reduction gear stainless 11/8 shaft 17"X20" prop. Engine out of boat, needs some repair. \$500. George H. Wilson, Box 86, Korb, Calif. Ph. 668-5063. Reg. 1011211. 1-1.

SOCKET SET, 3/4-inch drive. 18-inch Crescent wrench. Mossbert 20 ga. shotgun. 1801 model 38 spec. Colt. Reliant 8 mm movie camera and projector. John A. Wooton, 2800 S. 1st #38, San Jose, Calif. Ph. 225-3220. Reg. 314508. 1-1.

530 CASE Construction King tractor-loader backhoe, low hours, excell. cond. Sacrifice \$4950. Harold Woody, 2609 Learned Ave., Stockton, Calif. Ph. 464-3030. Reg. 1265305. 1-1.

INDUSTRIAL STEEL barge suitable for house barge. 20 feet long, 8 feet wide, 2 feet deep. \$500. Industrial barge, 30 feet by 15 feet by 4 feet. \$1,000. Ed Harryman, Box 45, Browns Valley, Calif. Ph. 743-6921. Reg. 652645. 1-1.

TRUCK CRANE Loraine 15 ton MC4 Ser. No. 11360. 50-ft. boom, 15-ft. jib. Wau. 6 MZR-upper, 145 GK-lower. Aluminum floats for outrigger. 3/4 yd backhoe attachment. Carl Reynen, Daly City, Calif. Ph. 756-4687. Reg. 459155. 1-1.

LOT, 130'X89', ideal for trailer house. Small cabin on it. \$5,500 terms or \$5,000 cash. Frantz oil cleaner distributor for Marysville area. Bill Parks, 3531 Frakes Way, Yuba City, Calif. Ph. 673-2637. Reg. 987253. 1-1.

TD 15 with 4 in 1 Drott 2 1/4-yd bucket and Ateco Ripper setup. Contact Stevensons Equipment Company, Santa Rosa, Calif. A. J. Toorinjan 0994824. 1-1.

17-FT. Crooks Cruiser, 50 Johnson motor. Gator Trailer \$1,250 or take over payments. Bartlett C. Tucker, 3633 Christensen Ln., Castro Valley, Calif. Ph. 537-3606. Reg. 736418. 1-1.

'56 CHEV. sta wag. good condition, new tires, battery. 285 V8 engine, pwr brks, steering. R-H. Riding lawn mower. Carl V. Haley, 1207 Tiegen Dr., Hayward Calif. Ph. 582-0805. Reg. 235787. 1-1.

F-100 STYLESIDE, 1967 Ford pickup, 6 1/2 ft. bed, auto trans, custom cab, barde bumper, bucket seats, push-button radio, plywood bed. \$2,495. Ron Sturla, 130 Scotia Ave., San Francisco. Ph. 467-8515. Reg. 1208777. 2-1.

59 KENSKILL 25 ft. 2-axle house trailer. Like new, on road less than 850 miles. Less than half price. V. R. Alexander, 29 Monument Ave., Freedom, Calif. Reg. 329155. 2-1.

WATER SOFTENER, fiberglass brine tank, fully automatic with clock-set recycle timer. \$175. Best on the market. Keith Burris, 1036 F. Los Gatos Rd., San Rafael, Calif. Ph. 479-3383. 2-1.

REGISTERED Wire Fox Terrier pups, 2 litters to choose from. Earl R. May, 5951 A. Rd., Marysville, Calif. Reg. 1196451. 2-1.

DRILLING RIG 55 Star Cable tool, mounted on 1 1/2 ton truck. 42-ft. telescoping mast, pwr. hoist. A-1 cond., complete tools and welding machines. Gerald Boyle, 163 Greenbank Ave., Oroville, Calif. Ph. 916-533-4643. Reg. 671365. 2-1.

ONE ACRE at Lake Almanor, 22 x 24 ft. garage insulated and finished. Well, pressure system, electricity, septic tank and 2 trailer pads. Highway frontage and lake access. \$12,500. 1/3 dn., terms. Gerald Boyle, 163 Greenbank Ave., Oroville, Calif. Ph. 916-533-4643. Reg. 671365. 2-1.

