

New Fringes Start March 1st

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Hearing Aid For Retirees

Extension of a key fringe benefit for retirees was announced this week by International Vice President and Business Manager Al Clem with the start of Hearing Aid coverage for this group of members effective March 1, 1968.

Originally put in effect for active members in July of last year, the benefit is now extended to retirees and will be added to the Union Labor Life Insurance policy.

Generally the benefit provides the cost of a hearing aid appliance up to a maximum of \$400 dollars for each year in a 4-year period, subject to the 80%-20% co-insurance and \$100 deductible clauses of the major medical coverage. A separate \$100 deductible will not be required for the hearing aid appliance if the deductible has already been satisfied under the major medical benefit for a disability which relates to a person's hearing.

In making the announcement, Business Manager Clem pointed out that this was another instance where the "responsibility for our older members is a constant concern of the elected officers and we have managed by careful conservation of the members' dues to provide outstanding benefits without increasing the retirees' dues."

A Call For Help!

Local Union No. 3 is sending out an urgent call for help in collecting and categorizing historical data on your local union. All Brothers are asked to check attics, basements and other forgotten places of hiding for photos, publications and any other items of historical interest that they would like to become part of their union's historical research section. Old newspapers, strike leaflets, brochures, badges, equipment manuals and news clips may also be useful contributions. The thought is that a great deal of this material is being lost or thrown away. Much of it can be used in preparing a history of the union in the future. Much can be used now for the old timers feature series and once developed it will be of general interest and utility to all the members. Please address all correspondence to Local Union No. 3, Att: Historical Research Section, 474 Valencia Street, San Francisco, CA 94101.

Youth Programs

The President's Council on Youth Opportunity has notified 50 cities that \$1.5-million in federal funds will be made available for grants to help finance staff and planning for comprehensive youth programs this summer. The grants will range from \$20,000 to \$60,000.

"Serving the men who move the earth!"

ENGINEERS NEWS

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

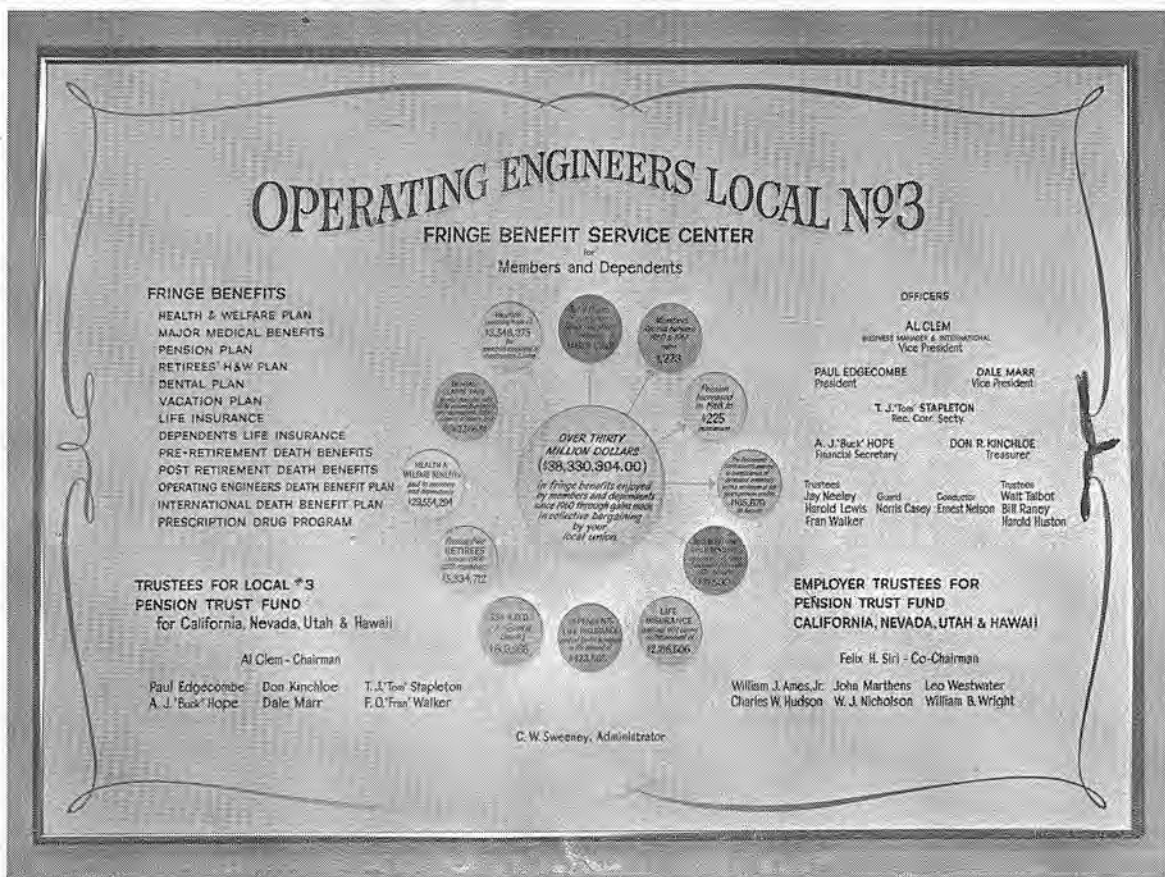


Vol. 27—No. 2

SAN FRANCISCO, CALIFORNIA



February, 1968



"PROGRESS ON DISPLAY" board was installed in the new Fringe Benefit Center during recent dedication ceremonies. Board sums up at a glance

fringe benefit gains and expenditures from 1960 through 1967. The fifteen-color display board can be updated with a minimum of mechanical effort.

'Progress Display' At FBC

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"Progress on Display" was the title given a fifteen-color display board that is now the center-piece on the wall of the new Fringe Benefit Center located at the headquarters of Operating Engineers Local Union No. 3, 474 Valencia Street in San Francisco.

Pointing out the importance of keeping the membership informed, International Vice President and Business Manager Al Clem, officiated at ceremonies

dedicating the new center and the display board which lists the benefits and total dollar amounts paid members since 1960.

On hand for dedication ceremonies were four retirees, E. C. "Toby" Davis, Harry R. Hanson, W. C. "Bill" Goddard and Ernie W. Ryd (see story on page 3), who could boast a total union membership of some 180 years. Each expressed his appreciation to the union officers for benefits won for "both the old timers and the membership as a whole."

IUOE Convention

T. J. "Tom" Stapleton, Recording-Corresponding Secretary of Local 3, announces that the Election Committee met on February 9, 1968, and finalized the eligibility of the candidates who are running for Delegates and Alternates to the forthcoming I.U.O.E. 28th Convention. There are eighty-three candidates on the ballot. Fifty-five (55) Delegates will attend the Convention.

The Official Ballots will be mailed on February 18, 1968 and must be returned to the Post Office Box on or before February 28, 1968 at 10:00 o'clock A.M. Local San Francisco time.

We urge you to read the ballot instructions carefully to ensure that your ballot is not voided. Please comply with the instructions and make your ballot count.

Do not insert dues payments or anything else in the White Ballot envelope. Put only your ballot in the white ballot envelope which is then to be inserted in the envelope addressed to:

Operating Engineers Local Union No. 3
c/o Price Waterhouse & Co.
P.O. Box 7749, San Francisco, California 94119

See ELECTION RULES page 7

Business Manager Clem noted that \$38,330,394 had been paid out in membership benefits since 1960. "This is a prime example of what good organization, built on membership cooperation and loyalty, can accomplish," stated Mr. Clem.

"Here at a glance for every member to see is the end product of the efforts and hard work of the dedicated membership and leadership of Local Union No. 3—truly 'progress on display!'"

An excellent and beautiful visual report in its own right, the "Progress on Display" board was designed by Jim Jennings.

Displayed on the board in vivid pastels, raised discs are the amounts expended and number of members serviced from 1960 through 1967. Also listed are the various plans and their officers as well as the officers of the union.

Also listed are the following funds paid out through 1967 under the trust fund: Health and Welfare, \$29,554,294; Member Life Insurance, \$2,216,506; Dependent Life Insurance, \$423,565; Member Accidental Death and Dismemberment, \$603,938; Pensioners Health & Welfare (included in above Health & Welfare, \$249,028; Pension payments, \$5,334,712; Post-Retirement Death Benefit \$31,500; and Pre-Retirement Death Benefit, \$165,879, which gives a total of \$38,330,394.

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Drug Aid Will Cut Medicost

International Vice President and Business Manager Al Clem has announced the establishment of an Out of Hospital Prescription Drug Program for the 32,000 members of Operating Engineers Local Union No. 3. The new prescription program will go into effect on March 1, 1968.

In announcing the program Business Manager Clem said, "This is another dramatic first for our union and one that your business manager and the officers have been studying carefully for some time. As in all the other fringes obtained for you by your elected leadership, there must be a careful study of the need (number of members benefited) and the soundness of our financial foundation in undertaking the obligation of this additional benefit. There is a need for the Out of Hospital Prescription Drug Program and our financial position is sound."

Under the new program members will receive 100% of usual and customary charges in excess of \$1.50 for each covered prescription. In other words, the member pays the first \$1.50 for himself and/or his dependent on a single prescription and the Welfare Trust Fund pays all additional costs of that single prescription. Claim forms are now in the process of being prepared and will be available shortly.

Charges covered under the new program include:

(1) Pharmaceuticals requiring a written prescription, executed by a licensed physician and dispensed by a licensed pharmacist or by a hospital pharmacy during a period not involving hospital confinement.

(2) Compounded dermatological preparations such as ointments and lotions which must be prepared by a pharmacist according to your physician's prescription.

(3) Therapeutic Vitamins, Cough Mixtures, Anti-Acids, Eye and Ear Medications prescribed by your physician to be used in the treatment of a specific illness or complaint.

(4) Insulin and Diabetic supplies (prescription not required).

(5) Prescriptions as explained above dispensed by a physician in his office and for which a separate charge is made.

Charges Not Covered:
(1) Prescriptions dispensed by a licensed hospital during confinement.

(2) Contraceptives and Immunization Agents as well as appliances and other non-drug items.

(3) Pharmaceuticals lawfully obtainable without a prescription.

(4) Prescription charges due to occupational injuries or due to sickness covered by Workmen's Compensation Legislation or similar law.

(5) Any unreasonable supply of drugs.

See DRUG PROGRAM page 3



Collectively Speaking with Al Clem

In spite of the fact that the last two months of 1967 and the month of January 1968 we have experienced exceedingly good weather, you would have expected the work load to have held up better than it did. However, our dispatch registers show that we have an excess of 6,000 people on the out of work list, and in an expanding economy such as we have now, you would expect the out of work list to be considerably less and now with the rainy season ahead of us, we can assume that there will be many more Brothers making the trip to the hiring halls.

As many of you in the Bay Area know, we are implementing the up-to-date hiring procedures and, of course, there will be some mistakes made, however, I am sure that by working together we can correct these and come up with hiring regulations which will be more satisfactory to every Engineer who works out of the hall. The most important thing being that you will have your correct social security number on each dispatch that you receive and in addition, you will know the date and time that you registered on the out of work list.

While these hiring regulations are now being implemented in Districts 1 and 2, perhaps by the time you receive this issue of the paper we should have them in effect in many more areas in our territorial jurisdiction.

At this time, the officers and myself would like to take this opportunity to thank all the Brothers who took time off to attend our Semi-Annual Meeting on Saturday, January 13. To those Brothers who were unable to attend I can only say that it was not only the largest but in my opinion, the best Semi-Annual Meeting that we have ever had. There were three (3) resolutions introduced and after a thorough discussion by all those present who wished to speak on the subject matter, the recommendation of the Executive Board was non-concurrence and was adopted by an overwhelming vote. In my humble opinion, this signifies one thing—the membership of Local 3 has a great deal of confidence in their Executive Board. If we continue to work together in the future as we have in the past, we will be able to achieve many more gains for the members of Local 3.

We have one dark spot with us as yet and that is the copper strike which seems to drag on but we are sincerely hopeful that this will reach a successful conclusion in the not too distant future. The unfortunate part of this situation is that the members of our union are a very small segment of the people affected by this copper strike, and as a result, we play a minor role in these negotiations.

You will note that we have reached another milestone in our road of progress and that is that the trustees on the Health and Welfare Plan have adopted a policy whereby they will pay a certain part of the drug bill that you may accrue. The details, which you have no doubt read, are in another section of this paper.

The AGC is holding a National Safety Conference in Washington, D.C. on February 1-2, where all the problems in construction safety will be discussed at great lengths. Gen. Secretary-Treasurer Newell Carman will be one of the speakers along with several government officials as well as Dale Marr, Vice President of Local 3.

Our organizing campaign in Guam is progressing as well as can be expected. Brother Fran Walker has been on the island for some time and has been quite successful in furthering the efforts of our Union in this part of our jurisdiction.

The committee on jurisdiction is meeting with various crafts endeavoring to iron out our difficulties with them. The jurisdictional problems have been with us for many years and, no doubt, will be with us for many more years to come. As jurisdiction is the very lifeblood of our organization, we must all exert every effort that we possibly can to protect the job opportunities for all the members of Local 3.

Dear Mr. Clem:

Enclosed please find Interest Money Order for our Loan (Credit Union)! Want to thank you for being so very nice and considerate of Ed and me in our stroke of ill luck. It is so wonderful to know our Union is always our friend and advisor. All of our Local #3 members are so fortunate to have such a wonderful group of people who are ready and willing to help in any way possible.

We shall always be eternally grateful for all past favors.

Sincerely yours,
/s/ Mrs. E. C. Johnson
2446 Tennessee Street
Vallejo, California 94590
707-644-4989

You'll Pay More! Everything Higher In '68

By SIDNEY MARGOLIUS
Consumer Expert for
Engineer News

For 1968 you can expect higher living costs again. A year ago this column forecast for 1967 a hike of 2 to 3 per cent. Costs went up exactly 2.6 per cent. Over the past two years, the prices you pay have gone up about 6½ per cent on average.

That's real inflation. It has caused the average working family to run hard just to stand still. Despite pay increases, by late fall a worker with three dependents actually had lost 14 cents in purchasing power from a year ago.

This coming year the indications are that you face an even sharper rise in living costs—close to 3 per cent.

Frankly, many of the recent price increases are not necessary at all and are due to businessmen taking advantage of the war and "tight money" situation. This is proven by some of the facts and figures in the specific merchandise categories listed later in this article.

The problem your family must deal with is that the sharpest increases currently are in the most basic necessities; food, housing, medical care, transportation and clothing. These increases hit the younger families hardest, especially those looking for houses.

You still have to fight these price rises to protect your family's living standard and there are some ways left to do it.

One way is to time your buying to take advantage of seasonal price fluctuations. Another is to compare values closely, especially in buying food, and to avoid the costlier TV-advertised processed foods, soaps and toiletries. The manufacturers and retailers like to say that consumers vote with their dollars. So study the candidates in the stores and vote for the best buys. Every time you save a buck you help your own family and everybody else.

Another important policy for 1968 is to avoid any borrowing or installment buying that is not truly essential. Lending money will be even tighter this year, and interest rates and finance charges higher. This is due largely to increased Government borrowing and the devaluation of the British pound, and is providing a bonanza for banks and wealthy investors.

This January itself will provide some unusual buying opportunities. Not only is this a big month for sales anyway, but this year merchants and manufacturers are stuck with unsold Christmas goods. The general public, already trying to cope with high food and housing costs, balked at this year's excessive price tags on TV-advertised toys and other gift items.

Here are facts to help you plan your buying for January and throughout 1968:

• **SHOPPING FOR FOOD:** After 1966's steep 5 per cent price rise, food prices held to that high plateau this past year though they should have receded because wholesale food prices did go

down. Farmers got 7 per cent less than a year ago.

Now, with farm prices expected to rise this year, the prices you pay at the supermarket will jump sharply. Your relatively better values this year will be poultry and eggs, although eggs will not be quite the standout bargain they have been in recent months.

Pork, too, is relatively good value this winter but prices will increase later in the year. In general, meat will cost you more in 1968.

For January, chicken, loin roast, cali hams, beef chuck and eggs are the outstanding buys.

It's important to note that in a time of high meat prices, variation in prices among stores, and the opportunity to save on leaders, is even greater. For example, at this writing you can pay anywhere from 29 cents to 79 for loin roast; from 37 to 69 for chuck steak; 24 to 45 for broilers.

• **CLOTHING COSTS:** Prices recently made their largest jump in the past 17 years. Retailers have taken noticeable advantage of the delayed price increases on clothes, and have marked up their tags almost 5 per cent over the past year, *twice the actual increase at wholesale*, the Bureau of Labor Statistics reports.

Shoe prices have become the toughest problem. On top of last year's general price increase of 5 per cent, you can expect to pay another increase of about 4 per cent this year.

Our advice: Shop the January shoe sales for immediate needs; also the January and February coat, suit, shirt and other clearances. Don't wait until March to buy shoes and other clothing items you will need soon. Prices will be higher.

One bright spot is the lower prices and improvements in durable-press shirts, blouses, slacks and dresses made of polyester-cotton blends. More of these garments now are improved by the addition of soil-release finishes which help solve the tendency of polyester to retain soil.

• **HOUSES:** If you have been hoping to buy a house in 1968 you will pay doubly extra. Prices of houses have reached historic peaks, with the average now costing close to \$20,000. Resale prices of existing homes jumped sharply this year, now averaging \$19,538 compared to \$18,265 a year ago, the National Association of Real Estate Boards reports.

On top of that, mortgage interest rates are going up again.

If you must buy a house this year, you may do better buying it in the winter before the spring rush starts. Price tags on houses sometimes are \$1,000 less in mid-winter than in spring and early summer. The more down payment you can put down, the better your chances of getting a mortgage at relatively reasonable rates (under 6½ per cent).

• **CARS:** Prices of new models have been running almost 3 per cent higher than last year. But new-car prices will decline from now through spring and summer, as both factories and dealers allow larger discounts. *Your Local 3 Credit Union can provide additional discounts and greater savings on a new car purchase.* Tags on used cars, which have gone up even more than new cars, usually do not go down until after July 4.

IUOE Talks On Safety

Have you ever asked yourself how far you would go to save a Brother engineer's life? Or help keep him from a long, painful, expensive stay in a hospital? If not, perhaps it's time to do so.

About the only thing of value to be extracted from an accident is knowledge—knowledge about how to prevent similar accidents from occurring. Nevertheless, accidents involving Operating Engineers happen by the hundreds every day, and virtually no one hears about them or the details of how they come about. A one minute report on an accident at a meeting or a short writeup in the Local Union newspaper could prevent a similar accident befalling a Brother engineer. Sometimes this is done, but all too rarely.

If your Local Union doesn't have a safety committee, it ought to. And all accidents should be reported to them so the information gained thereby can be put to use. Accidents of the same kind keep repeating over and over.

Would any of you care to feel responsible for an injury or fatality through lack of a few minutes effort to inform the Local? I'm sure the answer is no, so think about it the next time an accident occurs on your job.

ENGINEERS NEWS

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



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ENGINEERS NEWS

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E. Board Allots 5 Fringes

Business Manager and International Vice President Al Clem announced this week that Local Union No. 3's Executive Board had made final allocation of fringe options on five major contracts. Allocations will go into effect as of March 1st. Included are:

- Bay Counties Civil Engineers and Land Surveyors Association, Inc., and Independent Technical Engineers and the allocation of a ten cent (10¢) fringe to the Pension Trust Fund bringing this total to forty-five cents (45¢) and making a total fringe contribution of eighty-two cents (82¢), equalling the ACC pension fringe.

- Dredging Contractor's Association of California and the allocation of a fifteen cent (15¢) fringe of which five cents (5¢) will go to Health and Welfare; five cents (5¢) to the Pension Trust Fund and five cents (5¢) to the Vacation and Holiday Fund. Bringing the total fringe allocation from eighty-four and one-half cents (84½¢) to ninety-nine and one-half cents (99½¢).

- Pile Driving Contractor's Association and the allocation of a ten cent (10¢) fringe of which five cents (5¢) will go to the Pension Trust Fund and five cents (5¢) to the Vacation and Holiday Fund. Bringing the total fringes from ninety two cents (92¢) to a dollar and two cents (\$1.02).

- Steel Erectors & Fabricators Council, with an allocation of ten cents (10¢) of which five cents (5¢) goes to the Pension Trust Fund and five cents (5¢) to the Vacation & Holiday Fund. Bringing the total fringe from ninety-two cents (92¢) to a dollar and two cents (\$1.02).

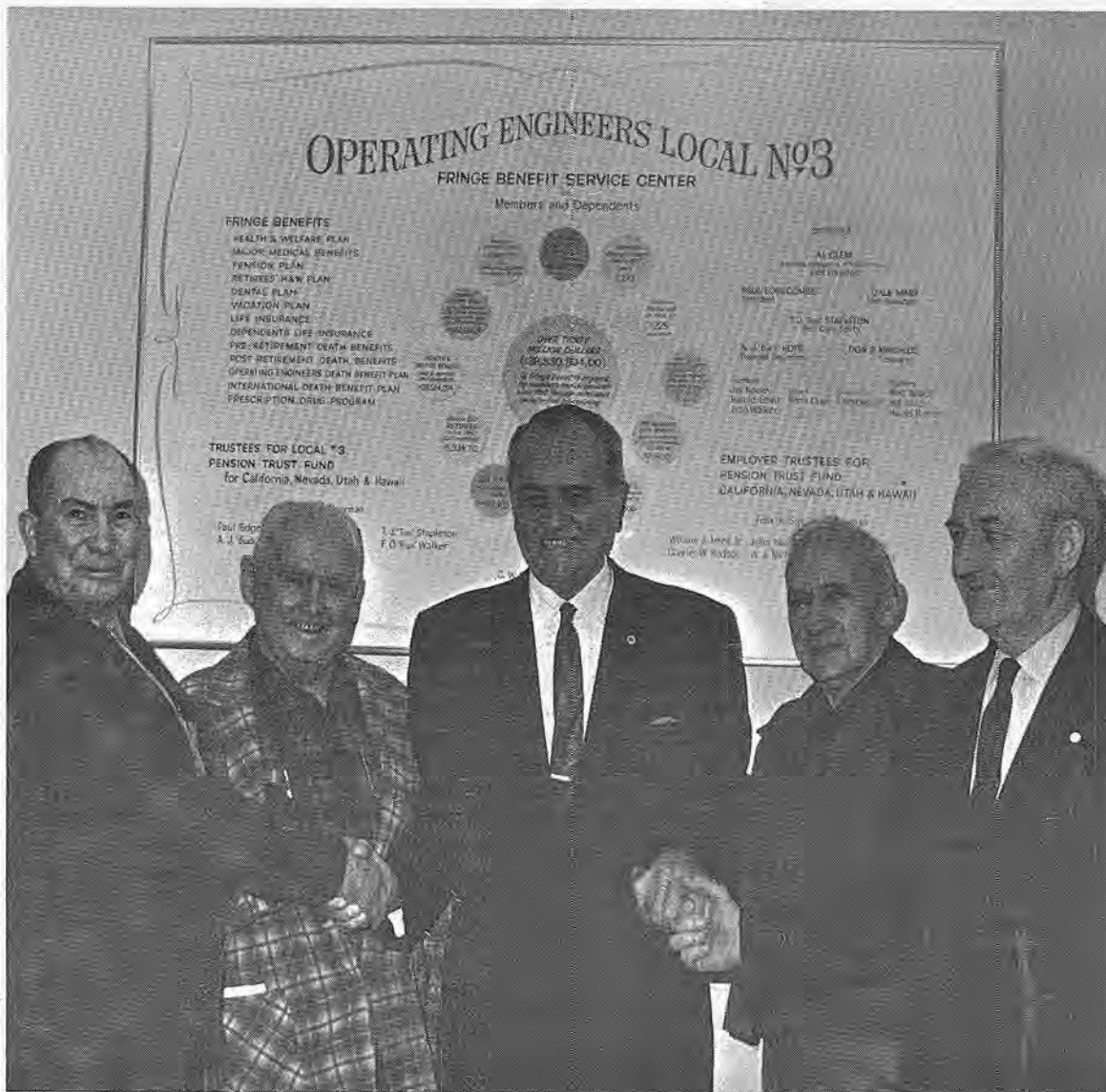
- Final contract deals with the allocation of a ten cent (10¢) fringe and includes Associated General Contractors, Northern and Central California; Engineering & Grading Contractors Association; California Contractors Council; Industrial Contractors and Northern California Home Builders. Five cents (5¢) was put in the Pension Trust Fund and five cents (5¢) in the Vacation & Holiday Fund, bringing the fringe benefit total from ninety-two cents (92¢) to a dollar and two cents (\$1.02).

Work Incentive Program

The Labor Department has announced plans to move 114,000 people off the welfare rolls into training programs in jobs in the next 18 months. It will be done under the Work Incentive Program authorized by the 1967 Amendments to the Social Security Act.

Youth Opportunity

Mayors and Youth Coordinators of the Nation's 50 largest cities gathered in Washington on January 29, to help formulate and begin implementing youth programs of employment, recreation and education for the coming year. The 1968 Youth Opportunity Campaign will be launched this spring.



OLD TIMERS TAKE THE SPOTLIGHT as International Vice President and Business Manager Al Clem congratulates (l. to r.) Brothers W. C. "Bill" Goddard, Harry R. Hanson, E. C. "Toby" Davis and Ernest W. Ryd on their combined union membership of 180-years. The veteran Operating En-

gineers were in for a tour of the new Fringe Benefit Center at Local #3 Headquarters at 474 Valencia Street in San Francisco. All were impressed with the new facility and the fast and efficient service related to fringe benefits.

Four Brothers Can Boast 180 Years As Top Unionists

Back in the days when "men were iron" and shovels were "gas and steam operated" four old timers began careers as construction equipment operators and dedicated unionists. Today, those same four members can boast a total of some 180-years as union members.

E. C. "Toby" Davis has spent forty-two years as a member of construction unions starting with the Steam Shovel and Dredgemen's Union, Local No. 29 back in 1926 and becoming a charter member of Local No. 3 when that union was established in 1939.

"I guess I've helped move dirt on for most of the highways in California," says Toby, "and worked on the original double-tracking of the Santa Fe Railroad through Arizona into California. Shovel Operator Davis also worked on the Henshaw Dam and the construction of the original Naval Training Center in San Diego as well as "digging half the basements in Los Angeles."

Harry R. Hanson has been a "shovel operator" since 1912 and "it would take a book to name the construction jobs" he has worked on in the past fifty-six years. "Of course some of the jobs that the younger members might know by name include Grand Coulee Dam, Salt Springs Dam and Bigham Canyon (Utah Copper)," states Harry. Except for a stint in the Navy during World War I, Brother Hanson has been an active union member since he was issued his first card in the Steam Shovel and Dredgemen's Local 27 as a Fireman in 1912. Following service in the Navy aboard the U.S.S. Edwards, an old two-stacker, as Fireman First Class, Brother Hanson returned to construction work

operating "just about every type of shovel made." Harry did two construction tours in Liberia, Africa (46-48 and 52-57) where he worked on such projects as the Bomie Hills Mine (Republic Steel) one of the largest iron ore producers in the world.

Brother W. C. "Bill" Goddard began his construction career at the tender age of 18 years with the Reclamation Service in 1918. He has been a union member since 1927. Besides working on such projects as Shasta Dam, Salt Springs Dam and the Pitt River Dam, Bill helped move the dirt for the original Mills Field, now San Francisco International Airport. Bill has worked on such jobs

Brothers Aid CPD

Brother Art McCarter of Los Banos, California, not only believes in supporting the annual Cerebral Palsy Drive in his community but in making it easy and pleasant for others to give. The McCarter family has joined with three other families and together they stage special events to raise funds for this worthy cause. This year they have planned an all-day festival at the DES Portuguese Hall and with help from the many Los Banos merchants it promises to be one of the big civic events of the year. Top door prize will be a \$500 two-way radio, with a multitude of other prizes. Free refreshments and dancing are a part of the program. Last year, the same families raised \$857 with a like event and a pancake breakfast. Brother McCarter hopes to be even more successful this year.

at the Alameda Naval Air Station, Oakland Airport and the Richmond Naval Shipyard. "Today's union organization is really something," says Bill. "In the old days we had to fight very hard for the things that Local No. 3 gains for us automatically now. The service that is provided is really something!"

Ernest W. Ryd is another Brother that dates his union affiliation from 1927 and has worked on most of the big dirt moving jobs in the Bay Area. Brother Ryd worked on the dirt moving job at Candlestick Park in recent years and various other key building projects around and in the city.

\$15.3 Million Housing Project

BURLINGAME—Kay Holmes, Burlingame, announced start of construction on "The Meadows," a new \$15.3 million project in San Jose.

Company president Irving Kay said 600 single family units in the \$23,000-\$28,000 price range are planned. They will feature seven plans all designed by the San Francisco architectural firm of Burger & Coplans.

Manpower Area Stability

The January area unemployment classification remained unchanged in all 150 of the nation's major manpower centers, the Labor Department reports. The only changes from December listing were for six smaller areas added to the list of areas of substantial or persistent unemployment. There were no changes in California.

Drug Aid Program

Continued from page 1

Payment of Claims. Because of the large number of claims and the low average cost per prescription, claim forms received are accumulated until the end of the month and paid in one draft during the following month. Payment is made directly to the eligible participant. No assignment of benefits is permitted. The reverse side of this card serves as the only claim form which is required. Claims must be filed within 90 days from the date on which the prescription is filled.

Business Manager Clem also pointed out that estimated cost of the program would be \$80,000 per year based on a per member cost for the benefit and its administration of about \$3.00. "We are moving more and more in to areas where sound financing and imaginative planning are *must* assets in providing our members with not only many additional benefits, but with the service that must go with such progress," stated Clem.

ACE Backs Flood Work

SAN FRANCISCO—Flood control improvements on streams flowing into Richardson Bay in Marin County are favored by the Corps of Engineers in a survey report forwarded to the Board of Engineers for Rivers and Harbors in Washington, D.C.

Brig. Gen. John A. Dillard, South Pacific Division Engineer, and Col. Frank C. Boerger, San Francisco District Engineer, recommended improvements for the lower 9,700 feet of the channel of Arroyo Corte Madera del Presidio Creek and for the lower reaches of the creek's principal tributaries.

Improvements would include 7,720 feet of concrete channel in Arroyo Corte Madera del Presidio and 1,980 feet of earth channel with levees in the creek's lower reach. Improvements in the tributaries would include 1,700 feet of concrete channel on Reed Creek, 1,400 feet of concrete channel on Warner Creek and 750 feet of concrete channel on Old Mill Creek.

On the basis of price levels of January 1967, the proposed project will cost an estimated \$5,170,000 including federal costs of \$3,740,000 and non-federal costs of \$1,430,000 for lands, easements, rights-of-way and relocation of utilities and bridges.

New Wage Chief Here

SAN FRANCISCO—Milton K. Hedberg has been appointed regional director of the Labor Department's wage-hour and public contracts divisions. The office, which is headquartered here, administers the federal wage and hour law in eight western states. Hedberg succeeds Frank J. Muench, who is retiring after 32 years of federal service.

An Air Force veteran of World War II, Hedberg has 26 years of Labor Department service. He is a graduate of the University of Minnesota.

Hedberg and his wife live at 66 Cleary Court in San Francisco.

OK \$2 Million For Clear Lake Project

STEELHEAD ARE BITING

By RUSS SWANSON and
BOB WAGNON

At this writing at least the fishermen at most of the Redwood Empire rivers are happy because of the excellent steelhead fishing as done by a lot of Operating Engineers who are experts. However, those fishing along the Russian River have been a little sad for reason that the Coyote Dam is open and has been giving off more than the customary release of water which in turn muddies the river. As the inflow to Lake Mendocino's conservation pool swelled because of recent rains it was necessary to avoid the possibility of the crisis of winter storms, but we're hoping the situation has changed by the time you see this article.

Safety Congratulations: Arthur B. Siri Co.; because of your company being rated by the Governor's Safety Conference as the safest majority employer in the area for 1967. This is real good news because of the considerable numbers of Operating Engineers being employed by (Siri). Sure hope all of the contractors in the area work towards making the year of 1968 a real safe one.

The Rock Sand & Gravel business has dropped considerably but skeleton crews have been working at Kaiser-Basalt-Hein Brothers and Marshall Maxwell. Incidentally, also at Blue Rock which company has recently signed an agreement with us. Siri Constr. with a start on the State College expressway, but weather has slowed them somewhat. Argonaut Construction have been awarded the contract on 1½ mile grading and paving project on Bluebell Drive at a figure of \$337,504. Bragato Paving has been awarded a \$429,227 contract for the reconstruction and widening of two miles of River Road between Martinelli and Wohler roads near Santa Rosa.

Traffic is now flowing again on Highway 1 north of Jenner, where the state has been involved in a slide removal operation which has closed traffic, forcing a re-routing over a fairly steep grade (incidentally the George Carr Co. knows all about this grade because one of their truck cranes got away and was totaled while going over the grade). Brother Neeley suffered a back injury and presently is recuperating. Speedy Recovery, Les! The contractors involved in the slide removal, McCarty-Milne and Graybill, all owner operators, however, a 20-hour day operation was required so there were a few more Operating Engineers who made a few big checks. It seems sure that within the next few years, that the relocation of Highway 1 is a must, especially with all the proposed building along the coast, not only near Timber Cove but at Sea Ranch as well. Maybe we should write our Congressman—just as the signs used to say on the way to Reno, it worked there, maybe it will work here.

We note that a San Francisco Corporation (Fisher & Burke Inc.) have purchased a number of lots at the Diamond A Ranch Estates near Sonoma. All is well because Arthur B. Siri and Bragato Paving have been keeping a number of the Brothers busy on the various roads leading to and included in the big subdivision. Reichhold & Jurkovich along with Wise and McGinty have finished

their portion of Highway 12 east of Santa Rosa, and it certainly improves the travel situation. No news yet as to any additional work on Highway 12 in Santa Rosa, but rumor has it that in a few months the extension past the Fairgrounds will be bid.

Sonoma — Palmberg Construction are in the final stages (the plant is now in operation), in construction of their 3½ million dollar sewage plant. Formal dedication will have to wait until spring.

The hearing regarding the proposed Dos Rios Dam was well attended and the meeting was quite lengthy. The same problems regarding the Clear Lake route which would possibly take care of the existing Algae were presented. Studies should be made regarding the lost hunting and fishing resources, also lost farm lands. Pros and cons went on and on but it is certain that the U.S. Army Corps of Engineers will take everything into consideration, in fact they have left a period of 30 days open for any further submission of written comments. The previous issue of the *Engineers News* went into detail of locations, quantities, etc. so will report later on any other progress.

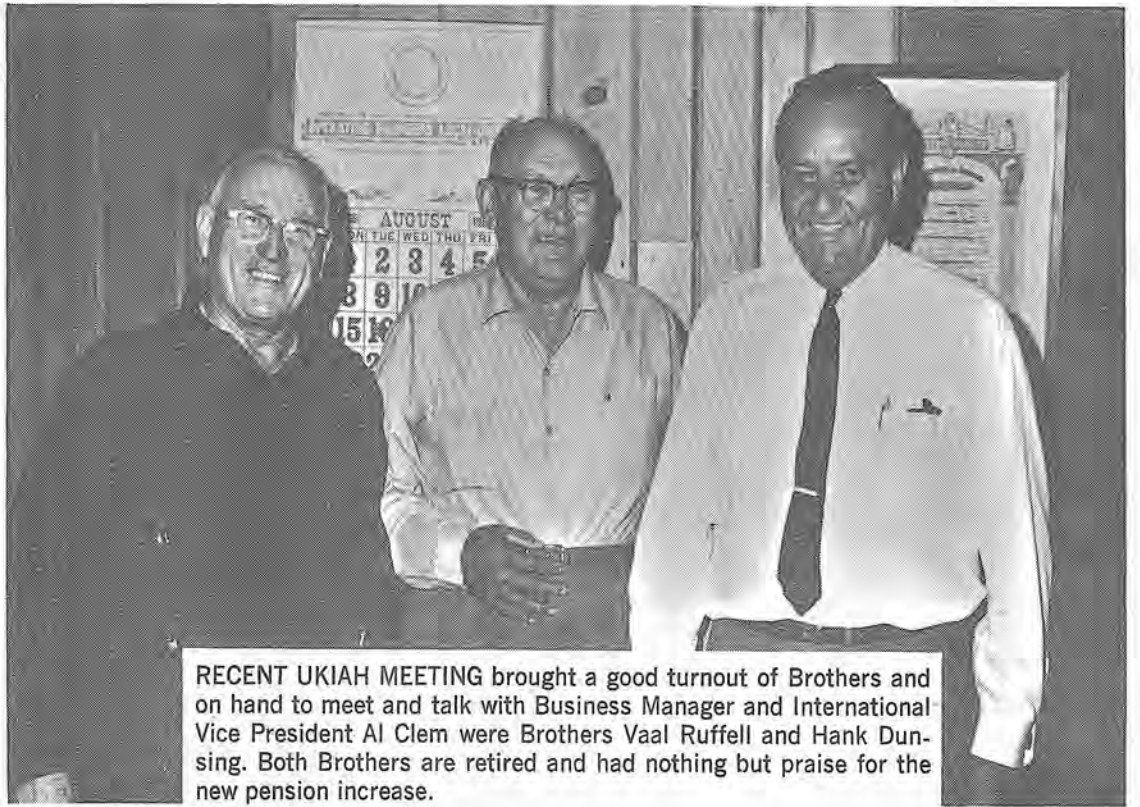
We are happy to note that \$800,000 in forest highway funds have been allocated to pave about 12 miles of forest highway #7 in Mendocino County. This makes a total of three million dollars since 1963 that has been allocated.

In Lake County, the planners have O.K.'d a two million dollar Clear Lake-Newport Keys project. It includes about 155 acres and it will take about 6 to 8 months to create lagoons and keys before building construction can begin. The project is being developed on land which is now partly inundated when the lake is at its high water level. Fifty of the 155 acres will be utilized for lagoons which will range from 150 to 400 feet in width and average from 4 to 7 feet in depth, depending on the water level. Location of the prospective project is adjacent to Clear Lake Highlands, just a short distance from State Highway 53.

We see that the P C & E plans to put more and more wire underground. \$58,000 in Santa Rosa alone, sure to make all of the underground contractors happy. In Santa Rosa on April 9th a 2 million dollar bond issue should be on the ballot. This issue would be for capital improvements, mostly for streets. Sure hope it passes. Maybe those of you living in Santa Rosa will say a good word for it, and then be sure to vote. Taxes go up a little, but the quantity of work goes up considerably. Think about it anyway.

Remco Hydraulics employees have once again voted for Local 3 to represent them. A three year contract has been negotiated and the employees have ratified the proposal. Presently the Remco Hydraulics company employ about 150 engineers, and the plant is located in Willits. Hopes are that there will be considerable expansion in the next year. Mr. Harrah the principal owner has land which is east of highway 101 in Willits, with access to a railroad spur and unlimited space for growing, it is possible to see some of Remco's operations at this location.

The Guy F. Atkinson project on Highway 101 near Leggett of 11 million dollars is fairly at a standstill, but project manager James Porten along with head 'super'



RECENT UKIAH MEETING brought a good turnout of Brothers and on hand to meet and talk with Business Manager and International Vice President Al Clem were Brothers Vaal Ruffell and Hank Dunsing. Both Brothers are retired and had nothing but praise for the new pension increase.

Harold Burberry say that they are real anxious to go once the weather permits.

Morrison & Knudsen with the main work complete but still leaving a lot of finish work for their portion of highway 101 near Cummings.

The U.S. Department of the Interior has agreed to the construction of an all-weather highway to Mineral King in the high Sierras east of Fresno.