MOUNTAIN SUBDIVISION, Grizzly Park, Calif. Secluded, pine, cedar covered 1 1/2-acre lot, El Dorado Nat'l Forest, near creeks, lakes at 3,200-ft. elevation. Paved streets. \$9,995. For details, write Lloyd L. Love, 2887 Lincoln Ave., Richmond, Calif. 94804, or phone 232-2693. Reg. 0660974. 2-1.

1959 CORVETTE conv., changeable top, J-series. \$1,200, \$300 dn., \$48 a month. Paul Heyden, 1001 Panther Dr., Reno, Nev. Reg. 685675. 2-1.

1967 MALIBU Chev. sport coupe, 283 Cu., pwr. steering, light blue. \$3,000. Martin Ronning, 229 Alvarado Ave., Vallejo, Calif. Ph. 644-4335. Reg. 899450. 2-1.

22" STREAMLINER Trailer fully self-contained with Twin Beds, with Darling Circulating Heater and Air Conditioner. 2 axles. Call 448-8325, area code 707. Danny O. Dees. Reg. 272441. 2-1.

400 DIESEL CLETRAC, 6 cyl. Herc. Dbl. Drum West Coast PCD, rebuilt generator, new regulator, approx. 200 hours since motor overhaul. \$950. Gas Auto Car, 2 axle Tractor, 5th Wheel, old but rugged, recent valve job, near new recaps on drivers, 5 main 3 aux. spring brakes, highway legal, \$1,000. John Meyer, P. O. Box 308, Valley Springs, Calif. Phone: 786-2224. Reg. 409005. 2/1

REDWOOD BURL, 2" x 90" x 47", excellent conditioned, completely seasoned. James K. Short, 1853 Montecito Circle, Livermore, Calif. Phone 443-0374. Reg. 1166575. 2/1

59 KENSKILL 25 FT. 2 axle house trailer, like new, been on road 850 miles, less than half price. V. R. Alexander, 29 Monument Ave., Freedom, Calif. Reg. 329155. 2/1

1965 DAVIS T8 Trencher with 24"x42" boom, all cutters for 3" to 20" wide, backhoe depth 100", 2 buckets, 16" and 24" low hours, trailer. Small equity, take over payments. L. R. Tregoning, 13613 San Pablo Ave. #70, San Pablo, Calif. Reg. 1095824. 2/5

FOR SALE—1955 T-BIRD, convertible and port hole tops, wire wheels, newly painted. Call after 5 p.m. S. Maksim, 137-14th Avenue, San Mateo, Calif. Phone: 415-341-6436. 2/1

COMPLETE SET OF TOOLS, including all size sockets, end wrenches, pipe wrenches and related tools. Best offer accepted. 1962 Chrysler Newport - 4 door. Mrs. Ernie Miller, Oakland, Calif. Phone: 532-5971. 2/1

JOHN DEERE 2010 CRAWLER, loader and backhoe with dozer blade, ripper, and four buckets. Albert Bart, Rt. 1, Box 21, Yreka, Calif. Phone: 842-3938. Reg. 1046710. 2/1

JOHN DEERE DOZER and Ripper, fully Hydraulic, A-1 shape, \$4,800 cash. George Maximuk, 5876 Biddle Ave., Newark, Calif. Phone: 793-8560. Reg. 787668. 2/1

18' LADD CABIN BOAT, 60 Evinrude Motor, 1963, with Trailer, very good condition, \$950. E. Roderick, 162 Clarie Dr., Pleasant Hill, Calif. Phone: 686-4944. Reg. 766458. 2/1

1960 HIAWATHA TRAILER, 19' self-contained. Toilet, shower, sleeps 4, real clean, \$1200. Ray E. Groves, Rt. 3, Box 546, Placerville, Calif. Phone: 622-1419. Reg. 955072. 2/1

1963 VOLKSWAGEN SEDAN, good condition. If interested call after 6 p.m. Delbert Garlock, 2055 Laurelwood Rd. #6, Santa Clara, Calif. 296-2744. Reg. 589237. 2/1

2 1/2-ACRES, 4 bedrm. home, 2 baths, elec. kitchen. Home 6 mo. old. Access to school bus. Four miles outside lone, Calif. \$21,000. Bill Rice, 4337 Gina St., Fremont, Calif. Ph. 656-0370. Reg. 1148387. 2-1.