The action clears the way for development of an eventual \$57 million year-round recreation complex in the Sequoia National Forest to be financed with private funds.

The 21-mile highway, scheduled for completion in 1973, will stretch from state route 198, near the town of Three Rivers, to Mineral King where Walt Disney Productions plans to build skiing, swimming, camping and other all-year recreational facilities.

Gordon C. Luce, administrator of the Business and Transportation Agency and former chairman of the California Highway Commission, said the new highway will cost approximately \$25 million, three million of which will be provided by the federal Office of Economic Development.

The two-lane highway will have a 26-foot roadbed and safety lanes

for passing at selected intervals. Known as state route 276, it was added to the state highway system by the 1965 legislature. Last September 21, the California Highway Commission provided \$800,000 in right-of-way acquisition funds for the roadway which will cross a six-mile arm of Sequoia National Park.

Luce said some two million visitors per year are expected to visit the new recreational area when it is completed in 1976. He said he expects it will generate an overall initial investment of some \$57 million within 10 years and result in annual payrolls totaling \$13 million thereafter.

Pour 12,000 Cubic Yards Concrete On San Jose Job

By BOB SKIDGEL,
LYNN MOORE,
HARLEY DAVIDSON and
BOB LONG,
Business Representatives

Carl N. Swenson Company was awarded the contract for construction of the San Jose City Library at a cost of \$3,470,000 and have completed the excavation. Work was started on the Library in September 1967 and completion is expected in 1969. The job was started with a mass excavation of 30,000 yards of material to be removed.

Part of this was done with equipment rented from Pete Giordano & Sons, but when the Cats could no longer be used Carl N. Swenson Company brought in their 45 Ton Crane to finish the excavation. The crane was operated by Brother Bill Fuhs, with Brother Gary Neville, the Oiler.

The excavation was dug to a point 30 feet below the outside grade. Water started to come in at 17 feet through the porous material; thirteen pumps were used for one full month around the clock to control the water so the excavation could continue. At the present time they are using five pumps to keep the water table down.

The foundation is a mass concrete floating foundation. When pouring the foundation 3,045 cu. yds. of concrete were used on a nineteen hour continuous pour,

with Borchers Bros. Concrete supplying the concrete. The concrete was placed with a crane and three series of conveyor belts, supplied by Belt Crete from Richmond.

The 12,000 cubic yards of concrete to be used on the job will be placed by a Liebbeer Climber Crane, which was erected by Bigge Crane. The Liebbeer Climber Crane has a radius of 138 feet of boom, with a 5000 lb. capacity at the tip. The Operator on the Crane is Brother Howard Carlee. This crane will be used to set the pre-constructed forms, after which the outside of the structure will be poured. The Library will be a six floor building with two floors below street level. This is the first big project of the San Jose Redevelopment Center. The coordination of men and equipment on this job was capably handled by Brother Bob Chandler.

Freeman-Sondgroth Company have slowed down due to the wet weather, but the Shops and Hot Plants have managed to keep busy.

Kemper Construction Company at Stanford is going three shifts on their tunnel job. This is a 700 foot tunnel under an existing building; completion is expected within three months.

Huber, Hunt & Nichols have started work on their eight million dollar building at Lockheed. Brother William Bomont is the Party Chief, with Serrigo Ittur-

ralde as the Head Chainman doing the lay-out work.

Wm. D. Smith has several of the Brothers busy moving the dirt on the Hewlett Packard Complex, with Bilardi Construction doing the underground work.

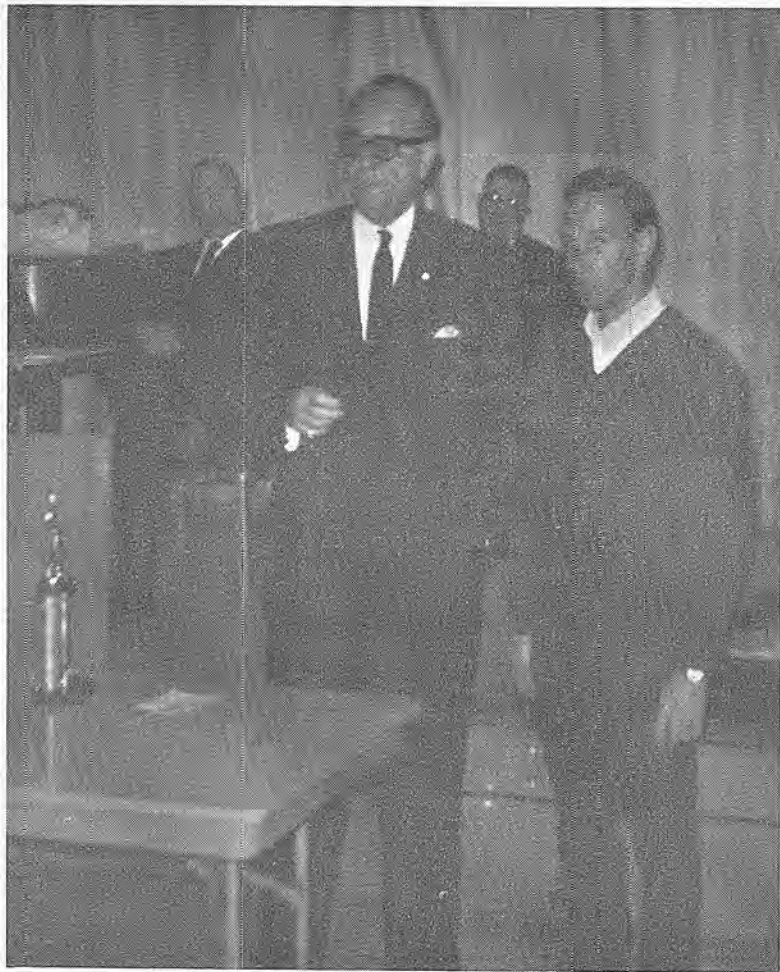
Oliver DeSilva Construction Company are showing good progress on their over-pass job on Calaveras Rd., in Milpitas; Raymond Concrete are driving the pile.

Pankow Construction are making progress on their Student Union Bldg. at San Jose State and are doing the finishing work on the Penny's bldg. at Westgate.

Granite Construction Company were the low bidders on a \$45,521 contract to correct another danger spot on Highway #17, known as "Blood Alley." The left turn channel will be the latest of a series of improvements on the dangerous 10.4 miles of Highway #17, extending from Los Gatos to Scott's Valley. Granite were the low bidders on a street job in Salinas, which went for \$60,292. This firm is showing good progress on their Bay Street job in Santa Cruz.

Grove Construction of Pacific Grove were low bidders on a contract for construction of a Maintenance Station at Willow Springs.

Remco Construction Co. of Clovis were the low bidders on a contract for the construction of an Employee Residence Maintenance Station in Priest Valley.



OPERATING ENGINEERS' TOP APPRENTICES were honored during the month of January. At top left, International Vice President and Business Manager Al Clem presents a trophy and savings bond to Brother Edward Aweeka as the "Outstanding Apprentice" during a meeting in Reno, Nevada. Brother Aweeka later took a bow at the Semi-Annual Membership Meeting in San Francisco where four other top apprentices received special awards. At top right, Local

Union No. 3 Vice President Dale Marr presents the EGCA Award to Anthony Medinas, San Jose; at lower left, A. J. "Buck" Hope, Local Union No. 3 Financial Secretary and District Representative, presents the Local Union No. 3 Award to Paul Cawelti, Modesto; lower left, Business Manager Clem presents the JAC Award to Duane Schoniger, Redding. Danny O. Dees also presented a fourth award, AGC, to Elwood Hughes, Stockton.

ARBA Conclave Set to Explore Several Subjects

LAS VEGAS — Which Way for Highways? The 66th annual convention of the American Road Builders Assn. to be held here Feb. 11 through 14 will be looking at several different facets of this general question. Within this general framework, the convention program will come to grips with:

1. Legislation to authorize a continuing Federal-aid highway program following the completion of the present Interstate program. This will include consideration of the 10-year plan proposed by the American Association of State Highway Officials and the report on the study of future highway needs which is to be submitted to Congress by the Secretary of Transportation in January. Top level spokesmen for the Federal and State transportation agencies will appear to lead the discussions.

2. The immediate and pressing problem of providing a firm time schedule supported by adequate financing for the timely completion of the Interstate System.

3. Administrative obstacles which tend to interfere with the smooth progress of the program and which add unnecessarily to the cost of building new highway facilities.

4. The relationship of the highway program to new programs for highway safety and beautification.

5. Possible changes in the philosophy of highway development which may come about through the formulation of the total transportation concept as exemplified by the organization of the Federal Department of Transportation and similarly structured departments at the State level. ARBA's new Urban Transportation division, authorized by the Board of Directors this year, will hold its first meeting at the Convention. The division will concern itself with all forms for urban transportation including airport development.

6. Other organizational changes within ARBA as the association adapts itself to new directions.

Under the leadership of President Robert S. Holmes and incoming Executive Vice President Burton F. Miller, the convention program will be organized to encourage a comprehensive open discussion of the issues which concern the highway industry. This discussion will culminate in the adoption of resolutions which will establish ARBA policy during the crucial period when legislation dealing with the long-range future of the highway program will be considered by Congress. The resolutions committee will maintain close liaison with all ARBA divisions and will work throughout the convention to draft resolutions which express a consensus of delegate views.

The ARBA Board of Directors will meet on Saturday, February 10, a departure from the custom of meeting on the opening Sunday of the Convention. The change was made in order to permit the Board to meet in a less hurried period and to free the members of the Board to greet delegates on Sunday, February 11.

The registration desk will be open all day on Sunday to give delegates ample time to secure their credentials before the early evening President's Reception. All registered delegates will be invited to attend the reception.

Foreman Meetings Are Well Attended

By DON R. KINCHLOE
Treasurer & Special Representative

During the month of January fourteen (14) meetings were conducted throughout Northern California aimed at answering the questions and problems that normally fall within the scope of Operating Engineers who are working foremen.

If the criteria in judging the success of such meetings can be based on attendance, discussion, suggestions and questions, these were extremely successful meetings.

Attendance was excellent and most Brothers came to the meetings with open minds, intelligent questions and thoughtful suggestions.

General agenda for the meetings

included:

- Journeyman Trainee (Problems and improvement of the program). Discussion centered around the care that should be exercised in putting the journeyman trainee on unfamiliar equipment in potentially dangerous assignments; the inherent danger of developing a "professional journeyman trainee."

- Shorter work week. In this instance, most of the Brothers favored a shorter work week.

- Wages. Most Brothers would like to see the pension and vacation pay increased, as well as emphasis on other fringe benefits. They were happy with the Union's progress in this area, but thought future emphasis should be in this area.

- Life Insurance. Here most

members felt that adequate protection was being afforded, but insurance coverage should continue to be carefully evaluated and updated where the cost of living showed any great increase.

- Car Insurance and the Cost of Driving. Here the Brothers were uniform in their belief that some compensation should be made where the nature of a project entailed a long drive for the worker. In many cases they felt that home to job compensation might be a future consideration.

- Subsistence. Cost of living great distances from one established home came in for a good deal of discussion and most members felt that an increase in subsistence rates should come in for consideration in the near future.

All in all the meetings were productive and helpful in keeping your elected officers informed on the thinking of a key segment of Local No. 3 members. At present there are no plans for extending the meetings to other areas of the jurisdiction, however, your Business Manager Al Clem will evaluate the meetings and will announce any plans for future meetings.

EMPLOYMENT

Employment continued to rise in December, while unemployment declined for the second consecutive month, the Labor Department's Bureau of Labor Statistics reports. Nonfarm payroll employment rose to 67.1 million, up 200,000 over seasonal expectations.

ANNOUNCEMENT

There will be a Grievance Committee election at the first Regular District Meeting during the first quarter pursuant to the following excerpts from the By-Laws; Article X, Section 1—District Grievance Committee:

(a) There shall be a Grievance Committee in each District. It shall consist of five (5) Members—one (1) District Executive Board Member, one (1) District Representative, and three (3) Delegates, who shall be registered voters in the District, elected by the Members.

(b) The District Executive Board Member shall be chairman. The District Representative shall be secretary. He shall keep a detailed account of the activities of the Committee and furnish the Business Manager and Recording-Corresponding Secretary a copy of the minutes of all meetings within three (3) days following the meeting. All Members of the Committee shall be given a copy of the minutes.

Meeting Place Addresses

Hawaii Technical School, 1175 Manono St., Hilo.

Veterans Memorial Building, 1351 Bennett Ave., Santa Rosa.

1958 W. North Temple, Salt Lake City.

Labor Temple, 16th & Capp, San Francisco.

YWCA Community Rm., 1040 Richard Street, Honolulu.

Engineers Building, 2806 Broadway, Eureka.

Musicians Building, 120 W. Taylor, Reno.

Engineers Building, 2626 N. California, Stockton.

Engineers Building, 100 Lake Blvd., Redding.

C.E.L.&T. Building, 2525 Stockton Blvd., Sacramento.

Labor Temple, 2315 Valdez St., Oakland.

Prospectors Village Motel, Oroville.

Engineers Building, 3121 Olive St., Fresno.

The Panciteria Far East Cafe, Marine Drive, Tamuning, Guam.

Labor Temple, 45 Santa Teresa Ave., San Jose.

MEETINGS SCHEDULE

All Meetings at 8 P.M. except Honolulu, 6 P.M.

1968—Schedule of Meetings Dates

SEMI-ANNUAL MEETINGS

San Francisco—Saturday, July 13

DISTRICT MEETINGS

MARCH

Fresno—Tuesday, March 5

Ukiah—Thursday, March 7

Salt Lake City—Friday, March 8

Reno—Saturday, March 9

APRIL

Eureka—Tuesday, April 16

Redding—Wednesday, April 17

Marysville—Thursday, April 18

San Francisco—Wed., April 24

Honolulu—Wednesday, April 24

MAY

Watsonville—Thursday, May 2

Sacramento—Tuesday, May 7

Oakland—Thursday, May 9

Stockton—Tuesday, May 14

JUNE

Fresno—Tuesday, June 4

Santa Rosa—Thursday, June 6

Provo—Friday, June 7

Reno—Saturday, June 8

JULY

San Francisco—Wed., July 10

Eureka—Tuesday, July 16

Redding—Wednesday, July 17

Oroville—Thursday, July 18

Honolulu—Wednesday, July 24

OPERATING ENGINEERS LOCAL UNION NO. 3

OFFICIAL BALLOT

Election of Delegates and Alternates to the 28th International Convention of the International Union of Operating Engineers, April 1, 1968, in Bal Harbour, Florida.

55 delegates are to be elected and 10 alternates are to be elected.

Vote by placing an X in the box opposite the names of the candidates of your choice.

Vote for no more than 65. If you vote for more your ballot is void.

- | | | |
|---|---|---|
| <input type="checkbox"/> Jerry Allgood
Business Representative | <input type="checkbox"/> Daniel R. Ellis
Executive Board Dist. #11 | <input type="checkbox"/> I. Jay Neeley
Business Representative |
| <input type="checkbox"/> Joseph C. Ames
Executive Board | <input type="checkbox"/> George Farrell
Ex. Board | <input type="checkbox"/> Ernie Nelson
Conductor |
| <input type="checkbox"/> Lake Austin
District Rep | <input type="checkbox"/> D. L. (Dusty) Flynt
A. Oper. | <input type="checkbox"/> Samuel Leon Nettles
A-Operator |
| <input type="checkbox"/> Geo. W. Baker
Bus. Rep. | <input type="checkbox"/> Kenneth M. Green
Business Representative | <input type="checkbox"/> Claude Odom
District Rep. |
| <input type="checkbox"/> Buford J. Barks
Elevator Operator | <input type="checkbox"/> A. G. "Al" Hansen
Bus. Rep. | <input type="checkbox"/> Garth A. Patterson
Ex. Bd. Member Dist. 10 |
| <input type="checkbox"/> John E. Battenfeld
"A" Operator | <input type="checkbox"/> John L. Hinote Sr.
A Operator | <input type="checkbox"/> Al P. Perry
Executive Board Representative |
| <input type="checkbox"/> Stan Bergman
"A" Operator | <input type="checkbox"/> Less D. Hodge
A Operator | <input type="checkbox"/> Bill Raney
Local 3 Auditor |
| <input type="checkbox"/> Tom Bills
Bus. Agent | <input type="checkbox"/> A. J. Buck Hope
Financial Sec. | <input type="checkbox"/> Dave Rea
Dist. 8 Rep. |
| <input type="checkbox"/> Gail Bishop
District Representative | <input type="checkbox"/> Harold Huston
Auditor | <input type="checkbox"/> Larry Riordan
"A" Operator |
| <input type="checkbox"/> Al Boardman
Industrial Accident Commissioner | <input type="checkbox"/> M. W. (Bill) Isbell
Ex. Board Member | <input type="checkbox"/> Tee Zhee Sanders
A. Operator |
| <input type="checkbox"/> Ken Bowersmith
Grievance Committee | <input type="checkbox"/> James "Red" Ivy
Credit Union Treasurer | <input type="checkbox"/> Emil Selzle
Operator |
| <input type="checkbox"/> Joseph E. Britt
A Operator | <input type="checkbox"/> Tim C. Jacquez
A Oper. | <input type="checkbox"/> Charles Shafran
A Oper. |
| <input type="checkbox"/> B. R. "Renny" Burroughs
Catskiner | <input type="checkbox"/> J. B. Jim Jennings
Spec. Rep. | <input type="checkbox"/> Robert S. Skidgel
Dist. Rep. of Dist. #9 |
| <input type="checkbox"/> Elmer L. Bushong
A Operator | <input type="checkbox"/> Guy Jones
Bus. Rep. | <input type="checkbox"/> Guy B. Slack
Executive Board |
| <input type="checkbox"/> Harry Butler
A Operator | <input type="checkbox"/> Ira Jones
Self-Propelled Boom Type Lifting
Device Operator | <input type="checkbox"/> Jack W. Slade
Executive Board Member |
| <input type="checkbox"/> Norris A. Casey
Guard | <input type="checkbox"/> Don Kinchloe
Treasurer | <input type="checkbox"/> Aaron Smith
Bus. Rep. |
| <input type="checkbox"/> Larry Chapman
Grievance Committee Member | <input type="checkbox"/> Harold Lewis
Trustee | <input type="checkbox"/> H. L. "Curley" Spence
Retired |
| <input type="checkbox"/> Ray Cooper
District Representative | <input type="checkbox"/> Chas. W. Lloyd
Blade Operator | <input type="checkbox"/> T. J. (Tom) Stapleton
Recording-Corresponding Secretary |
| <input type="checkbox"/> Robert (Bob) Cowger
Blade Oper. | <input type="checkbox"/> William Lorenzen
A Operator | <input type="checkbox"/> R. F. (Russ) Swanson
District Rep. |
| <input type="checkbox"/> F. L. "Les" Crane
A Operator | <input type="checkbox"/> Robert A. Long
Business Agent | <input type="checkbox"/> Walter M. Talbot
Auditor |
| <input type="checkbox"/> A. V. "Bud" Dalton
B. A. Oper. Eng. Local #3 | <input type="checkbox"/> Dale Marr
Vice President | <input type="checkbox"/> Chester Owen Teegarden
"A" Operator |
| <input type="checkbox"/> John DeBrum
Executive Board Dist. 5 | <input type="checkbox"/> Ted N. Mason
Executive Board Member Dist. #2 | <input type="checkbox"/> Bob Wagnon
Bus. Rep. |
| <input type="checkbox"/> John DeVine
Single Engine Rubber-Tired Earth
Moving Machine Operator | <input type="checkbox"/> George (Mack) McFadden
Foreman | <input type="checkbox"/> F. O. "Fran" Walker
Trustee |
| <input type="checkbox"/> Don C. Dillon
Executive Bd. Member | <input type="checkbox"/> Jim Meehan
Leg. Rep. Oper. Eng. | <input type="checkbox"/> W. R. "Bill" Weeks
Business Representative |
| <input type="checkbox"/> Jerry Dowd
Intl. Representative | <input type="checkbox"/> Art W. Meyer
Retired | <input type="checkbox"/> Russell Jack Wheeler
Griev. Comm. |
| <input type="checkbox"/> Chester W. Dryden
Roller Oper. | <input type="checkbox"/> Joseph "Joe" Miller
International Representative | <input type="checkbox"/> Aster Whitaker
District Representative |
| <input type="checkbox"/> Jesse E. Dryer
Retired | <input type="checkbox"/> W. V. Minahan
Retired | <input type="checkbox"/> Marvin J. White
Grievance Committeeman |
| <input type="checkbox"/> Tom Eck
"A" Operator | | <input type="checkbox"/> William (Bill) Woodyard
E. Board Sacramento |

MARK YOUR BALLOT AND RETURN IT IN THE ENVELOPE MARKED "BALLOT."

NOTE

The sample ballot set out above is subject to correction by the Election Committee by reason of the failure of a nominee to continue to be eligible or to qualify for any reason.



TWO VIEWS of work in progress on the \$16 million California Exposition Site in Sacramento. Despite rainy weather, work continues on the \$4.9 million racetrack and tote board (above) which

is nearly 75% complete. Shown below is an overall shot of the main exposition buildings which will cover some 630 acres and which now has some 400 men and 30 contractors on the job.

Cal Expo Center Nearing Completion Despite Rains

By DAVE REA

With the arrival of 1968, pace of construction work at The California Exposition in Sacramento continues to accelerate, according to Louis H. Roth, Cal Expo's director of design and construction.

Mid-January tally showed nearly 400 men reporting to work daily for approximately 30 contractors on the 360-acre Exposition site, preparing it for a season of summer programs scheduled to begin July 1.

At present, Roth said, an estimated \$16-million of work under 16 separate contracts is in progress.

These contracts range from \$4.9 million (the largest) for construction of horse racing facilities, to \$11,449 (the smallest) for construction of a building to house centrex telephone equipment.

The horse racing facilities are now about 75 percent complete, Roth stated, with two other major Expo components, the \$3,156,000

Fair Activities Complex and the \$2,143,000 Exposition Center, past the half-way mark.

Halvorson-McLaughlin (a joint venture) of Spokane, Washington, is building the racing facilities, which include a grandstand capable of accommodating 24,000 spectators, 26 stable buildings, containing 1,016 stalls, jockeys' quarters and a one-mile-long, 80-foot-wide dirt track.

The Baldwin Construction Company of Marysville, Calif., is building the Fair Activities Complex, now an estimated 65 percent complete.

The Continental Heller Corporation-Continental Construction Company of Sacramento (a joint venture) is handling the Exposition Center project, which is approximately 50 percent complete.

Progress on all construction projects is right on schedule, according to Roth.

The peak of construction efforts will be reached shortly, with as many as 700 workmen expected to be on the site in a single week period.

Altogether, an estimated 1,603,000 cubic yards of earth were moved to give the Cal Expo site its desired topography.

Part of this huge earth-moving task included the removal of the secondary levee and rebuilding it as a partial boundary for the horse race track. Plans were developed with approval of the Reclamation Board, Army Corps of Engineers and the American River Flood Control District.

The result is an unusually high grandstand which will give Cal Expo horse racing fans an unexcelled view of the entire mile oval.

It was pointed out that in addition to the efficiency of the numerous contractors working on the project, excellent fall weather played a key role in Cal Expo's speedy construction.

When the race track, Exposition Center and Fair Activities Complex open this summer, work will continue on many other components of the Exposition which will debut on March 28, 1969, when Cal Expo starts its first full year of programs and events.

Election Rules For Candidates To IUOE Meet

Continued from page 1

Postage will be paid by your Local Union. Please clearly mark the squares by the names of the candidates for whom you vote.

To be sure that your vote reaches the P.O. Box prior to February 28, 1968 at 10:00 a.m., please mail your ballot promptly. If you do not receive your ballot by Thursday, the 22nd of February, please phone: Price Waterhouse & Co., EX 2-1032, or wire: Price Waterhouse & Co., 120 Montgomery Street, San Francisco, California.

Please read the following excerpt from the voting procedure and be sure to comply.

TIME OF ELECTION—SECTION 8

Ballots shall be mailed on February 18, 1968, and must be returned to the Post Office Box on or before February 28th, 1968, at 10 o'clock A.M. Local San Francisco Time, at which time the Post Office Box shall be opened for the first and last time.

ELIGIBILITY TO VOTE—SECTION 9

All members not suspended for non-payment of dues as of February 18th, 1968, 5 P.M. Local San Francisco Time, of the parent Local Union, Junior and Assistant Engineers Sub-division and Registered Apprentice Engineers Sub-divisions and Branch Sub-divisions of Operating Engineers Local Union No. 3 shall be eligible to vote.

No member whose dues have been withheld by his employer for payment to this Local Union pursuant to his voluntary authorization, provided for in Collective Bargaining Agreements, shall be declared ineligible to nominate by reason of any alleged delay or default in payment of dues by his employer to the Local Union.

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

The number of candidates who receive the highest number of votes cast shall be declared elected Delegates and Alternates. Their names shall be arranged in descending order based on the total number of votes received by each of them. The candidate receiving the highest number of votes shall be at the top of the list, the candidate receiving the least number of votes at the bottom of the list and they shall be numbered in descending order, one (1) through Sixty-Five (65).

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

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

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

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

PUBLICATION—SECTION 11

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

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

High Country Projects Yield To Winter Snow

By DAVE REA, ART GAROFALO, AL DALTON and HERMAN EPPLER

HIGH COUNTRY

Our first bad storms have passed leaving several feet of snow and considerable ice here in the mountain area. Most of the jobs here have shut down until Spring. Sutherland Construction Co. has shut down at Western Lakes until the ground thaws out. They have several mechanics working on the equipment in the shop area.

The Auburn area work picture has a somewhat better outlook than the past season. The area will start a new High School to the north of town on Highway 49. There is supposed to be a section of road to west of town on Indian Ridge, and the High Rise bridge across the American River and Fresthill Divide Road to the east of town. If these projects materialize it will be a big economic boost to the area.

The information received here is that the state will call for bids on the Grass Valley freeway (Highway 49). This project will be a rather lengthy one due to the fact that it is in the middle of town and will have something like twelve structures involved.

A. Teichert & Son has a considerable amount of road work going in the area. They are doing some of the underground on M. L. Dubach job in North Sacramento. They have had several underground crews in the Roseville area all summer.

Emil Anderson Company has started on the exploratory tunnels

and shaft on the Auburn Dam site. We also have Diamond Drill Contracting Co. and R. J. Strasser doing some exploratory diamond drilling.

POLLOCK PINES

Around the mountain area work on Highway 50 has almost come to a standstill. The Walsh Const. Co. is still at work on their tunnel job in the Loon Lake area. Vinnell Const. Co. on Highway 50 are only working the Rock Spread and a few heavy duty repairmen and welders.

Delzer Pipeline Co. has moved in on a job at Cameron Park and are repairing the rigs. Lentz & Tab Const. Co. are working in the same area as we go down the hill into Fair Oaks. There is some underground work going on in that area.

P.C.A. at Fair Oaks and Arden Sand & Gravel Co. are still working a number of Operating Engineers for this time of year. Most of the material is going to the new Fairgrounds from these plants.

The clearing on Brush Creek Dam should soon be let. They are planning on having the clearing done by July. The Boyles Bros. Drilling just completed the drilling on this project.

UNEMPLOYMENT

Unemployment declined to 2.7 million in December, about the same as a year earlier. After seasonal adjustment, the jobless total was 100,000 below the November level and 450,000 below October. The nation's unemployment rate was 3.7 percent of the civilian labor force.

Montezuma Hills Site

National Steel In Solano

By AARON SMITH

The National Steel Corp., of Pittsburgh, Pa., the nation's fourth largest steel producer, has announced it will build a huge steel producing and fabricating plant within the next two years in the Collinsville area. Although the company did not say so specifically, obviously it will seek to capture a share of the West Coast finished steel business with the new plant.

The entrance of National Steel into the field by means of a West Coast plant was regarded as a major development in the industry.

The firm's president, George A. Stinson, said the corporation has contracted to buy 3,400 acres of undeveloped riverfront property from the McDougal Live Stock Co., of Collinsville as a site for its new plant.

He said National Steel has agreed, with other interests, to acquire the huge acreage on the north shore of the Sacramento River at its confluence with the San Joaquin River. The property, he noted is adjacent to Collinsville, across the river from Pittsburgh, and is on a 30-foot deep channel giving access to the Pacific Ocean 50 water miles away.

T. A. Nilsen, San Francisco industrial realtor, has represented the parties involved in assembling the acreage which currently is under contract and is being used now primarily for grazing and livestock feeding. Soil and water conditions, Stinson said, are acceptable for industrial development.

"While we do not have final

plans to announce the development of this site at this time," he added, "we are a growing steel producer and we specialize in the types of steel products of light, flat-rolled and coated sheets primarily — which are consumed so widely in this market."

According to Stinson, his firm's Solano County acreage will be called the Montezuma Hills site since it lies between the Montezuma Hills on the east and Montezuma slough on the west. Its waterfront is suitable for development of extensive dock facilities for ocean going ships.

The new plant site is located midway between Rio Vista and Fairfield on Collinsville road which connects with State Route 12. It also is served by the Sacramento Northern Railway a subsidiary of Western Pacific, which operates a freight service between Concord and Chico.

"Our Midwest Division incidentally, won an award in 1962 as one of the ten best new industrial plants in the United States. We think this record evidences our intentions and our efforts in the important area of being a good industrial neighbor."

In commenting on today's disclosure concerning National Steel's purchase of its first West Coast plant site in Solano County, Nilsen said, "company officials were greatly impressed by the outstanding work of the Solano County Industrial Development Agency and Ron Henrekin its executive director, who has cooperated with us in the solution of the many details connected with this large undertaking."

Ernest Blackwelder of Rio

Vista, Agency chairman, said, "Solano County is very fortunate to locate one of the nation's leading companies which, added to those already established at Benicia, Fairfield and Vacaville, indicates this area has a bright industrial future."

In checking with the Guy F. Atkinson Company on the new Cordelia Freeway, Brent Booth the Project superintendent indicated, that "Old Mother Nature" has slowed them down considerably. However, the \$6,615,000 Freeway project should be in full swing commencing April 1968, employing approximately 35 brother Engineers with Atkinson respectfully.

Other contractors on the job will be Heim Bros. of Walnut Creek, on the clearing, Andersen Drilling Co., Inc., of Petaluma on the Drilling, H. F. Laureitzen Co. of Antioch, on the Piling, Soule Steel Co. from San Francisco on the Prestress and Cal Enterprise and Graven Bros. of Concord doing the Metal Tunnel Liner and Structural plate pile.

Completion date of the project should be around April 1970.

As in other areas, the weather picture holds the same for us here in Solano County. Work has slowed to a walk, our good brothers are hanging up their hard hats, nestling down in the old rocking chair and awaiting the festivities of the coming Holidays. With this thought in mind the staff of the Vallejo Office would like to wish, the brothers and their loved ones, a "Very Merry Christmas and Happy and most prosperous New Year."

Gradesetting Class Draws Big Group

By DAVE REA, ART GAROFALO, AL DALTON and HERMAN EPPLER

Sixty-eight operators and oilers attended the kick-off meeting in Sacramento for the gradesetting classes which began on January 23rd and January 25th at 2525 Stockton Boulevard, Sacramento.

In attendance at the meeting were District Representative and Meeting Chairman, Dave Rea; Business Representatives Al Dalton, Art Garofalo, and Herman Eppler; Technical Engineers Representative Mike Womack; Executive Board member Bill Woodyard; and Grievance Committee members Ken Bowersmith and Tom Eaton.

Co-chairmen Art Pennebaker and Clem Hoover represented the Apprenticeship program.

Also present at the meeting were contractor representatives Al Stevens, construction superintendent from A. Teichert & Sons, and Al Vercruyssen and Larry Uhde, General Superintendent and

Equipment Coordinator, respectively, from Granite Construction Company.

110 Operating Engineers have expressed a desire to attend the gradesetting classes. These classes have been made possible through the cooperation of the Operating Engineers Apprenticeship program and with the administrative guidance necessary to develop a grade-setting class to upgrade the skills of desirous members.

One of the interesting factors of the meeting was the attendance of a number of oilers who work in conjunction with machinery such as trenchers, backhoes, draglines, etc., requiring some grade-setting experience. With this interest shown by the oilers, part of the class will be specifically designed for large trench cuts and string line type gradesetting.

Due to the indicated interest, there will be two gradesetting classes, one beginning on January 23rd at 7:00 P.M. and one beginning on January 25th at 7:00 P.M.

Brother Forrest Ferris will be the instructor for the Tuesday night classes, and Brother Lee Coons will instruct the Thursday night classes.

Also present at the meeting was Brother Martin Teeling, co-developer of the new gradesetting rod recently featured in the ENGINEERS NEWS.

Brother Martin Teeling and Brother Dutch Herman, Operat-

ing Engineers, in developing this new rod have shown the progressive attitude of this progressive industry.

A. Teichert & Sons representative, Al Stevens, and Granite Construction Company representative Al Vercruyssen expressed their enthusiasm for this gradesetting class.

Both Al Stevens and Al Vercruyssen pointed out that one of

the most important men on an excavating job is the gradesetter, and any program to make available the upgrading of skills to the Operating Engineers who perform this type of work is a program of merit.

They will further express their gratitude by presenting one of the new gradesetting rods to the member with the highest achievement in each class.



FIRST GRADESETTING CLASS in Sacramento saw a top turnout of Brothers. Some 68 were on hand for the class which promises to be another of the

popular and useful services provided members by Local Union #3.

Attending first gradesetting class were: Ben Strang, Don Raupp, Fred Fairchild, Herbert Myers, L. T. Williams, Larry Boyd, Tom Walsh, Chet Bazycz, Gary Morthole, Sheldon Mogg, Ron E. Herrera, Floyd Welch, Andrew Roberts, G. E. Riggs, Dewey Morgan, Albert Treglown, Harley Wright, Art Strum, Ron Brown, Ralph Howe, John Haner, Edward Lendh, Russel Clark, Hershel Roberts, Samuel West, Gerald Baky, Luther Chase, Micheal Meadows, Vernon Haley, Geo Gray, Robert Lawton, Charles Brazell, B. J. Goodby, Bruce Vanderhoof, Elmer Meekins, Don Pierce, Jay Sorenson, Chuck Sissom.

A. Bajoras, Ray Johnson, Larry J. Uhde, Cliff O'Brien, Fred Shorthill, Thomas Jessor, Lloyd Peterson, Bob Lantzy, Norman Kirby, Dexter Mullins, Robert Homes, D. E. Cooley, John Ellenberger, Leo Kinchloe, Geo Kates, William Perry, Reid Bartlett, Gene Swarens, Jack MacIntyre, Lee Coon, Robert Baxter, Howard Baxter, Fred Lacert, Jim Lacert, Raymond Felix, Doc Bacigalupi, Kenneth Ogg, Don Draper, Bennett Poage, Ross Westbrook.

Record Cold Strikes Yuba-Sutter Area

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

Old man winter set a thirty-one (31) year record cold for Yuba-Sutter area January 2, 1968 when the mercury plunged to a low of 20 degrees. The last time it was colder was in January of 1937 when the low was 19 degrees. The 19 degree low is the all time record low for January at the Marysville-Yuba City weather station.

Combined with a thick blanket of valley fog, the frigid temperature made the going a little rough for all our Brothers who are working throughout this district. We urge everyone to be safety-minded at all times to prevent accidents that could occur.

We would like to personally thank all of those who attended the district meeting held in Oroville on January 5th. Many of the 285 present at this meeting have commented on how much they enjoyed it. One hundred and six of our Brothers received their 25 year pins, and many called to tell us they could not attend. Brothers V. B. Gilliam, Jack M. Curtis and T. W. Stewart were re-elected as your Grievance Committee members for the year 1968. These Brothers deserve a hearty thanks for all the time they spend each Thursday night at our Grievance Committee Meetings. Brother Jack Curtis is also your election committeeman representing Marysville District No. 6 in our forthcoming election of delegates and alternates to the 28th Convention of the International Union of Operating Engineers. *We hope all of you will exercise your democratic privilege and responsibility and mark your ballot and mail it back as soon as you receive it.*

Over ten miles of new Highway 70 south of Marysville has been officially opened to the public. The new freeway will bypass Feather River Boulevard between Linda and Rio Oso and save motorists 1.6 miles distance.

The new \$2,710,000 section will take off from the end of the present four-lane expressway between Marysville and Olivehurst, at Powerline Road, and travel south to Rio Oso where it will connect with a previously completed section.

Although most of the new highway will be two lanes, there will be a continuation of the four-lane highway from Powerline Road to the other side of McGowan Road. There will be a trumpet-type interchange in the vicinity of Powerline Road making a connection with Highway 70 and Highway 65 to Roseville. There will also be a full diamond-type interchange at McGowan. Eventually the entire route will be four-lanes to Sacramento.

A. Teichert & Son, Inc., the general contractor on this project, plans to finish work that is still to be done in the very near future. A paved connection at Rio Oso, signing, striping and other details remain to be completed. There also will be a connection to Plumas-Arboga Road and Algodon Road about midway in the project.

The estimated traffic count over the new road is 5,500 vehicles per day. At the Rio Oso end of the project, motorists will be traveling several hundred feet on gravel roadway for the next four or five days until the connection with the Rio Oso bridge is completed.

The new alignment takes off from the existing four-lane highway about four miles south of Marysville near Powerline Road, passes behind Sierra View Memorial Park and Johnson Park subdivision, and continues south on a generally straight route to Rio Oso. Not only does the new road save 1.6 miles in distance, but will save more proportionately in time because of all the tight curves it bypasses on the old route.

Total construction time for the job was one year, three months. There will be 3.5 miles of four-lane roadway, including 1.3 miles of Highway 65 south of the interchange, and over six miles of two-lane highway. Traces of an original dirt road between Marysville, Wheatland and Sacramento still are visible along certain portions of the brand new route.

A \$300,000 highway project in Butte County is included among 11 on which the State Division of Highways has called for bids.

The Butte County work will include improvement of 1.3 miles of Highway 162 by reconstructing and widening portions of the highway north of Gridley and removing the abandoned Tres Vias Overhead across the Sacramento Northern Railroad tracks. The highway will be improved between 0.8 mile and 2.4 miles east of Highway 99 according to the State Division of Highways. Bids on the project will be opened January 31, 1968 in Sacramento.

Bids were opened for the construction of a three-lane boat launching ramp in the Loafer Creek Recreation Area at Lake Oroville. Apparent low bidder for the contract was Robinson Construction Co., Inc., Gridley, at \$147,590. The asphalt-concrete ramp will extend down to elevation 807—about 100 feet below the maximum level of Lake Oroville. Construction of the ramp is to be administered by the Office of Architecture and Construction, Department of General Services. The ramp is a joint program of the State Department of Harbors and Water Craft and the Department of Parks and Recreation. Included in the contract is a parking lot with spaces for 152 cars and boat trailers. The ramp is to be completed in June, 1968.

City councilmen have awarded contracts which will provide for construction of a sewer treatment facility, including secondary treatment of sewage. Action came after councilmen accepted an increased grant and loan from the U.S. Economic Development Administration. The council previously had awarded conditional contracts for the facility, covering only primary treatment. Additional federal funds, however, made possible extension of the project to include secondary treatment.

Baldwin Contracting Co., Inc. of Marysville received a \$221,085 contract for construction of the primary treatment plant and secondary treatment facilities. Baldwin previously had been awarded a \$200,363 conditional contract for primary facilities. D. J. Halgren of Rocklin received a \$38,900.20 contract for construction of the line to the new plant and other sewer line work. An addition of an alternate to clean, inspect, and seal the Grasshopper Slough sewer line raised the Halgren conditional contract from \$34,420.20 to the \$38,900.20 total.