FOR SALE—28 Acres Commercial property, Highway 99 E. Chico, \$22,500. M. & J. McCanless, 740 16th Ave., Menlo Park, Calif., or 2522 - 99E North, Chico, Calif. Phone: 325-0259, Reg. 524687. 2/1

MARK IV BACKHOE, unmounted, 10 yard Rock Bed; 400 gal. Trailer Distributor; Tilt Bed Trailer; Mechanic's Locking Cabinets. Bill Yates, P.O. Box 1418, Colfax, Calif. Phone 346-2300. Reg. 598651. 2/1

FOR SALE—3 BEDROOM HOUSE, two-story, two fireplaces, walking distance of schools, supermarket and postoffice, large lot, 140x140. Equity, take over FHA. Buck Howard, Box 783, Pollock Pines, Calif. Reg. 895928. 2/1

FOR SALE—5 ROOM HOME, garage, nicely painted, fenced completely, 72x150 lot, located in Esparto. Ben Parsley, 65 Blue Bird Dr., Windsor, Calif. Phone: 838-2588. Reg. 928149. 2/1

1963 CORVETTE STINGRAY Fastback, 300 HP, 4 speed transmission, leather seats, Michelin tires, Power Steering, never raced, very good condition. Clifford Shafer, P.O. Box 295, Red Bluff, Calif. Phone: 527-6431. Reg. 1243008. 2/1

FOR SALE—MODERN 2 bedroom home, 1 bath, drapes, carpets, Danish fire-place, floor to ceiling windows, built-in electric stove, large utility room, 1/2 acre with Redwood trees, 80x150 dog run, fenced and landscaped, and large play house. Ben Haubrich, Box 271, La Honda, Calif. Phone: 747-0330. Reg. 1091310. 2/1

33' SELMA BUILT LOW-BOY Tilt Trailer, vacuum over hydraulic brakes, hydraulic ram control, like new. Alfred Weltz, 333 Coates Dr., Aptos, Calif. Phone: 688-3178. Reg. 540982. 2/1

JOHN DEERE 840 self loading scraper; Cedar Rapids Junior Tandem Portable Crushing Plant; Bucyrus-Erie 3/4 c.y. Crawler Crane; Reliance 10 c.y. Self Dumping Trailer. Will sell or swap for Dredge or property. Cliff Kelly, Fortuna, Calif. Phone: 725-2320. Reg. 464075. 2/1

TWO ACRES, AZALEA PARK, Arcata, Calif., exclusive and restrictive black-top road, building site leveled, some trees, view property. M. Fitzhugh, Box 682, Willow Creek, Calif. Phone: 629-2889. Reg. 991023. 2/1

977 LOADER with Ateco Rippers, crank-case guard, track roller guards, 24 volt starting system, standard bucket with teeth, \$9,500 or best offer; International Dump Truck L192, new motor, Garwood hoist, good working condition, \$1,000. William Mulhair, 281 Farallones St., San Francisco, Cal. Phone: 333-9006. Reg. 1157905. 2/1

COMMERCIAL POWER SEWING MACHINE, does cording for carpet handbags, heavy duty needles for cross-stitch threading, Grommets and machine tools included, \$375. Dick Linhares, 24825 Willmet Way, Hayward, Calif. Phone: 783-7138. Reg. 0888849. 2/1

1958 INTERNATIONAL STATION WAGON, 4-wheel drive, no slip axle, 2-speed transfer, Warren Hubs, 4-speed, R & H, Spotlite, \$800.00, Ralph Lapacek, 550 Key Blvd., Richmond, Calif. Phone: 233-1961. Reg. 904886. 2-1.

1955 CHEV. 4 1/2 yd. Dump and 1 Ax Tilt Bed Backhoe Trailer, \$800.00. 34 FT. RUNABOUT, Rebuilt Engine, Excellent Running Condition, \$2,000.00. 17 FT. SKI BOAT, New Transmission, Excellent Running Condition, \$600.00. Dale G. Nichols, 45 Louise St., San Rafael, Calif. Phone: 456-0148. Reg. 1148367. 2-1.

THREE BEDROOM, two bath, corner lot, model home, six years old, part of downpayment in trade, near Auburn Dam Site. Wm. A. Lehman, 7808 Saybrook Dr., Citrus Heights, Calif. Reg. 679113. 2-1.

MOBILE HOME, 28' x 8', 1 bedroom with cooler and shower, good condition, \$1,000.00 or make offer. Mrs. Frank Casada, Nevada City, Calif. Phone: 916-265-4278. 2-1.

WANTED TO BUY

WANTED TO BUY good bobtail dump-truck or flatbed dump and low boy tilt trailer. John E. Brown, 4790 Minns Dr., San Jose, Calif. Ph. 266-5910 or 225-3048. Reg. 434969. 1-1.

WANTED TO BUY—Used Budger, no later than 1964, 17X53, two bedroom, must be in good condition. Terrence Waddell, 9630 Highway 41, Lemoore, Calif. Ph. 924-3067. Reg. 809234. 1-1.

TRAILER WANTED in trade for '65 Chevy Station Wagon, must be clean, self-contained—about 20 feet. Fred Hornor, Box 73, Woodacre, Calif. Ph. 453-8464. Reg. 515925. 1-1.

WANTED SET DOORS for 9K Cat Motor Grader Cab, must be cheap, glass no object. John Meyers, P.O. Box 308, Valley Springs, Calif. Phone: 786-2224. Reg. 409005. 2/1

WANTED—1955, '56 or '57 Thunderbird with porthole windows, good condition. Austin Melton, 925 Marcia Avenue, Yuba City, Calif. Reg. 584124. 2/1

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.

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE

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

5' x 12'—2 axle Utility Trailer, All New, \$250.00 Roy R. Dunnam Sr., Box 722 Hayward, Calif. Phone: 581-7980 after 6:30 p.m. Reg. 48970. 12-1.

1958 CADILLAC FLEETWOOD, 4 door HT, all power, Clean, \$565.00. 1954 FORD F-600 5 yd. dump truck, O.H. v-8, Garwood Hoist & Box, \$675.00. 1954 CHEV. Wg. 4 dr., needs work, \$50.00. 1954 METROPOLITAN Conv't., \$75.00. Pete Thompson, 141 Crescent Rd., Corte Madera, Calif. Phone: 454-7318 or 924-2261. Reg. 1137625. 12-1.

SELF CONTAINED MOBILE CAFE, 1961 Chev. Truck, ONAN Generating Unit for Electricity, Tanks for Hot, Cold and Waste Water, two ice-cream freezers, charcoal grill, coffee urn, soft drinks. John Chandler, Rt. 2, Box 15, Yerington, Nev. Phone: 463-2516. Reg. 1067800. 12-1.

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

CHEVROLET DUMP TRUCK, 6 yds., A-1 condition, new recaps, new brakes, good body and paint, low mileage, \$3,000. INTERNATIONAL 6 wheel trailer, all electric brakes, drop ramp gate, \$1,100.00. Al Pilkington, 17663 Parker Rd., Castro Valley, Calif. Phone: 582-3535. Reg. 1216211. 12-1.

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

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

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

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

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

HOUSE TRAILER, 1957 Flamingo, 2 bedroom, 8 x 40 ft., good condition, T. W. Duran, 186 Natividad Rd., Salinas, Calif. Phone: 449-4477. Reg. 1168451. 12-1.

AKC REGISTERED 1 1/2 year old male English Springer spaniel. \$75 or trade for unrelated male. Ernest J. Wood, P.O. Box 544, Fallon, Nevada, Ph. 423-3685. Reg. 1152809. 1-1.

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

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

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

SAW MILL, Model 1M24 (Bell Brand) 48" insert toothsaw, all hardware, cost \$1,020, will sell for \$750.00, new still in crate. James Sutton, Box 108, Penryn, Calif. Phone: 663-3939. Reg. 822705. 12-1.

SELL OR TRADE Equity in 5 bedroom, 2 bath home, many deluxe features, nice residential area, near everything, \$29,500.00. Thomas Kinard, 7535 Soquel Dr. Aptos, Calif. Phone: 688-2830. Reg. 994370. 12-1.