Bids on the project were opened September 18, 1967 of last year, but contractors gave the city extensions of time to make the award. The Extensions expired January 2, 1968 when conditional awards were made, but contractors have indicated they will proceed with the job. Under the work schedule, the new facilities should be in operation in late September or early October.

The California Water Commission opened the second and last hearing called to pick an official name for Oroville Dam, keystone of the California Water project. The commission, culling through names such as former Governor Edmund G. Brown, pioneer birth control advocate Margaret Sanger, composer Ferde Grofe and several Indian tribes, intended to announce a decision at the hearings conclusion. Some commissioners previously indicated privately they favored retaining the title Oroville Dam. But opinions were split over what to call the sprawling lake. For the past three years, politicians bickered about what to call the dam and reservoir. The last legislature finally turned the task over to the Water Commission.

The commission was flooded with suggestions, most of them from the Oroville area organizations and citizens promoting provincial titles. But a Rancho Cordova girl, Kimberly Call (11), advised the commission in a letter that "It's too big a thing to be named after some town or person, no matter what the town stands for or what the person has done." She suggested the name Golden State Dam and Lake California "because it belongs to all the people." She asked "if my names are not picked, will someone please answer and tell me why?"

Brown's water resources director, William Warne, frequently urged naming the facility after Brown while he was in office. Brown refused to do so. Warne recently resubmitted the name.

Grofe composed the "Grand Canyon Suite" and once lived in the Oroville area. A San Jose man proposed Lake Margaret Sanger because the project is big and the population explosion is a "Big problem." Names included these: Lake Ishi, after California's last "wild" Indian; Lake A. D. Edmundston, for a former State engineer who took part in the project's early planning; Lake Maidu or Yahi after area Indian tribes; Lake Gold, Lake Bidwell, Smiling Spirit Lake and Lake Peter Burnett after the first California governor.

Funds for projects and studies in Yuba and Sutter Counties are among those sought for inclusion in the 1968-69 budget, according to Congressman Robert L. Leggett. Included among the projects asked by the congressman in meetings with Bureau of the Budget officials is \$35,000 for Army Corps of Engineers Jack and Simmerly Slough project in Yuba County. Funds requested for Army Engineers survey investigations included \$75,000 for the Bear River in Yuba County and \$50,000 for the Coon Creek Stream Group in Placer and Sutter Counties.

Construction of a three-mile long levee along the right bank of the Feather River downstream from Nicolaus, with a weir across the river where it empties into the Sutter By-Pass is being considered by the State Department of Water

Resources. The \$6.3 million project would be aimed at eliminating a tendency of the river to cut a new channel toward the west, according to Col. A. E. McCollam, general manager of the Board of Reclamation. The project was outlined at a recent meeting in Sacramento by Water Resources staff members, and a written report to the board is expected in "two or three weeks," McCollam said. The proposed levee would begin near Nelson Bend, about two miles downstream from Nicolaus, and continue for about three miles further downstream, he said. The purpose of the weir across the river at the Sutter By-Pass would be to prevent sediment deposits in the by-pass, he said. McCollam said the tendency of the Feather to cut a new channel to the west places pressure on western levees.

On December 21, 1967, a contract award was made to Robinson Construction Co., Inc. to construct a boat ramp on the Oroville reservoir near the Oro-Quincy Highway Bidwell Bar suspension bridge for the Loafer Creek Department of Harbor and Water Crafts at a cost of \$147,590.

This will be the second launching ramp in this area of Oroville lake, the first one being built by W. H. Lindeman Co. of Redding at about the same cost dollarwise.

Granite Construction Co. and their sub-contractors have begun work on the \$2,393,951 water treatment plant for the city of Yuba, with the excavation for the plant itself being in very sandy soil has not been slowed by the rains too much so far.

Lentz Construction also has started their job in connection with the project which involves running the pipeline from the treatment complex to the city distribution main points.

Granite Construction Co. will construct the pumping plant near the Feather River and also con-

struct the pipeline system from the pumping plant to the treatment plant which will consist of the plant feed line and a plant processing refuse line. This project should keep several Engineers busy through the winter to be completed by December, 1968.

Wegner, Adams & Barbe, Inc. of 451 College Avenue, Santa Rosa, have started construction of two concrete bridges across the Glenn-Colusa main canal on the Maxwell-Sites road at a total cost of \$41,987.

The George Carr Construction Co. is doing the crane work and also the pile work on this project. They are also from Santa Rosa.

On the Oroville Dam, Oro Dam Constructors are still employing about fifty Engineers on the project on cleanup and in the main shop where the Brothers are repairing equipment and painting most of the "yellow stuff."

While the Brothers are working hard on this job, the Fish & Game are busy behind the dam on the lake side planting fish. On January 9, 1968, the first of 915,000 rainbow trout were delivered from Darrah Springs Hatchery near Red Bluff. Fish & Game personnel planted 48,000 sub-catchable rainbows. Another 152,000 along with 665,000 fingerlings and 50,000 brown trout fingerlings are scheduled for delivery to the lake. The Department of Fish & Game is also conducting an experimental planting of 140,000 rainbow fingerlings in the Thermalito Afterbay in a program to determine how the fish will fare in the fluctuating water levels and the warm waters of the Afterbay. In addition to the trout, 15,000 yearling channel catfish are to be planted in Lake Oroville, along with brooding stocks of bass and red ear sunfish. At the time of this writing the depth of Lake Oroville is 296 feet, with an average daily rise of about 4½ feet per day.

Washington News Desk

From the International Union of Operating Engineers



Refusal of Congress to vote higher taxes is forcing the American people to pay a stiff interest rate price, according to some leading Washington analysts.

Business corporations, local governments and the federal government are being compelled to pay an expensive one-half of one percent more to borrow today than when President Johnson first submitted his surtax request on August 3.

It has not been generally recognized as yet but key borrowing rates now have soared above the 40-year highs that they touched during the credit crunch of August, 1966.

Local government money costs amount to .07 of 1 percent more than local communities had to pay during the crunch and the rates are continuing to climb.

Corporations figure that interest rates are a cost of doing business. So they undoubtedly will pass along their higher interest charges in the form of higher prices to their customers. New AA-rated corporate bonds currently carry an average interest charge of 6.78 percent, which is about one-half of 1 percent above the 1966 record.

Federal government borrowing rates have been climbing faster than anybody's, which is another piece of bad news for the taxpayer. The interest cost of the huge public debt will be many hundreds of millions of dollars larger this year than it would have been if Congress had taken the virtually unanimous advice of the government and Wall Street experts and had enacted the surtax.

If the nearly 4-million men who make their living building the nation's skyscrapers, bridges and other major projects earn the highest workmen's wages, their jobs also are the deadliest.

New Job Count Reflects Big Rise

LOS ANGELES—The total value of contracts for future construction in the Western region of the country climbed to \$846,947,000 during October, it was reported today by J. Dexter Bowers, Jr., regional vice president of the F. W. Dodge Company, a division of McGraw-Hill, Inc. The October total represented a gain of 35 per cent over the same month last year.

"Supported by strong gains in all three major construction categories, total October contracts showed the steepest year-to-year rise thus far in 1967," Bowers said. After ten months, the cumulative value of construction contracts in the West reached \$8,268,042,000 moving to within one per cent of last year's cumulative level.

The 11 states included in the Western region are: Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington and Wyoming.

RESIDENTIAL CONTRACTS JUMP 70 PER CENT

Residential construction contract values surged 70 per cent ahead of the very low year-ago

period totaling \$335,146,000 during October. Housekeeping residential contracts advanced 80 per cent as heavy gains were registered in one- and two-family houses and apartment buildings. At the same time, however, non-housekeeping construction was set back 31 per cent as a modest gain in hotels and motels was more than offset by a short decline in dormitory contracting.

The latest month's activity brought the ten month cumulative of residential contracts to \$2,984,211,000, six per cent above the comparable period in 1966.

For the second consecutive month nonresidential construction registered a gain as contract values totaled \$287,520,000, up 12 per cent from the year-ago October amount. Commercial contract values jumped 26 per cent on the strength of both store and office contracting.

Bowers noted that, "The recent spurt in commercial contracts in the west can be attributed to two factors. First, the trend in store and warehouse contract values is beginning to move upward, now that housing is well on its way to recovery. And there's been a big

pickup in office construction during the past two months. Six new office contracts each valued at about \$5 million or more were awarded during September and October, compared with eight during the entire January-to-August period of this year." Industrial and educational building also rose by 26 to 42 per cent respectively. The month's gains were partially offset by losses in hospital and recreational facility contracts, however.

The January-to-October cumulative of nonresidential building contracts stood at \$2,831,481,000, just one per cent below the same period last year.

Nonbuilding contracts climbed 29 per cent to \$224,281,000 during the month of October. Substantial increases in highway and water supply system values were more than enough to counter declines in sewerage and waste disposal systems, bridges and miscellaneous non-building construction categories.

After ten months, nonbuilding construction contract values remained nine per cent below the year-earlier level. The cumulative value totaled \$2,452,350,000.

Los Angeles Prices

Los Angeles area consumer prices declined for the September to December quarter by 0.1 per cent, a Labor Department survey shows. However, the consumer price index for the area ended the year at 119.9, a 3.1 per cent gain over the year.

UAL Hangar's Really Big, Covers 89,600 Square Feet

SAN FRANCISCO — A hangar almost equal to two football fields in area and as high as an eight-story building will be built at San Francisco International Airport as a part of United Air Lines plans for expanding their huge Maintenance Base.

The Public Utilities Commission yesterday voted approval of schematic plans for a \$5 million project to include the hangar and an adjacent shop-office building. Design work is by Quinton Engineers Ltd., Los Angeles.

General Manager of Public Utilities James K. Carr told the Commission the project is only the first phase of an extensive UAL program to develop complete maintenance facilities at the Airport for 490-passenger Boeing 747s, and other "super" jetliners of the future.

"The 747," Carr said, "is expected to be in service in the very early 1970s. Also, maintenance facilities which can accommodate the 747 also will be capable of handling the Boeing super sonic jet transports scheduled for service in 1975."

Airport General Manager George F. Hansen said the hangar dimensions will be 320 feet by 280 feet—a total of 89,600 square feet as compared with 96,000 square feet for two football fields—and there will be 85 feet ceilings.

Present plans for the shop-office building provide for two stories each 38,400 square feet in area with other floors to be added as needed in the future.

"Construction is programmed to begin in October with the completion target date by December next year," Hansen said. "United estimates that approximately 1,100 workers will be required to man the new facilities on a three-shift per day basis."

Hansen added that the plans fit in with the current airport master plan.

Non-White Jobless Near Decline

The jobless rate among non-whites dropped by four-tenths of 1 percent in December as total employment continued to rise and total unemployment fell for the second consecutive month. However, the non-white unemployment rate of 6.9 percent remained more than double for the white jobless rate of 3.3 percent.

Consumer Price Index

The Bureau of Labor Statistics reports consumer prices rose in San Francisco-Oakland area during the September to December quarter by 0.7 percent. It said that consumer price index ended the year at 121.3 which is 3.5 percent higher than 1966.

LABOR LAWS

A U.S. Labor Department study shows that 11 states passed legislation in 1967 dealing with discrimination in employment as more than 500 state labor laws were enacted during the year.

65,000 Californians

Veterans Pour Back

Over the next year, more than three-quarters of a million young men and women will return to civilian life from the Armed Forces.

Most of them will find work with little difficulty, others will continue their education.

But many won't be so lucky. They won't be going to school and jobs won't be found without trouble. They need help.

Last Year's Lesson

Over the past year, nearly 600,000 veterans reentered civilian life. While most got jobs readily, 100,000 didn't. They averaged more than two months of unemployment.

This cost the Nation dearly. It hurt the young people themselves and it cost some \$30 million in unemployment compensation.

New Opportunity

To brighten the prospects of returning veterans, President Johnson has launched a highly individual program to provide them with maximum job assistance.

Under the President's program to assure each returning veteran the greatest help possible in obtaining meaningful rewarding employment:

- Each veteran will receive a letter outlining his reemployment rights and the services available from the public employment service.
- Each veteran will be contacted personally by telephone or a visit by a representative from one of the Nation's 2,200 public employment service offices to pinpoint individual job needs.
- Each veteran will be offered job-finding assistance, employment counseling and testing, referral to training or any other service to help him or her get employment swiftly.

This person-to-person approach will be directed by the U. S. Department of Labor through the Federal-State public employment service system. It supplements other Federal efforts to assist veterans.

What Veterans Offer

As we work to build a better America, the returning veteran offers a vital source of manpower—manpower to meet rising labor shortages.

- More than 80 percent have at least a high school education.
- Many learned job skills in the service that are in urgent demand in our economy.
- Their average age is just over 22 years.

"These veterans have served their country well," said the President. "It is only right that their country serve them as well."

In The West

Figures obtained from the Veteran's Administration show that during the period of July 1 of this year to June 30, 1968, some 65,000 veterans will be returning to civilian life in California. The figures on returning veterans in other states include Arizona, 5,800; Hawaii, 3,000; and Nevada, 1,600.

Paints With Broad Brush!

Brother Has Big Talent

By MIKE WOMACK

Take one young and talented Mexican-American boy out of Dallas, Texas; give him a chance to work and progress in a trade he loves; add a good measure of self-determination and encouragement; mix well with a childhood sweetheart; stir in 14 years of happy marriage; add, slowly and with care, three boys and two girls, and you have—Gabriel Perez—a name that may one day rank with Stuart, Remington, Wyeth and Pollock as a native American artist.

A certified Chief of Party and now working at Duff Surveys, Perez has been an Operating Engineer since coming to Oakland in 1958, where he was dispatched as a Rear Chairman to Fluor Corp.

Gabriel earned his art spurs at the tender age of 10 when he took first place in a contest sponsored by the Dallas Public Schools system. He went on to take additional honors in high school and was exhibited at the Dallas Museum.

Following high school, Perez attended the Dallas Art Institute and later studied fine arts at Southern Methodist University. He later won a scholarship to the American Art Institute and has studied commercial art at the Oakland School of Commercial Art.

A painting of the Golden Gate Bridge now hangs in Liverpool, England and several other minor and major museums have purchased "Gabriel's" for their collections.

Brother Perez has also exhibited at the Ninth Annual Art



ARTIST BROTHER Gabriel Perez shows off one of his latest landscapes at his home in Oakland. A member of Operating Engineers for the past ten years, Perez is rapidly gaining renown as one of the country's most talented young painters.

★ ★ ★

Roundup in Las Vegas and the Walnut Creek Art Festival. He is currently broadening his own collection and hopes to have a one-man show in the very near future. Married to the former Geneva

★ ★ ★

Williams, Gabriel resides at 4820 Webster Street in Oakland. He has worked for various Bay Area companies including Martin Williams, Gordon Ball, Leptian-Cronin & Cooper and Bryan & Murphy.

Stockton's Freeways Move Despite Rain

By WALTER TALBOT, AL
McNAMARA and JIM GENTRY

In spite of periodical rainstorms that interfere with grading and paving operations, some contractors are able to sandwich their excavation work between these storms.

Lord & Bishop continue to employ four crane crews on their four bridge construction jobs on the new Interstate 5 freeway, from the San Joaquin River to Fourteen Mile Slough.

Polich & Benedict, Hess & Price, successful bidders on the same project for freeway construction, have not, as yet, made any attempts to commence with their contract. However, this is not expected until Lord & Bishop complete at least one bridge at each river or slough crossing. We understand it will be compulsory for Hess to use the freeway right-of-way to haul material, as the equipment exceeds the weight limits for all road and bridge allowances in the surrounding area.

According to an agreement reached between the State Division of Highways and the Department of Water Resources, also a State agency, the Division of Highways advanced two million dollars for purchase of San Joaquin property that eventually will be used as a site for the Delta Peripheral Canal. This canal right-of-way for nearly ten miles between the Mokelumne River and Disappointment Slough will afford the fill material for a rather short haul to the Polich & Benedict contract on Interstate 5.

The contract for the Peripheral Canal itself will be let at a later date and will eventually carry water from Oroville Dam to the Delta pumping plants.

Although the Tracy By-Pass is not scheduled to be bid until February 21st, it has already provided employment for Local 3 members with the awarding of contracts to McGuire & Hester and W. H. Ebert Construction by the Pescadero and Byron-Bethany Irrigation Districts.

McGuire & Hester has two draglines and a gradall plus miscellaneous equipment on the relocation of existing pipelines that must be improved before the new freeway is constructed in the Pescadero Irrigation District.

W. H. Ebert of San Jose has a dragline, backhoe, trenching machine, loader and miscellaneous equipment on the relocating of existing pipelines for the Byron-Bethany Irrigation District.

D. E. Hug should complete the excavation for the R. P. Burruss Co. on their Diverting Canal-Mormon Channel job by the time this article is published. Everyone told these employers when they commenced this project in the late fall that they would be down due to ten feet of water coming through the job at this time of year. This prediction did not materialize to date, which made all parties concerned happy.

Utah Dredging Co. has several engineers employed at their new yard here in Stockton replacing bearings and doing general overhaul work on the dredge "San Mateo." The company is also erecting a permanent shop and plans to build new slips for other dredges.

Guy F. Atkinson, constructor of the New Don Pedro Dam, is approximately two months behind

schedule on the diversion tunnel. The tunnel will have to be completed and lined before the backfill of the dam can commence. Apparently, the company has reached agreements with farmers, who own the property that will become the right-of-way for the seven miles of haul road between the barrow area west of LaGrange to the new damsite. The company now intends to use 80 yard bottom dump trucks and 15 yard Dart loaders to load them.

Second phase of the Modesto sewer project will be awarded before this article is published and should afford work for a good number of Engineers. The trench will be twenty-eight feet in depth in certain portions to accommodate the sixty inch pipe.

Mediterranean Corp., a French owned hotel chain, have indicated their interest in constructing a 320 room hotel at Bear Valley in Alpine County. The cost is estimated at four million dollars, and if they proceed with their plan, this will greatly improve the accommodations at this resort area.

Small street and road jobs are continually being awarded, with S. M. McGaw Co. and A. Teichert & Son grabbing most of them.

San Rafael Stays Busy

By
WAYNE "LUCKY" SPRINKLE

The start of the year finds us enjoying good weather, and the contractors have kept going on what jobs they have, and keeping some of the Brothers busy. We are about 10 inches behind in our rainfall compared to this time last year. We can't help to think about this time last year when it was raining, and the jobs were shut down in the area, due to the adverse weather. By the time this goes to press, however, it will probably be pouring rain. But, we do look ahead to a good year, and we wish to report the following jobs which have already been let:

- M.G.M. Construction—\$130,000. This will be an underground job at Greenbrae, Pumping Plant and Sewer Line.

- Rice - DeMartini & Smith — \$58,000 job; resurface roads and replace. Sewer and drainage lines — at Samuel P. Taylor State Park.

- Chilotti Bros. — El Marinero Subdivision—\$136,000. Tiburon.

- Wright & Oretsky — \$2 million job. Veterans Memorial Auditorium.

- Earl Gilson Co. — \$17,856—Installation of Pipes and Valves on three Storage Tanks, for Marin Municipal Water.

Proposed Work on Highway 101, Marin County

Widening to four lanes—and installation of a median barrier between Marin City and the Golden Gate Bridge—on the Southbound lanes. This will be soon let out for bid. The Golden Gate and Highway District and the State have \$270,000 for this project.

Replacement of Median Barrier for about 2 miles between Corte Madera Interchange and the Alto Wye. The State has about \$150,000 for this Project.

The State has another \$900,000 in their budget to install Median Barrier and add 2 lanes on Highway 101 between Pacheco Creek and Forbes Overhead.

If Winter Comes...

Can Spring Be Far Behind

By RAY COOPER

The winter rains have hit the Northern Redwood Empire and as in the past, the dirt work and construction work is at a standstill. Those who are still working consist mostly of the plants, shops, bridge structures, commercial and industrial building. The past year 1967, was perhaps the worst work season we have experienced in this area for many years. From all indications the year 1968 looks very promising. It won't be a booming year but at least better.