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

27' MOBILE HOME, \$1,100.00, living room, bedroom, kitchen, bath, fully furnished including stove and large refrigerator. Gifford T. Jones, 7599 Ave. 288, Visalia, Calif. Phone: 209-734-4037. Reg. 1251043. 12-1.

OIL HEATER for mobile home International 1060—ther-controlled. Max. output 55,000 to 60,000 BTU. Chimney pipe also. \$75. Don Morlan, Rt. 2, Box 2060 Sp.21, Auburn, Calif. Ph. 885-9257. Reg. 0879757. 1-1.

LOADER 3/4 yd. oc 46, street pads, scarifer, hydraulic perfect throughout. Engine could use some repair. \$2,250 or trade for equal value. J. Risch, Risch Station, Fort Bragg, Calif. Reg. 395381. 1-1.

1963 COMET, pale green, very good looking, needs engine tune-up. \$395. J. Risch, Risch Station, Fort Bragg, Calif. 95437. Reg. 395381. 1-1.

COMMUTER NIGHTMARE

101 Widening Due

By
WAYNE (LUCKY) SPRINKLE

SAN RAFAEL—The old cliché about the "long road to haul" couldn't mean more than it will mean during the pending season.

Marin County will get its share (providing the new Sacramento hierarchy approves the money) of road construction.

Some of the projected programs are underway but more construction is earmarked for this year. Certainly the Marin commuter will feel the relief when the new proposed jobs and those already under construction are complete.

4 LANES

Highway 101 between the Golden Gate Bridge and Spencer Avenue overcrossing will expand to four southbound lanes under a \$180,000 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 north end of Richardson Bay, a 4.6-mile stretch. Construction of a medial barrier will also be forthcoming between the Waldo Tunnel and Marin City and addition of two lanes plus a medial stripe will be added between Manuel T. Freitas Parkway and Miller Creek Road.

RESURFACE JOB

Bids should be opened this spring for resurfacing Highway 101 between the Corte Madera Creek Bridge and the San Rafael viaduct.

Between San Quentin wye 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 Tiburon Boulevard east of Mill Valley and culvert placement on shoreline Highway two and a half miles north of Stinson Beach.

AUTO CENTER

In Novato, word has been received that several automobile dealers plan to construct a unique "subdivision" at the cost of \$3.5 million.

Principle pushers are L. J. Dervin, Dervin Ford and John Angeloni, Nave Dodge. It is reported these men will develop the site on the west side of Highway 101 and just south of Schuman Chevrolet at an estimated \$1.3 million.

Both agencies will relocate when the new facilities are complete. Dervin Ford will begin construction of a new sales and service facility in May. Officials say they hope to be open for the 1968 Ford line in September.

2-YEAR DELAY

Nave Dodge will not move into new facilities for at least two years. The lease they hold at 7515 Redwood Highway will run that long, but the firm plans to construct a new sales and service facility when its present lease runs out.

What's so unique about the plan? Well, the designers of this commercial development will file for a subdivision map, which will permit placing all utilities underground.

In March, crews will begin filling the land after which sewers

will be installed. Then will come other utilities, curbs and gutters and other improvements.

As these improvements are being completed, E. D. McGillicuddy Co. will begin construction of the Norcal Design Group planned Dervin facility.

The 1,500-foot showroom will be constructed on a mound of earth four feet high in a detached building surrounded by lawns and shrubbery. The building will be in natural brick, wood timber and exposed beam, to reflect the modern, outdoorsy Marin atmosphere.

20 STALLS

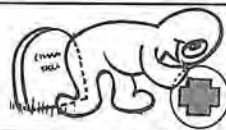
Similar constructed service facilities will house 20 work stalls. McGillicuddy says he hopes the center will be one of the best constructed automotive agencies in the entire Bay Area.

Dervin has gained premission from the Division of Highways to build a Y-shaped access road to the facility, but the road will belong to Novato. Its significance is that it will eventually lead to an extension linking Hill Road, providing another major route through Novato.

STRICT RULES

The road will be constructed under strict specifications complying with rules laid down by the Highway Division. 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 automotive center into the northbound lanes.

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



PLAY IT SAFE

By FRAN WALKER

A five-county safety conference was held Jan. 27 at San Jose State Conference, with speakers from the Atomic Energy Commission, government, labor, industry and education participating.

The conference, sponsored by the SJS Industrial Relations Institute, was hailed by all in attendance as a most beneficial program.

Delegates heard messages on planning disaster control in industry, fire prevention, eye safety, construction industry safety—including recent changes in state law regarding installation of roll bars and seat belts and related safety devices on heavy equipment, and motivation of employees with respect to safety.

Your Local Union was one of the prime participants, stressing the need for safety on the job, and in making sure equipment is safe to operate.

Local 3 has taken the lead in promoting industrial safety. Too many accidents take place, not because the equipment is faulty, but because the thinking of the man at the controls is faulty.

This concept must be changed if we are going to prevent accidents and save lives.

During January, two meetings were held in Yreka where Brothers had a chance to discuss the perennial safety problem.

The Operating Engineers Local 3 was invited to participate in a safety meeting with Morrison-Knudsen.

We would like to thank the company and Jim Duggan, project manager for allowing us to participate.

The dinner-meeting was held at the Lodge in Novato. Wives were invited, and attended with Dale Marr, Lucky Sprinkle and myself.

A safety film entitled "A Roll of Drums" was shown, followed by a safety talk by Dale Marr.

In other news, Industrial Welding has come up with the first approved roll-bar cab for Euclid scrapers, which is readily adaptable for any size model.

According to Jerry Washburn, IW salesman, the cab comes installed for \$1,000, and can be converted into an air conditioned unit with very little trouble.

"All our cabs are built in jigs, so contractors can grab any one

available and it will fit on any Euclid rig," he said.

The design will eliminate lengthy down-time for equipment due to cab roll bar changes.

'Kickoff' On '67 Season

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

MARYSVILLE — We've kicked off the 1967 season, recovered the fumble and are now on about the 10 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 huddle 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 ball game.

There are many jobs in progress with ample opportunities for every qualified worker.

We wish to thank the 205 Brothers who attended the past District Meeting in Oroville. It is a privilege and a pleasure to meet with the members, who take time to support their Union.

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

We congratulate Brothers Dick Bell, Jack Curtis and B. V. Gillian, named to the Grievance committee.

We would 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.

It takes just a few minutes to give with heart. And tell your friends to join you.

Blood may be given at the Marysville Elks Club, 920 D Street, on the second Tuesday of each month; at 169 Cohasset Road, Chico, each Monday afternoon from 4:30 to 6:30 and by appointments at the Oroville Medical Arts Center the first Thursday of each month from 1 to 6 p.m.

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

'Let's Take Lake's Wealth'

OGDEN, UTAH—Lithium Corporation of America and Chem-salt Inc. have announced plans to construct a \$22.5 million plant to extract minerals from the Great Salt Lake.

But the venture hinges on completion of finance negotiations.

Officials are hopeful plant construction can begin late next spring with full operations underway by late 1969.

Initial employment is estimated at 300.

Half the initial investment would be for construction of potash and salt cake-processing plants in the vicinity of Little Mountain, 12 miles west of Ogden.

Remainder of the expenditures would go into a massive ponding system on a 55,000 acre tract in the Bear River Basin, and brine transfer canals around Promontory Point.

These companies spent two years in an intensive research

program to determine the feasibility of extracting minerals from the lake.

The research paid off. Both companies are confident they have a process whereby they can produce potassium sulfate, potassium chloride and lithium from lake brines.

The Weber County Industrial Bureau has played a key role in assisting the two firms with resource acquisition and in bringing the project into reality.

Chatter At The Cracker Barrel

By LAKE AUSTIN and LOU BARNES

REDDING—"Jingle Bells, Jingle Bells, Jingle all the way. While the snow is coming down, we ain't making hay. . . ."

Yessirree—we hitched old Dobbin to the dog sled to take a tour of the district, just to see what was happening in this winter wonderland. We're still wondering about what's happening.

As it turned out, not much activity prevailed. We and our nag seemed to be the only ones putting forth 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 thrown in good humor.

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

Highway 5 brought the biggest stir from the cracker barrel crowd, with promise of its being let early in February. Chatter also involved Reach No.

1 on a canal, a multi-million dollar project to tie in with Fredrickson and Watson's Red Bluff job.