Many of the Brothers have jobs to return to as soon as weather will let the contractor resume operations.

The Benbow job (Gibbons & Reed-Hughes & Ladd) is keeping a few Brothers busy on the structures. They still have quite a bit of dirt to move this spring in order to complete this 2.8 miles of four-lane freeway.

Granite Construction Company hardly got started last season on their Klamath job, so this will be a good one for the Brothers to return to, as this will be completed this season.

Art Burman and his crew will be busy completing their Alderpoint to Bridgeville project. Hughes & Ladd will be back in on their Forest Service job at Big Flat and this will also take a number of the Brothers off the out-of-work list.

Eugene Luhr & Company has another season and \$2 million to work with on the Redwood Creek levee at Orick. This was a good job last year and the Brothers are looking forward to returning.

Heading the list for highway

projects in 1968 is a 5.6 miles of four-lane freeway from Trinidad to Patricks Point. Engineers estimate \$4.4 million advertised for bids in March.

In Del Norte County, proposed bid advertisement in February for 2.5 miles of 4-lane expressway north of Gasquet. Cost estimate \$1.7 million.

At the interchange of Highway 101 and Highway 299, more commonly known as Guintali Lane, north of Arcata, there will be interchanges constructed and 1.6 miles converted to four-lane freeway. Cost \$1.5 million. Bids let in June.

On Highway 299, 7 miles East of Blue Lake, a bridge and 1.3 miles of approaches on the North Fork of Mad River. Cost \$1 million. Bids advertised in February. Another bridge job will be let in March over Yager creek on Highway 36. Cost \$700,000 also on Highway 36, \$100,000 is allocated for road realignment East of Bridgeville.

The Division of Highways will also be awarding a number of smaller jobs that will total out to another ¼ million dollars. This will include storm damage repairs on Highways 96, 101 and 36. Left turn channelization improvements at Elk River bridge, Harris and Broadway, Bayside road and Indianola road. Improvements are also to be made from V street in Eureka to the Eureka Slough bridge to eliminate the treacherous crossing from Bazar to Montgomery Ward stores.

The Department of Public Works in Humboldt County has approximately a million dollars al-

located for various projects. Tompkins Hill road, \$200,000—Redway Drive, \$110,000—Myrtle Avenue, \$70,000 — Luffenholtz Bridge, \$95,000—Indianola Road realignment, \$200,000—Herrick Avenue re-alignment, \$125,000—New Navy Base road realignment near Samoa, \$850,000. Also the first phase of a three-year phase project on extending the runway at Murray Field Airport, approximately \$100,000. Another project that will employ a few Engineers will be a \$2 million Fish hatchery on the Mad River near Blue Lake.

As we gaze into our crystal ball we see a few more projects that may get under way this year, but until we have definite information on them, we will refrain from mentioning them at this time. All the above mentioned projects sound like a booming season, but a five mile stretch of freeway being built today does not employ nearly as many Engineers as it did years ago, due to the modern bigger and faster equipment. We believe we have enough local Engineers to man these jobs, so you Brother Engineers that are reading this article and are out of the area, don't pack your toothbrush and head this way. Keep in touch with us and we'll let you know when we need you.

At our last District Quarterly meeting, which was a well attended one with over 100 Brothers present, a new Grievance Committee was elected. Now serving on the Grievance Committee is E. W. "Rocky" LeRoy, Harry "Mickey" Dillon, Bob Will and your Executive Board member, Don Dillon. We wish to express

\$6 Million Oakland Tract

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

Williams & Burrows was awarded the Acorn Redevelopment Housing Tract in West Oakland, the figure was \$6,000,000.00. This will keep quite a few members busy for at least one year.

The Wye Construction, a combination of seven Contractors, is just getting started with their Bart Transit job with P & Z doing the drilling and Spencer, White & Prentiss doing the underpinning. This job in the future will be running three shifts.

The slump is over in the Rock, Sand & Gravel Industry, almost all of the plants are back to normal operation. With P.C.A., Rhodes & Jamieson and Kaiser in the Pleasanton Area, working two shifts. Due to the work on B.A.R.T. the Industry should have a good year. The Scrap Iron Industry in the area is still at a slow low with only Schnitzer Steel on a two shift operation.

Equipment Dealers are getting back on their feet again with the shops back to a regular work week but looking for more work to get all the Brothers back to the tools.

The rubber tired earth moving equipment has virtually been at a standstill due to the present rainy condition. However, there is a great deal of work to be done when the weather permits.

The Alameda County Employees have kept fairly busy repairing county roads and over-

hauling various types of equipment. The crews working in Livermore and Fremont will soon combine their forces at Camp Parks on Santa Rita Road. They should be moved into their new shop and yard by May.

Many of the Brothers are busy doing maintenance work at Diablo County Club, San Ramon County Club and we welcome the New Members at Sunol Valley Golf who recently chose Local #3 to represent them. These Brothers maintain the greens, sand traps, fairways and repair their equipment in the various shops. The Brothers at the Hayward Golf Course are equally as busy.

East Bay Excavators have kept several of the Brothers busy building up their stockpiles at the Hayward plant. Their customers demands have been extremely heavy for this time of year.

Also the Aussump Company has a contract to cement a shaft which is located about three miles upstream for the Del Villa Dam. They have about eight of the Brothers busy on a two-shift basis. This contract will be completed by the end of February.

The work on the Rapid Transit has been moving along quite well despite the time of year and the weather. The crews working on the underground sections in Berkeley have lost very little time due to the weather and the outlook for this work is good for the remainder of the winter.

Two additional jobs are to begin early in February, one will be a station at Shattuck and Ashby Aves. in Berkeley and the other an

overhead section from El Cerrito to Richmond.

Lathrop Const. has started the excavation and foundation work on the new Library Bldg. for the University of Calif. This will be a five story structure and will take about 18 mos. to complete.

Peter Kiewit's Cast Cow Yard in Richmond is working 40 hours a week building the overhead deck beams for the Rapid Transit Contractors.

Work in this Area has slowed to a near standstill as the bulk of the work in this Area is dirt work.

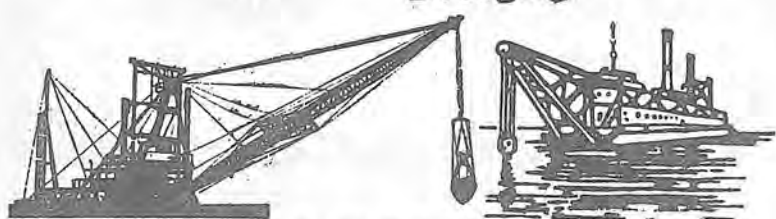
Work on the Peter Kiewit job from Lafayette to Walnut Creek at this writing is strictly a hit and miss proposition with the scraper spreads but their cranes and pipe crews are working fairly steady.

Gordon Ball on the Orinda job is in almost the same position as the above job and will probably wait till Spring before they get back into full time production.

Martin Bros. just recently picked up a fine job at Concord and should keep a fairly large spread going most of the winter as the job is supposed to be mostly sandstone. Another job just getting started was grabbed off by Roberts Bros. at Antioch and should last until summer.

Independent Const. has got several jobs of various sizes throughout the County but are like everybody else and only working part-time due to the inclement weather. A speedy recovery is wished for Jerry Champlin, a Scraper Operator on this job who was injured in an on the job accident.

Dredging



By AL HANSEN



"LOT OF STEAM IN THE OLD GIRL YET!", according to Brothers who operate Dredge #4 (day shift) for the S.F. Port Authority, the only steam-powered dredge in operation in the Bay Area. Members of the crew include: Al Staff, Leverman; Freddie Gerard, Deckhand; Charles Lazzario, Boat Operator; Lloyd Henning, Deckhand; Bob Johnson, Fireman; Joe Bryan, Deckhand; Tim Bryan, Deckhand; Pat Furnish, Deckhand; "Slim" Vines, Steward. Also shown are: Paul Edgecombe, Local Union #3 President; A. J. "Buck" Hope, Local Union #3 Financial Secretary and District Representative; and Al Hansen, Business Representative.

Associated Dredging Company—still working at Corte Madera Creek with their "Orton" for Western Pacific Dredging who is the prime contractor on the job. Western Pacific Dredging job at Corte Madera is moving right along, still running six days a week, three shifts, with a good sized crew.

United Sand & Gravel still going strong in S. F. Bay, hauling sand for Trans-Bay Constructors. Trans-Bay Constructors are still using the "Tuney" for the "Sandpiper" of United Sand and Gravel to tie up alongside and pump the sand off for the Tube.

Olympian Dredging has started their job for Humble Oil at Benicia with Smith Rice who will also have their Dredge in there working on the same job, doing the deep digging in the main channel for the pipe line. Olympian will be working three shifts and Smith-Rice will be working two shifts.

California State Dredge—The #4 still working all around the waterfront in S. F.—2 shifts.

Utah Dredging still going strong at Bay Farm Island, 7 days a week, 3 shifts. This job will last another year or so.

Hydraulic Dredging have started up again at Foster City, should last about six weeks or so, and that's about it for the time being at Foster City.

Trans-Bay Constructors Dredge "Thelma" still going steady in S. F. Bay.

Dutra Dredging Company—things slowing down a little bit—trying to keep their crews busy all around the Bay. Things are a little slow at the present time for Charles Hover Dredging—don't know of anything coming up at the present time. Ideal Cement still going strong also at Port of Redwood City. Leslie Salt also still going strong around the Bay Area with their Dredge "Mallard."

PERSONAL NOTES

Sorry to hear about Brother Lou Ferrari's wife who is confined at Inter Community Hospital in Fairfield. Bro. Ferrari is employed by Western Pacific Dredging Company—any of the boys in the Fairfield area who know Lou might want to drop in and visit with Mrs. Ferrari, or drop her a get well card.

January 18, 1968

Dear Mr. Clem:

I would like to thank you for honoring me as the Top Apprentice of the Year at the Union Meeting in San Francisco.

I am especially proud as I know that all the Apprentices are making a good name for themselves and the Operating Engineers.

I will try to live up to the Award as an Apprentice and also as a Journeyman.

Thank you again.

Sincerely,
Duane E. Schoniger

\$4,600,000 Emigrant Summit Project To Portland Firm

By GAIL BISHOP, BUD MALLETT, JOE HAMERNICK and MONT PARKER

The out-of-work list here has reached the winter level and we have daily opportunities to renew friendships with our good Brothers.

We had a fine meeting on December 9 in Reno. Brother Frank Fornengo was elected by the membership to the position of Election Committeeman.

Business Manager and International Vice President Al Clem presented the first Annual Outstanding Apprentice Award. This was a fine trophy and a \$50 bond. Brother Ed Aweeka received this award.

We brought to a successful conclusion the grievance over subsistence at Lake Tahoe on the California side. At \$9.00 per day this amounted to many thousands of dollars for the Brothers working for H. M. Byars Const. and A. Teichert & Son. This money covered approximately three months work. Our thanks to Brother Al Clem and his staff for making it possible to collect this money. They do know how to put the pressure on.

We also came up winners with Sanderson Sand & Gravel when Brother Sherwood Hall was handed a check for back wages in the amount of \$2,192.75 along with a check for fringes in the amount of \$576.38. Made a Merry Christmas for Brother Hall and family.

The Delzer Pipeline Co. from Carmichael started and stopped a 6 mile long 6" pipeline in the Tahoe Paradise area in one week. Snow and bad weather stopped the project, which will start when the good weather comes back to the lake area.

The C & M Const. Co. has a \$500,000 Sewage Connection Line in the Meyers area which will start when the snow thaws in the spring.

The Snow Removal Brothers are the only ones who will work all winter.

The work picture for the lake area for this winter is bad but looks good for the spring.

D.C.H. Constructors are the only company still working that has not been affected by the seasonal cutback due to the cold winter weather that has gripped the Silver State. They have moved part of the crew back to the Lahontan Dam area. Steward Ray Hardy and Oiler Blyth Pierce on the Stabilizer and Brother Ray Miller and Oiler Bill Sheets are on one of the Augers. This power line job should be completed sometime this summer. There are plans for another power line to parallel the one that is now being constructed.

Industrial Const. Co. is nearly at a standstill on the section of Interstate #80 Freeway through Reno.

Allied Paving Co. have their plant set up on this job to do the paving. They will try to pave Keystone Ave. that was affected by the new freeway this winter.

Helms Const. was the low bidder for a quarter million dollar job for the construction of roadside rests and scenic overlooks in Washoe & Churchill Counties.

H. M. Byars was awarded a small job for a sewer line from the Proctor Hug High School.

P. W. Burge was awarded a

small job for storm drain on west Plum Lane in Reno.

With the temperature down below zero most of the time for the past two or three weeks, there is not much hope for any work to be done. So most of the Brothers are just sitting around and rebuilding the roads they built last summer.

The work picture looks a little better at this time than it did last month.

The Emigrant Summit job was awarded to Rogers Const. Co. of Portland, Ore., and if old Mother Nature is good to us, there will be some work done on this job by mid-January.

Other jobs in the area that weren't finished last fall are down due to the sub-zero weather.

Industrial Const. should be moving equipment back from Idaho by the first of January to start moving dirt on the Winnemucca job. The pipe crews have about all the pipe in, so the dirt spread will be able to move right in.

For the Brothers who are interested in the mines, the operation at Crescent Valley is still uncertain at this writing. They are still doing exploration work. We hope to see some development on this project in the spring.

The Nevada Brothers made a fine showing in San Francisco on the 13th of January. We wish to thank those who made this long trip. It is the sincere interest in their Local Union that makes Local Union No. 3 the fine organization it is.

The next Semi-annual Membership Meeting will be held in June. The date to be announced in your ENGINEERS NEWS.

With the temperature down below zero, most of the time, for the past two or three weeks, there is not much hope for any work to be done. So most of the Brothers are just sitting around and rebuilding the roads they built last summer.

The work picture looks a little better at this time than it did last month. The Emigrant Summit job was awarded to Rogers Construction Company, of Portland, Oregon. Their bid was \$4,600,000. It does not appear that there will be anything going on this job before the first of March.

Other jobs in the area that were not finished last fall are down due to the sub-zero weather.

Industrial Construction Company should be moving equipment back from Idaho some time this month, weather permitting, and may even get around to moving some dirt. A small crew has been working on the boxes and pipe.

A. R. B. Company was awarded the main line project for the South West Gas Company. This is a sixteen inch natural gas line running from Silver Springs to Fort Churchill Station at Wabuska. This appears to be approximately a three month project, and should start early in February.

The Delzer Pipeline Company from Carmichael started and stopped a six mile long six inch pipeline in the Tahoe Paradise area in one week. The snow and bad weather stopped the project which will start when the good weather comes back to the lake area.

The C & M Construction Company have a \$500,000 Sewage Collection line in the Meyers area

which will start when the snow thaws in the spring.

A. Teichert & Son have finished the Round Hill Dam Project. This dam will serve the Douglas County Improvement District. The dam itself required 750,000 cubic yards of dirt, 151,000 cubic yards of rock, including the rip rap on the face of the dam. At the peak of the job there were 22 Engineers employed.

Wirtz Says Paycheck Buys More

WASHINGTON — Eighty months of unbroken economic expansion have added 9 million jobs to the economy and brought a wide range of other improvements for workers, Secretary of Labor Willard Wirtz has said.

In a speech at a U. S. Information Agency awards ceremony here, Mr. Wirtz also noted a sharp decline in the unemployment rate, higher wages and improvements in "real" spending power during the period.

He said that the country's seasonally adjusted unemployment rate dropped between 1961 and 1967 from almost 7 per cent to slightly over 4 per cent, adding that:

"In 1961, there were three-quarters of a million people in this country who had been out of work for 27 weeks or more. Now, that number is down to 155,000."

"Ninety-eight out of every hundred married men, heads of families, are employed today. For the two who still have trouble finding a job, there were five in 1961."

The Nation moved this month into the 81st month of uninterrupted economic expansion. The current expansion began in March 1961.

Mr. Wirtz also pointed out these dramatic gains for the country's workers during the record expansion:

- The average cash weekly earning of workers in manufacturing increased by \$28, from \$89 to \$117.

- Although prices have risen, the average weekly pay check today buys 17 per cent more than it did 6½ years ago.

- The "real" purchasing power of all citizens (pay after taxes and adjustment for higher costs) now averages 28 per cent more than it did 6½ years ago.

- The legal minimum wage for most workers covered by the Federal law has increased from \$1 an hour to \$1.40 and will go to \$1.60 next February and more than 10 million additional workers are now covered by the law.

The Cabinet Officer called these "the statistics of better living—fuller living—and in a real sense fuller freedom."

"Perhaps the largest gain of all in these 80 months is in the confidence that we can do whatever we set out to do—that we are not the prisoners of laws of boom and bust—that the proper measure of accomplishments is not in a comparison with previous achievements but in the vision of the full use of the human competence."



PACIFIC CRANE & RIGGING married a Universal to a 1919 Mack Truck to produce this unique outrigger shown at work on the Los Angeles Aqueduct in 1937. Outriggers were unheard of at the time and this one boasted a 40-foot steel

boom. If more boom was needed a wooden pole was lashed to the bottom for desired length. Brother Revue Parker was the operator and says he personally extended the boom to 90-feet on several occasions.

PG&E Plans \$8 Million For Underground Lines

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

SAN FRANCISCO—Pacific Gas and Electric Company announced plans to budget \$8 million in 1968 to convert overhead electric distribution lines to underground.

The figure was contained in a document filed with the California Public Utilities Commission in which PG&E also indicated the amounts that will be allocated next year for converting existing overhead lines to underground in each city and county in the company's service area.

The information was presented to the PUC in response to its recent decision (DPB, Oct. 2) which establishes statewide procedures for undergrounding overhead distribution lines in cities and in unincorporated areas.

"We are gratified that the program authorized by the Commission conforms closely in principle to the proposals which PG&E submitted to the PUC for approval in 1965," said V. C. Redman, company senior vice-president.

"By its decision the Commission has authorized PG&E to move ahead on our greatly expanded conversion program. The \$8 million budgeted is approximately four times greater than the amount spent by PG&E on this type of work in 1966. Company representatives are prepared to discuss possible conversion projects with

city and county governing bodies."

The PUC also has under study another proposal submitted by PG&E last December by which the company is seeking authorization to provide underground electric service in new residential subdivisions for, according to PG&E, no extra charge to the developer except for trenching and backfill and for ducts where required.

The overhead conversion program authorized by the PUC provides that all costs, except those for certain portions of the property owners' service wiring, will be borne by PG&E, the company said.

On-The-Job Training

The Labor Department says that more than 17,200 workmen, mostly drawn from the unemployment ranks, have gotten a start in construction trades employment through federally financed training programs. The total was amassed in five years under the on-the-job training program.

National Job Policy

President Johnson's State of the Union message called for the placement of 500,000 of America's hard-core unemployed in jobs in private industry within the next three years. He asked Congress for a \$2.1-billion manpower program for the fiscal year beginning July 1.

Important Changes In SS Are Listed

Are you over 65 years old and did you miss your first opportunity to enroll in Medicare's voluntary plan for Supplementary Medical Insurance Benefits? Well, you still have a chance to choose this valuable medical protection according to Paul Edgecomb, President of Local Union No. 3 following discussions with Mildred Baker of the San Francisco Civic Center Social Security office.

The General Enrollment Period for electing coverage under Supplementary Medical Insurance which began October 1, 1967 was due to end December 31, 1967. But in recent legislation Congress extended the 1967 enrollment period through the end of March, 1968. And you actually have until April 1, 1968 to enroll because March 31 is a Sunday!

For many people this is the last opportunity they will have to enroll.

So don't delay. If you are over 65 and have not signed up for the Supplementary Medical Insurance Benefits contact your Social Security office. They will be happy to answer your questions about the plan and will help you sign up for your medical insurance.

Remember, if you are already over 65, you must sign up by April 1, 1968.