At the repair shops and rock, sand and gravel plants, we found reduced crews working, hoping for a pick-up in activity so they could continue to work. Their operations depend, it seems, on construction.

Up at Coffee Creek, we stopped for some, and discovered that Ray Kizer and Bob Heintz have been trying to get started on a \$1.5 million road job. For now, crews are just sitting on their hands. (Cold, you say?)

But we did find a crew (two, in fact) just north of Yreka working 10-hour shifts on Highway 5. They have lost little if any time because of the blustery elements.

The contractors in the area, we are told, are waiting in keen anticipation for Feb. 15 when bids will be opened on the next section of Highway 5 near O'Brien. The project will add a bit of vitamin and a shot of Geritol to the district's sluggish

bloodstream. Things should begin perking up.

About the time we had completed our tour the snow melted and we had to walk home. Old Dobbin was too disgusted to carry us.

In other news, the Redding District Grievance Committee was re-elected for another year. Incumbents who will continue to listen intently to the problems brought before them are Buster Hempe, John Melton and Jake Cramer.

At the January meeting, Business Manager Al Clem met with the Brothers to answer questions concerning Union affairs. He explained how the vacation plan works and discussed changes in the Pension Plan.

President Paul Edgecombe, Financial Secretary A. J. (Buck) Hope and Steward Coordinator Jim Jennings were also present.

We are proud of the attendance achieved at this meeting. And we are sure those in attendance went away with greater knowledge and appreciation for the gains recently made.

Navy Budgets \$5 Million For Moffett Housing

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

SAN JOSE—There was news of a break 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 will be demolished, but no timetable has been set for that phase of the project.

The rain which shut down construction of the King City bypass has fled 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. Vickery and Connelly-Napier were joint-venturer low bidders at \$3.95 million. And while crews are staying clear of the city, Clifton McCormick, Salinas, will be improving the King City airport, and adding new facilities to it. The budget for the airport is \$102,766.

In Salinas, a bid of \$3 million from E. A. Hathaway gained approval. He will construct the new Monterey Courthouse. Granite Construction grabbed up the excavation phase and has its earth-movers gouging away.

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

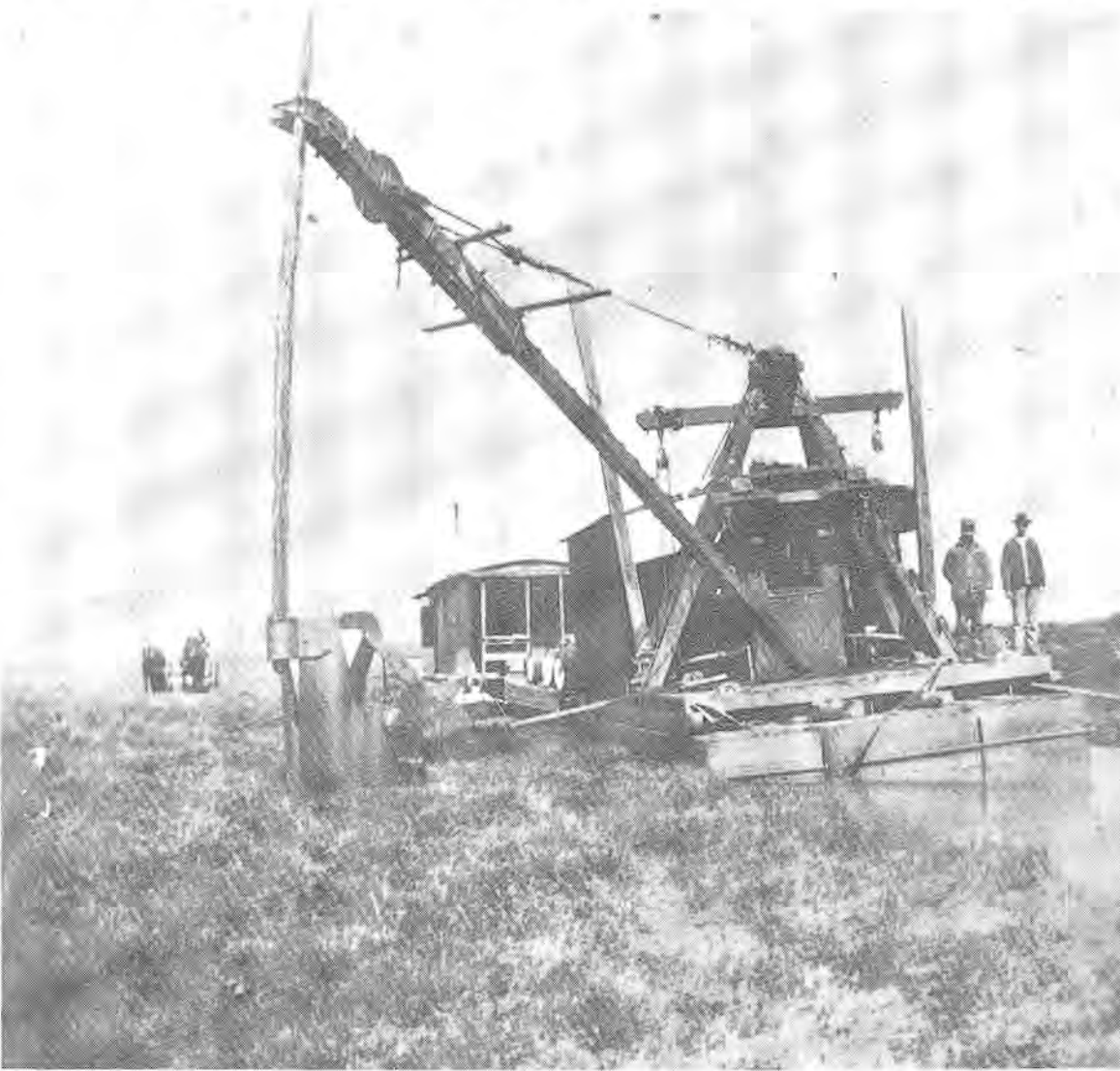
All crane and rigging companies are busy, with Peninsula Crane doing work on the Century 23 Theater near Winchester. Kelly Brothers and Bigge at Kaiser. San Jose Crane and Rigging on the telephone building and new water treatment plant.