President Edgecombe also learned the 1968 Social Security

Amendments now provide a time limit on filing claims for payment of physician's fees and other Supplementary Medical Insurance services reimbursable under Medicare. Claims must be filed no later than the end of the calendar year following the year in which services were furnished. However, services furnished in the last three months of any calendar year will be deemed to have been furnished in the following year. For example, services rendered in October - December 1966 will be deemed to have been furnished in 1967. The time limit for filing these claims would expire on December 31, 1968.

There is a special provision for beneficiaries who received covered services in the first three months of the program which were July, August and September 1966. Benefits may be lost unless they file by March 31, 1968!

For more information, write or call the Social Security District Office nearest you. San Francisco offices are located at 303 Golden Gate Avenue, telephone number 556-5000 and 761 South Van Ness Avenue, telephone number 556-3310.

APPOINTMENTS

Veteran Labor Department executive, Walter E. Griffin, has been named a special Manpower Administration Representative to give additional impetus to the federal Model Cities programs in Seattle and Portland, Oregon. Griffin, former director of the department's Bureau of Work-Training Programs, will be stationed in Seattle.

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

The Ogden area has been hit by the Operating Engineers' old enemy—Winter. The number of projects under construction has been reduced considerably. Construction projects presently going in the Ogden area are:

The Rattlesnake Pass job where Gibbons and Reed have 17 Brother Engineers employed. Adverse weather conditions caused a delay in December but the job has been resumed with an expected increase in Engineers in the early spring.

Miya Brothers Construction has started excavation on the Farmington reservoir, an estimated \$250,000 project.

Okland Construction Company has two projects—the David O. McKay Hospital, which is nearing completion, and the missile project at Hill Field, which is well under way.

There is considerable activity on the Weber Campus with three contractors engaged in various projects. Cannon Papanikolas is building the Science and Lecture Building, Horne and Zwick has a multi-story dormitory and Culp Construction is in the beginning phases of steel erection and framework for the Union Building addition.

J. Wadman Construction, who was awarded the contract for construction of the Marshall White Center, has progressed rapidly and the building is approximately 50% complete.

Fife Construction is awaiting

the arrival of spring to begin their realignment project of the road from 12th Street and Harrison Avenue to the mouth of Ogden Canyon and to resume their Brigham City highway job. Fife Construction's mechanics are busy in the shops repairing equipment for the spring activity. Fife's rock, sand and gravel crews are busily stockpiling material for the coming season.

Gibbons and Reed, Ogden Division, has managed to keep a few Brothers working due to snow removal projects on Weber Campus and other large parking areas. A few Brothers are also working in the shops.

We are able to report at this time that construction activity in the Ogden area looks considerably brighter than last year. This favorable outlook is due to several factors. One is that the Utah State Highway Department has proposed approximately 30 million dollars of highway work to be advertised for bid in Northern Utah.

\$514,642 was the low bid by L. A. Young Son's Construction Company, Salt Lake City, for Utah Highway Department project to reconstruct State Road 68 from Bluffdale to Camp W. G. Williams in Salt Lake and Utah counties. The bid of \$514,642 to complete the four and one-half mile project was considerably under the Highway Department estimate of \$547,059. The contract calls for completion of the project in 160 days.

Apparent low bidder to build two cantilever beam structures on Interstate 15 in Ogden was Pritch-

ett Construction Company of Provo, Utah, with a bid of \$407,341. This bid was \$43,841 under the estimate. The project is to be completed in 120 days.

Due to the weather, most jobs in this area are slow. A few of the Brothers are working at the new Medical Center at the University of Utah.

Strong Company is going full blast on U. S. Interstate 80 near Coalville, Utah.

Peter Kiewit & Sons have completed their grade on Interstate 80. They have two more structures to build. Another week or two will see them complete with their rip rap.

L. A. Young Company at Kimbles Junction are running crusher two shifts, stockpiling base rock for S. S. Mullin Company. Weather permitting, they will get started again.

A few of the Brothers are working throughout the city on street and drainage repair.

KEEP YOUR WORK AREA CLEAN!

Do you know the housekeeping standards necessary for your work area and do you realize that knowing these standards is not enough?

You must know what standards are part of your safety program. You must use your know-how to put these standards to work for you and your safety. Oil, grease, objects left on floors, stairs, or on the ground are dangerous on the job. Makeshift stockpiling and improvised storage can cause injury without warning. It's the common sense approach to prevent injuries by eliminating the causes.

Obituaries

Name — City	Local Social Security No.	Register No.	Deceased
Beard, Virgil	3	346962	1/18/68
Florence—Wife	SS#523-01-0945		
612 No. Barrett St. Yuba City, Calif.			
Bonham, Perry	3	437786	1/9/68
Dorothy—Wife	SS#573-12-4222		
585 Paseo Del Rio San Lorenzo, Calif.			
Cavana, G. M.	3	496055	1/14/68
Marie—Wife	SS#530-09-0581		
2618 - 35th St. Sacramento, Calif.			
Cook, George	3	213262	12/19/67
Georgina—Wife	SS#525-07-2421		
849 N. Hwy. 99 W. McMinnville, Ore.			
Davis, E. H.	3	569479	1/6/68
Mildred—Wife	SS#560-10-1214		
2747 Hwy. 20 Marysville, Calif.			
Eddings, Jason	3	290764	1/19/67
Irma—Wife	SS#526-05-8722		
20806 Charter Way Stockton, Calif.			
Edwards, Wm.	3	268173	12/15/67
Grace—Wife	SS#552-14-6040		
1518 N. California Stockton, Calif.			
Gomez, Fred	3E	616357	1/6/68
Madonna—Daughter	SS#553-03-4890		
6800 E. 14th Ave. Oakland, Calif.			
Green, Tom*	3	503169	1/13/68
Opal—Wife	SS#546-12-3562		
1712 N. Doty Hanford, Calif.			
Jesberg, Edward	3	233189	1/14/68
Beulah—Wife	SS#558-42-8575		
1236 Orange St. Concord, Calif.			
Johnson, Joseph F.	3	334129	1/7/68
Calista—Wife	SS#517-03-2812		
P.O. Box 317 Palermo, Calif.			
Kay, George*	3	803985	1/8/68
Marshall & Mike—Sons	SS#529-24-9985		
725 E. Claybourne St. Salt Lake City, Utah			
Kulig, Alex	3	512819	1/23/68
Jessie—Wife	SS#469-12-2179		
Star Route 3, Box 111B Jackson, Calif.			
Larkin, Eugene	3	625933	12/29/67
Jane—Wife	SS#552-14-3366		
2630 Portola Dr. Santa Cruz, Calif.			
Lockett, Harrell	3	335183	1/7/68
Lena—Wife			
1903 Bayshore Sp. 11 Redwood City, Calif.			
Mace, Noble	3	369692	1/18/68
Grace—Wife	SS#556-01-9501		
14 Sharon St. Vallejo, Calif.			
McClaren, Ken	3D	1067440	1/6/68
Dorothy—Wife	SS#552-07-2646		
22134 N. 5th St. Castro Valley, Calif.			
Meyer, Ralph	3	289655	1/3/68
Bertha—Wife	SS#542-10-3317		
1204 S. E. Rex St. Portland, Oregon			
Pettee, George	3	1070962	1/6/68
Lillian—Wife			
Rt. 1, Box 350 Yreka, Calif.			
Sanders, James	3	454332	12/31/67
Louise—Wife	SS#527-07-5378		
247 Bailey St. Pittsburg, Calif.			
Piveral, Harry	3	899610	1/6/68
Frances—Wife	SS#513-03-3021		
Turner Station Manteca, Calif.			
Santino, Natt	3	1133442	1/12/68
Patricia—Wife	SS#557-28-2236		
410 Hobart St. San Mateo, Calif.			

Dilliham Corp. Low Bidder
On Klamath River Jobs

By LAKE AUSTIN and LOU BARNES

Work in District #7 is slow due to weather, however there are more Operating Engineers working this season than a year ago at this time. So far the weatherman's prediction of a mild winter seems to be holding true. On the major jobs most of the employers are making a real effort to get work done to be finished ahead of time and some of the smaller contractors are trying to get jobs rolling again.

The River-Wesco-Purtzer and Dutton canal projects is the biggest job in the southern area and the size seems to go up and down quite a bit—but at least this employer is working every time the opportunity presents itself. The big dragline should be in production by the time this is printed in the *Engineers News*. The dirt part of this job is in good shape and the batch plant is ready to start the cement anytime.

A. Teichert and Sons' have a few smaller jobs going in and around Redding keeping a few engineers on the payroll.

So far they don't have any major jobs that may increase the present number of Brothers on the job, however the company is bidding and may catch some of the work to be done in this area.

Comconex seems to be holding their own with the telephone work and although the crew is not too large they are able to make some kind of check to keep the wolf away from the door.

W. Jaxon Baker's jobs are down due to weather. The highway #44 job is not working on the dirt spread but the employer is keeping the H.D.R./Welders busy on repair work to be ready for any extended break in the weather. Lord and Bishop's work is still going on with the structures and at this writing the weather has only slowed a small part of their work.

The rock, sand and gravel plants are working with a reduced crew and are rotating the work whenever possible to keep their employees together. There's a good chance the rock, sand and gravel business will be better this coming season than it was last season. The biggest problem holding some of this work up is the agency's having the control are a little late in getting the money released and getting the contracts let.

All in all the plants had a fairly good run and most of the Brother Engineers working in this part of the industry were able to come out in good shape.

Peterson Tractor shop in Redding has been able to keep their crews working although they lost some time this last work season. Right now the repair work seems to be on the up-swing and we are hopeful this trend will continue.

The paving business and the truck crane rental is strictly a hit and miss situation in the southern area of District #7. Some of the employers are going to other areas to get work and some of the Brothers are on unemployment.

The Dilliham Construction Corporation of Benecia were low bidders on two bridges on the Klamath River—bid price of \$2,918,000. These two structures will be the largest ever constructed in the northern area—one approximately 190' above water level with footing 40' below water level with six drilled within each footing. This will certainly give the Operating Engineers several jobs—should also be a Compressors and Generators operator dream, for all of the holes will be wet.

As of this date there will be a ribbon cutting ceremony on portion of the Fredrickson and Watson Interstate 5 freeway project. Our Representative from the State Senate, Fred Marler, will be doing the officiating. This will be the only part to open till spring—they have a lot of cleanup to complete and some of the paving.

Vinnell Corporation are in trouble on Box Canyon Dam—there is something like 200 feet of trench to be dug on each end of the dam 8 feet wide and 80 feet in depth with nothing but rock and water.

They are working this with a 4 yard P&H dredge. Lou Mace, Project Manager, dreamed up the idea of hooking a LeTourneau Ripper on the rig and ripping, then use the drag. This is very slow work. The purpose of the slurry trench is to back fill with sand and plastic to keep water from coming around the end of the dam because of volcanic texture of the soil.

In the north area the two big jobs that we have been talking about will become a reality. The Anderson grade job in Yreka will be awarded by the time this article is printed. Anderson grade is 4 miles in length and 5 million yards to be moved with two structures—the Engineers estimate \$8 million to be awarded January 3, 1968.

The Weed project is set to be awarded February 7, 1968; this one will be twenty miles in length—beginning at approximately 3 miles north of Weed to within 5 miles of Yreka. This project will be in two sections—with an Engineers estimate of \$10 million. The project lies at the foot of Mt. Shasta and will be a rock job also. These two jobs lay in what is called the banana belt. To explain—Weed is the top of the summit and on the south side the snow is 4 feet deep and goes 3 miles the other side of Weed—with lots of sunshine and wind.

L. Wells Company of Visalia were the low bidders on the Shasta Dam Boulevard job in Central Valley just north of Redding—big price was \$386,000 and will be going come spring. This project consists of widening with base, rock and asphalt paving the main thoroughfare to Shasta Dam—the Chamber of Commerce and also the Operating Engineers are pleased to get started on this project.

During the wet season most of the fallers and buckers are off the payroll because of the danger of working in the woods under these conditions, however most of the logging contractors are busy clearing out the landings and moving the equipment into the yards for repair. The mills are still receiving logs every day and the cold decks seem to be getting higher and higher. Most of the loggers have already put the bids in for the next season and already the coming season will be bigger than last season. The home building industry seems to be on the upswing and if this is true it will be a big shot in the arm for the Brothers working in this industry.

The Operating Engineers Local No. 3 under the direction of our International Vice-President and Business Manager Al Clem and Director of Organization Fran Walker, we were able to make some major gains in the logging industry—now the ball has started rolling and this coming year should be a big one for organizing the unorganized. The N.L.R.B. board is making some decisions that are very helpful in speeding up the time it takes to file for an election to actually signing the ballots.

The Teamsters are working in close harmony with Local #3 trying to get the woods organized.

If we all work together in a big effort, the people working in the woods will benefit not only for themselves but their families and this project needs everyone helping.

Obituaries continued . . .

Schmitt, Oscar	3E	745418	1/19/68
Martha—Wife	SS#571-26-5419		
19011 Barnhart Ave. Cupertino, Calif.			
Selvidge, Robert	3A	603458	1/18/68
Marie—Wife	SS#440-03-7905		
554 Van Court Hayward, Calif.			
Silveria, Tony	3	270915	12/28/67
Lois—Wife	SS#554-03-2482		
Rt. 1, Box 124A Yreka, Calif.			
Smith, Earl	3	1231378	1/2/68
Lois—Wife	SS#549-22-1593		
1208 Cutler Rd. Salt Lake City, Utah			
Smith, Robert	3	1091294	12/22/67
Blanche—Wife	SS#558-03-5745		
573 Butler St. Grass Valley, Calif.			
Thompson, Robert	3	939803	1/7/68
Crystal—Wife	SS#560-09-7498		
1550 - 162nd Ave. San Leandro, Calif.			

November, December—1967, January—1968
63 Deceased Members
*3 Deaths caused by Industrial Accidents.

Weed Estimate \$10 Million

By LAKE AUSTIN and
LOU BARNES

Due to snow and rain the past few weeks most construction work is at a standstill. The Out of Work list has grown which makes us hope for an early spring to deplete the list.

Bids will be opened January 24th for the Anderson grade job at Yreka. This consists of 4 miles in length and 5 million yards to be moved with several structures. The Engineers estimate is \$8 million.

The Weed project is also set to go February 7, 1968—this consists of 20 miles in length beginning at 3 miles north of Weed to within 5 miles of Yreka. Engineers estimate is \$10 million. This project lies at the foot of Mt. Shasta and is a rock job.

L. Wells Company of Visalia was awarded the Shasta Dam Boulevard job in Central Valley just north of Redding—low bid of \$386,000. This job will go early spring. At the present time they

are doing the clearing. This project consists of widening with base rock and asphalt paving.

Vinnell Corporation are still in trouble on the Box Canyon Dam located at Mt. Shasta—they have nothing to work with but lots of water and snow. A few of the Brothers are working but not many.

In the southern part of District #7, Rivers-Wesco-Purtzer and Dutton canal project is the biggest job going. At the present time only a few of our Brothers are working but weather permitting more will be called back.

W. Jaxon Baker is down due to weather with just the small maintenance crew working.

Peterson Tractor shop in Redding has a skeleton crew working in the repair shop with the parts department working four days a week.

Rock-Sand and Gravel, truck crane rental and the paving business is all strictly hit and miss until spring, although they all have

kept fairly busy all summer.

The Annual Mobile Blood Bank Unit will be on us again this year—and as you all know there has been a terrible shortage of blood at the bank all year—PLEASE try to get in line and give this year.

The fallers and buckers are still off the payroll because of the weather; however, some of the logging contractors are busy clearing out the landings and moving the equipment into the yards for repair. Some of the loggers have already put their bids in for the next season and from all indications the coming season will be bigger than the last season. The Operating Engineers Local Union No. 3 under the direction of our International Vice-President and Business Manager Al Clem and Director of Organization Fran Walker, we were able to make some major gains in the logging industry and will continue to do so this coming year. 1968 is expected to be a big year for organizing the unorganized.

Personal Notes

REDDING

The Mobile Unit will be at the Operating Engineers Hiring Hall, 100 Lake Boulevard, Thursday, February 15th, from 6:00 p.m. to 9:00 p.m. Please call the Redding office and let us know if you are interested in giving so the Doctor and Nurses are prepared to handle the load.

A hearty thanks to all the Blood Donors for the month: John Ciulla, D. E. Ciulla, Judy Cunningham, Gary Cunningham, Delbert Day and Bryce Modrell.

Our deepest sincere sympathy to the family and friends of our late Brother George Pettee. Brother Pettee has worked in and around Redding for a number of years.

EUREKA

We wish to send our sympathy to Brother Ray Zanini for the loss of his wife, Dorothy, who passed away November 11, 1967.

We wish to express our sympathy to the family of Brother Harry Stevenson who passed away December 21, 1967, after a lengthy illness.

MARYSVILLE

Hospitalized this month were Brothers Thomas Monahan, Jack Slade, Maurice Bouzer and G. M. Kimberley. They are all recuperating at the Rideout Hospital in Marysville. We wish all of them a speedy recovery.

Brother William Frank Stroup recently passed away. Please put the enclosed note of appreciation in the news.

Officers and members of Local No. 3, Operating Engineers: We the family of William Frank Stroup are very grateful to you for all your kindness. We deeply appreciate the beautiful Holy Bible presented to us.—Pearl Stroup and Family.

SACRAMENTO

We would like to express our sympathy to the families and friends of Brothers Mickey Cavana and Robert E. Smith, who passed away recently.

SANTA ROSA

We are indeed very grateful to our recent blood donor Brother John Patrick Eilers. His donation has brought the bank total to 8 pints. No need to tell many of you just how far that will go with one or two operations or accidents. Please won't you donate?

Our deepest heartfelt sympathies are extended to Brother Tamage Sox and his family on their recent loss of their daughter.

Also our sympathies are extended to Brother Chet Dutton who recently lost his wife.

We wish a speedy recovery to Brother Darrel Mortenson from Willits, who has been in the hospital in Ukiah. Also to Brothers George Hardwick and Cliff Comer.

RENO

Best wishes for a speedy recovery to Brothers William Windom and William Shoemaker, who are convalescing in the Veteran's Hospital.

STOCKTON

Our deepest sympathies are extended to the families and friends of our late Brothers William Edwards, Harry Pival and Jason Eddings.

Brothers who have been hospitalized or under a doctor's care since our last report, are: Dan McKenzie, Charlie Folk, Joe Bellar, James Sobrero, Robert Lopez, Orville Stockman, Alonzo Crawford, Art Hayes, Louis Silveira, Bobby Jones and Henry Linkert. A speedy recovery is wished for all.

SAN RAFAEL

Our thanks to the following brothers who took time to donate to our Blood Bank during the month of January:

Duane Hope, Ray Schunk and Henry Hahne.

Best wishes for a fast and speedy recovery to the following brothers: Paul Vincilione, entering hospital for surgery; Doug Rowland confined in Marin General—auto accident.

Russ Phillips in Petaluma General. Doing fine after surgery, and by the time this goes to press, should be well on the way to recovery.

Al "Duke" Harms is out of the hospital after recent surgery and is doing nicely!

Brother George Buston's wife has been hospitalized, and we do hope that it is nothing too serious. Best wishes to her for a fast recovery.

SAN JOSE

We would like to take this opportunity to thank the following for their donations to the Blood Bank: Arthur and Mary Hasselbring and Floyd Packer of Santa Cruz, Bill Dalton and Bob Sandow of San Jose. Bill and Bob are both members of the THREE GALLON CLUB! We hope to have some NEW NAMES to report next month.

Brother Al Burger is enjoying his well earned retirement. He has just returned from a vacation in New York.

Our best wishes for a speedy recovery to Brothers Hod Ray and Harry Jackson, who are reported on the sick list.

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE

18-FT. CONVERTIBLE CRUISER. All alum. Texas Maid Tahiti Boat w/70 h.p. motor & trailer. Also Marlin 35 rifle, 1 back female poodle, 1 guitar with amplifier, 1 Cushman Husky Motor Bike. Albert Ford, 3336 Sunny Rd., Stockton, Cal. 95206. Reg. No. 1042325. 1-1.