The rock, sand and gravel plants got off to a crushing start with the new year, and prospects for their continued grind appears imminent.

Work has gained momentum in the Moss landing area since the sun showed its shining face. Granite 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.

REMEMBER WHEN?

Dredging's 'Good Old Days'



Dutton'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.

Henry M. Giovanetti, 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 1910. He was the second generation owner of Grizzle Island, located in the eastern reaches of Suisun Bay.

"I was the operator of his boat,

the 'Island Bird,' which was used to make the run between headquarters at Dutton's Landing, Collingsville, Antioch 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 Giovanetti, 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

drums of distillate fuel and a houseboat trailer.

A straight Eucalyptus pole was used to keep the bucket upright.

"I might add the whole setup could come apart and drag itself out of a ditch, over levees and at one time while I was there onto a barge for a long move.

"All this was done with its own power, which was in my memory, provided by a Union Marine Engine," Brother Giovanetti explained.

He said he thinks the other member on the deck (in the photo) is the elder Dutra.

Safer Automobiles Likely In 1968

Continued from Front Page

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 belts.

Rupture-resistant gas tanks, sideview mirrors on both sides, parking brakes, danger lights that go on if the brakelights fail and a reserve brake are also new requirements.

Youngsters and "fancy dancs" will be irked to know that protruding hubcaps with "winged" projections which could snare a pedestrian will be banned. Knobs 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.

Nonglare 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 knobs and levers must be within the reach of the strapped-in driver.

In spite 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 Haddon Jr., National Traffic Safety Agency, were deferred. They would have set standards for head rests, tires, rims.

In any event, by and large, auto buyers 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 cost to the customer.

Observers say the additional costs will range from \$60 to \$150, depending on the price automobile the potential customer will be buying.

Stewards Meetings

ALL MEETINGS AT 8:00 P.M.

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

Dist. 10—Santa Rosa, Wed., Mar. 1, 1710 Corbey Ave., Bldg. Tr. Temple.

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

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

Dist. 1C—Vallejo, Wed., Mar. 15, 404 Nebraska St., Vallejo.

Dist. 4—Eureka, Thurs., Mar. 23, Eng. Hall, 2806 Broadway.

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