WANTED: To purchase antique European arms and armor. Also Japanese Samurai swords and armor. Collections or single pieces. Robert W. Reidlen, Sp. No. 14 No. 1, Box 66-A, Byron, Calif. Ph. 415-634-2488. Reg. No. 899363. 1-1.

300 AMP. SHOP WELDER. 220, 3-phase Lincoln with leads. \$250. John D. Kelley, phone 373-4388. Reg. No. 1076494. 1-1.

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

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

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

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

FOR SALE, PILE DRIVER. Skid rig mounted on barge 20' x 35', powered by V-8 gas. Kohler 4 cyl. generator included. 28' diesel tug also available. George Landis, Box 403, Clearlake Highlands, Calif. Phone 994-2827. Reg. No. 461226. 1-1.

FOR SALE OR TRADE. 1964 Paramount Mobile Home. Two bedrooms. 10 ft. by 60 ft. with an 8 ft. by 24 ft. expando. New carpets, clean, like new. Tommy Bennett, Kennedy's Mobile Home Park, Hwy. 4, Oakley, Calif. Phone 625-3561. Reg. No. 898233. 12-1.

FOR SALE—Hopto 360, 20' digging depth. 5 buckets, spare parts. Mounted on International 6 x 6—12,000 miles, one owner. Robert Teverbaugh, 238 Paso Nogal, Pleasant Hill, Phone 685-3069. Reg. #766471. 2-1.

FOR SALE—5 desks—with 2 chairs each. Walnut—excellent condition. Size: 30 x 42. Asking: \$60.00 each set. Al Hansen, 296 Ellen Drive, San Rafael, California 94903. Phone: 479-6874. Reg. #382380. 2-1.

BLADE GALION, 1951 good shape \$2,000. SCRAPPER L-S Le Tourneau, 12 yd. \$500. Ludwig Betchart, 41223 Roberts Ave., Fremont 415/656-1149. Reg. #1030397. 2-1

SEBASTOPOL 6½ acres fenced, good water, trees (fruit, oak, fir and bay), split level house, 8 rooms, 2 baths, double garage, work shop, tool shed—\$34,750—or 3 acres, \$8,500, or 3½ acres with buildings \$26,250. Thomas S. Browning, San Rafael. 415/479-7582. Reg. #779347. 2-1.

3 ACRE RANCH. 1 acre permanent pasture with full sprinkler system. 2 bedroom house, garage & chicken house. Priced for quick sale. Write Byron Taggart, 3253 Erie Rd., Marysville. Or call Marysville 743-7226 for appts. Reg. #344-07-1996. 2-1.

1961—½ TON DODGE, 6—65,000 miles, 4 speed box heavy duty. Perfect Condition. '68 plates on truck. Phone after 4 p.m. 369-4390. All day Sun. One-half day Sat. Lena Lockett, 1903-11 Bayshore, Redwood City. 2-1.

TWO C-22 transceiver Citizen Band Radios, one base set, one—either base or mobile, w/mobile antenna. Price \$120. One Mich. 175A loader 2½ yd. with legal cab top. Price \$6,500. Once Case 530 Comb. backhoe and loader, 1965 w/trailer, price \$5,500. Cecil Shelley, Rt. 1, Box 123 J, Yreka, Calif. Phone 916/842-3409. Reg. #1284794. 2-1.

GENERAL ELEC. Portable Gas Welder. 200 amp. 6 cy. Chrysler Engine 1-30 caterpillar tractor, side boom, make offer. 8x35 Royal house trailer, good shape \$700. Gordon S. Johnson, 4000 East Ave., Hayward. Reg. #267678. 2-1.

WELDER, Lincoln 200 amp. Air Cooled latest model. Onan motor, excellent cond. \$600. Ford 1 ton pickup, utility body boom winch vice. Cond. good \$250 w/torch and gauges. Bud Wells, 124 Hermosa, Oakland. 654-4591. Reg. #557433. 2-1.

EVERT TRENCHER bucket line & frame for Ford tractor. Make offer. 1960—¾ ton G.M.C. pick-up w/4 speed hydromatic. \$700. Gordon S. Johnson, 4000 East Ave., Hayward. Phone LU 2-3722. Reg. #267678. 2-1.

TWO VIEW LOTS. Approximately 65x92, on Lincoln Avenue in Oakland, with plans. View of Golden Gate and Bay Bridges. \$9,500 each. Phone: AL 2-3706 or 262-5775. Preston Avery, 5245 Shady Avenue, San Jose, California. Reg. #0928219. 2-1.

MOBILE HOME Transport Business, 1964 Dodge 8—1½ ton. One owner—P U 1968 plates. Fully equipped. Can be seen at 1903 Bayshore, Redwood City, California. Phone 365-9843. Or 369-4390 after 4:00 p.m. Also tools for sale. Mrs. Harrell Lockett, Reg. #0335183. 2-1.

"SHARE CROPPERS"—have acre plots available for retired people with trailers. Plant crops and share the profit or pay small amount monthly and raise what you want. No restrictions, water free. M. A. Rothlisberger, 6 Sierra Circle, Carson City, Nevada. Reg. #1058490. 2-1.

WILL BUY nonferrous metals—copper, bronze, brass, aluminum, etc. Small or large lots. John J. Bernhardt, 719 So. Fremont St., San Mateo. Reg. #0892424. 342-4556. 2-1.

PRINTING PRESS, complete with various type face and size. Ready to use—\$300. John Myrick, 3046 Greenwood, Fremont. 94536. Phone 793-2755 after 5:30. Reg. #711827. 2-1.

TWO ONE-ACRE LOTS in New Washoe City, midway between Reno and Carson City. Corner lot with well and power, \$2,800. Adjoining lot, \$2,000. Low down, easy terms. Webster Godlevsky, P.O. Box 207, Fernley, Nevada 89408. Phone 702/575-2253. Reg. #845399. 2-1.

OLD WHISKIES. Want to buy or trade embossed "Sole Agent" type whiskies, or trade for same or bitters. Give type, quality, wants, price, etc. Wendell King, Route #1, Box 385, Eureka, California 95501. Reg. #1194996. 2-1.

ONE YARD LOADER, H-D6, with rippers. Good shape, but needs rails, \$2,500. O-C18 dozer and logging winch. Good shape, \$2,500. 1955 Cook Brothers 10-wheel flat bed truck. All majored, \$2,000 or make offer. 21 foot Chris-Craft Cabin Cruiser and Trailer with berth at Santa Cruz Yacht Harbor, \$2,250. August Suess, 145 Pippin Way, Santa Cruz, California. Reg. #657904. Phone 438-1173.

1956 INTERNATIONAL Metro Converted into house car. Sleeps three, comfortable, gas refrigerator and stove. Must see to appreciate. \$1,995. Henry Hamilton, 6420 Escallonia Dr., Newark, California 94560. Reg. #1196348. 2-1.

6 ACRES in Georgetown—4 Acres apples, paved road, spring water, pressure system, garage—livable, lights, telephone, septic tank, pine trees, \$15,000. Terms, Phone 465-3369. Arlon Farmer, 3583 Mariposa Road, Stockton, California. Reg. #296727. 2-1.

FOR SALE OR TRADE: Transport Trailer, lightweight, beaver tailed, 25 ton legal capacity. 1961 Kenworth 3 axle tractor with Cat. 1673 engine, all aluminum. 1964 Fruehauf 27' steel, frameless and dump. Vern Davenport, 1303 Vista Grande, Millbrae, Calif. Phone 697-4117. Reg. #993919. 2-1.

ONE TEN YEAR OLD White Quarter Horse Mare. One Appaloosa yearling stud colt—can be registered, 1959—15 foot vacation trailer. Electric or butane. Sleeps five. 1956 Dodge weapons carrier, canvas top. Good tires. Just overhauled. Excellent condition. 1955 4-door Chevy. A-1 shape. James M. Conway, 6740 Irwin Avenue, Oroville, California 95965. Phone 534-1472. Reg. #1157763. 2-1.

GOOD HOME on 2½ acres. Located 6 miles southeast of Lincoln, Placer County. Phone 645-2342. Dennis L. Cash, Route #1, Box 581. Reg. #347096. 2-1.

WANTED: Grease reel's auto. rewind. Ludwig Betchart, 41223 Roberts Ave., Fremont 94538. Phone 415/656-1149. 2-1.

HOPTO 250 mounted on 1½ ton Ford truck. Will sell or trade. Bill Yates, P.O. Box 1418, Colfax. Reg. #598651. 916/346-2300. 2-1.

KENCRAFT Fiberglass, 165 Model, 30' travel trailer, completely self-contained, carpeted, excellent condition, \$3,500. Phone 916/644-3311. John Gordon, P.O. Box 545, Pollock Pines 95726. Reg. #1178100. 2-1.

PANORAMIC VIEW, level premium bldg. lot, beautiful setting, 100'x200' plus Study Guide. Encyclopaedia Britannica. Take over payments—paid up until June. 823-4328. 2-1.

1951 4 WHEEL DRIVE JEEP STATION WAGON, '56 Chev. V-8 engine. 1967 Dodge pickup box. Leo Davis, 26648 River Rd., Newman, Cal. 95360. Reg. #824638. Phone 862-2282. 2-1.

AKC COLLIE PUPS, 9 females, 2 males, born Dec. 11, Championship Line, Farm Raised. \$35 to \$75. P.O. Box 65, Herald, Calif. 95638. Phone 209/748-2412. Reg. #1212511. Samuel A. West, P.O. Box 65, Herald. 2-1.

14 FOOT ROCKHOLT Fishing Boat & Trailer, good condition, with motor. Petaluma, Calif. Phone 763-4911. Reg. #994110. Frank Szornjas, 101-10th St., Petaluma, Calif. 2-1.

FOR SALE: One month old 54 Volume Great Books of the Western World, plus Study Guide. Encyclopaedia Britannica. Take over payments—paid up until June. 823-4328. 2-1.

1964 HONDA, 305 Superhawk, \$325. E. S. Wayman, 205 Chapman Ave., S.S.F. 871-9670. 2-1.

BOOM JIB 20 ft. for model 150, P&H, easy to adapt to any rig. Make offer. Call or write B&R Crane Service, P.O. Box 806, Pleasanton, Calif. 415/846-5845. Or call or write Lon Eck, P.O. Box 27, Gasquet, Calif. 95543. 707/464-6284. 2-1.

MOBILE HOME 1966 Biltmore 2 Bdrm., 10' by 57' w/expanding liv. room, \$4,700. J. L. Hayes, 1500 Virginia Place, San Jose. 258-8164. 2-1.

80 ACRES. Sell 10-20-40. Near hunting & fishing. 2 ponds on property. Under irrigation. Plenty of water, ½ mile from school & store. Paved road to City. 2 big lakes nearby. E. B. Loyd, Rt. 3, Box 1615, Marysville, Cal. 95901. 2-1.

3 BEDROOM HOUSE, bathroom, den with fireplace, large living room, new roof, single garage, 220 wiring, \$1,000 for equity, assume payment. No qualifying. Redding, Calif. 243-7896. 1010-3rd St., Jesse R. Carter. 2-1.

CAT. 12 Motor Grader with Hydraulic Side Shift. D-8 Cat. with angle dozer & logging winch. Flayko Brush rake w/Multiple Applicator. Bucyrus Eric Model 15.B Crawler Backhoe. Dale Allen, P.O. Box 523, 257-3829, Susanville, Calif. 96130. 2-1.

1967 CASE 450 DIESEL CRAWLER. w/6 way Hydraulic Dozer & Ripper, other extras. Machine has worked only 345 hours. Condition like new. John H. Schiedel, P.O. Box 826, Fair Oaks, Calif. 95628. Call after 6 p.m. 988-3744. 2-1.

KENMORE AUTOMATIC Washing Machine, \$40. General Electric Auto. Dishwasher, portable type, Mobile Maid, \$90. Boys Bicycle, \$15. Whirlpool Refrig., \$40. William Mulhair, 97 Southridge Way, Daly City 94014. 333-9006. 2-1.

3 BEDROOM, 2 bath home, wall to wall carpet, drapes, fireplace, 2 car garage, refrigeration cooling. Pay owner small down and take over f.h.a. loan. See at 22 Las Plumas Way, Oroville. Call 533-8659. A. V. Carpenter. 22 Las Plumas Way, Oroville 95965. 2-1.

3 IRRIGATED ACRES. Modern 3 bedroom, 2 bath home, double oversized garage. Small barn w/corral, loading chute & dandy well. Beautiful Mt. Shasta View, \$19,200. Phone 4621, Granada, Calif. 2-1.

Freeze Eases, Dam Projects Rolling

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

The public works freeze imposed last October on Army Engineer and Reclamation Bureau Projects has been lifted.

Some of the projects affected are: Hidden & Buchanan dams in Madera County and Pleasant Valley canal and pumping plant. The Pleasant Valley canal and pumping plant to improve Coalinga's domestic water supply and new additions of the distribution system of the Westlands Water District.

Calls have already been issued for San Luis drain, which will discharge agricultural waste water into San Francisco Bay.

The proposed Kings River channel clearing project, snagged on money problems and in legalistic underbrush for nearly a decade, finally will get under way this summer.

The Sacramento district office of the Army Corps of Engineers says it plans to advertise for bids on the estimated \$1.5 million project early next month. The tentative date is February 6.

Ralph A. Macdonald, the engineer in charge of the project for the Kings River Conservation District, said the job probably will get started some time in May and take little more than a year to finish.

The plan to clear the channel was developed nearly 10 years ago by the Corps of Engineers which operates Pine Flat Dam on the Kings as a flood control project.

The river is blocked in several areas by vegetation and silt deposits. The Army wants the channel cleared and improved or it no longer would be able to retain the maximum 1 million acre feet of water behind Pine Flat when there is a flood danger.

Without a better channel to carry away the water, in other words, the dam could no longer be used to the maximum for flood control and water storage.

By increasing the channel capacity, the Army could hold more water behind the dam during periods of rain and run off.

The project will cover some 45 miles of the lower stretches of the Kings. This, said Macdonald, will include the north fork from the Lemoore Weir near Laton to the McMullin Grade near Burrell, and the southern fork from the Army Weir north of Lemoore to Empire Weir No. 2 near Stratford.

The major work, he said, will be to construct river levees to Army standards. This will include the removal of downed trees, the clearing of debris and brush and, in a few instances, the straightening of the river's course.

Macdonald said the work is not expected to interfere with irrigation. The job will be supervised by the Army Engineers. The KRCD's main role has been to secure the necessary easements and rights of way along the river so the Army could go to work. The district will maintain the project after its completion.

Chances that California can recover about \$250 million in previously withheld Federal Highway funds have been increased by President Johnson's signature on a measure which affects money for the interstate highway system. The State lost about \$250 million in federal highway aid in the summer of 1965 when the Federal Government deleted 13 miles of unbuilt freeway in San Francisco as a consequence of that city's freeway revolt.

The proposed reconstruction of the Fresno Air Terminal's main runway expected to begin in March has been delayed at least two months because of a continuing freeze on military construction. Officials had hoped the moratorium would be eased enough early this month so bids could be called on the project. They could throw the estimated \$500,000 job off schedule by two months or more. The Defense Department's freeze on funds was imposed in early October halting all new military construction contract awards, except those involving the Viet Nam war or new weapons systems.

The State Department of Public Works announced a \$39,778 contract has been awarded to Modern Alloy Fabricators to install new overhead signs at the exit ramps on the 99 freeway between

Thorne and Shaw Avenues in Fresno.

The State Department of General Services is studying a low bid of \$34,678 for awarding a contract to Lloyd Pipe Construction Co. for a one story block concrete office building for the Division of Highways Maintenance station in Fresno.

The citizens of the City of Merced and its surrounding area will have the benefit of an extensive new shopping complex, to be built in the very near future.

A \$5 million regional shopping center of which \$1 million department store will be the principal building has been announced in Merced. The development will embrace 300,000 feet of retail stores plus a 60,000 sq. foot air conditioned mall. The center will be just north of Santa Fe Drive and R Street. A contract has been included for other facilities in the center which would entail a bank, supermarket, drug store and about twenty specialty shops. It is estimated the shopping center will be ready for opening in early 1970. It will become part of Santa Fe Park development program in which 400 homes ultimately will be constructed. Currently 50 are being built in the first phase. Construction has begun already in the area of the new Tioga Jr. High School due to open next fall. The future looks bright for the Merced Area.

The giant Exchequer Dam project on the Merced River has hopes of smoother sailing in 1968 after a trouble-plagued 1967 which saw leaks, faulty generators, and a valve blowout combined to give the directors of the Merced Irrigation District many king-sized headaches. The leaks in the dam have been plugged. A new 96 inch main release valve has been installed and the roads have been repaired. The Dravo Corporation, the principal contractor, will receive a final payment to cover the minor repairs on about February 1.

An all out program of right-of-way acquisition for the Mineral King Highway (Route 276) will begin shortly.

State Business and Transportation Secretary, Gordon C. Luce, says approval has been received from the U.S. Dept. of the Interior to construct the road through Sequoia National Park.

The all weather highway is necessary to provide access to the Mineral King Recreation Area which will be constructed by Walt Disney Enterprises. Not only will the Mineral King Development provide our area with one of the world's finest new recreational facilities but it will provide approximately 2,500 new jobs in an economically depressed area.

The scenic Mineral King Resort Area about 50 miles east of Visalia in Tulare County is expected to be opened in 1973.

Mineral King Highway will be constructed from Highway 198 near the community of Three Rivers to the Mineral King Resort Area, a distance of 21 miles. Total cost of the highway will be approximately \$23 million.

The mountain jobs around Johnsondale & Roads End are still snowed in. According to the Forest Service there are five clearing and road jobs to be let in that area as soon as Spring arrives.

Fresno Pavings job at Terra Bella on Highway 65 is coming

along very rapidly with Thomas Construction doing the structures. There are approximately 18 of the Brothers on the payroll.

Sequoia Rock of Porterville is still putting material out and the Brothers are happy for the Winter work.

Ted Watkins has finished his bridge job at Springville, also Mountain States Construction has completed their project and left the area.

Vinnel Corp. has taken over their mining property which Atlas Minerals has been operating. They are rebuilding the road and making many changes in the operation. The mine will be called Atlas Asbestos Company. Negotiations have already been started on a new agreement.

Vinnel Corp. Interstate 5 Job at Three Rocks is coming along very well except a few days off due to the rains. There are approximately 35 members on the job.

Our deepest sympathy is extended to the wife and family of Brother Thomas Green, who was fatally injured in an accident at San Ardo on January 10, 1968.

Brother Green was on a blade working for L. D. Folsom. He apparently started down a small hill, the ground was wet, skidded, lost control and turned over. Brother Green passed away three days later due to a skull fracture. He will be sincerely missed by all of us who had the pleasure of working with him.

The San Luis Canal is a finished product as far as 9 miles south of Kettleman City. It's holding approximately 19 feet of water. This was a fine piece of work for the Brothers.

Peter Kiewit & Sons Interstate 5 Job at Kettleman City is going strong and more equipment coming in. This is a very good job for H.D.R. as the availability on the B-70's hasn't been too good. There are approximately 28 members on the job.

Fred J. Early Company has completed the testing of the pumps at Los Perralis and Badger Hill. This job should be finished around the middle of March.

Lentz Company Pipeline Job for the Westland Water District is coming along on schedule, although the Brothers have missed a few days due to the rain.

Hood Corp. has started their Pipeline Job with a bang. They have 2 ditchers going at this time working 6-to-12's trying to stay ahead of the pipe crews. There are approximately 18 Brothers on the job.

The City and County of Fresno is involved in numerous reconstruction projects both inside the city and towns such as Firebaugh, Biola and other communities within the county. Quite a few of the old buildings in Fresno are being demolished to make room for new structures. It is interesting to note the lack of any reinforcing steel in these old buildings. One large brick structure in downtown Fresno had nothing but an occasional horizontal metal band around the framework. It makes a person wonder whether such a building could withstand a sharp earthquake, with nothing but mortar to hold the structure together. This demolition and reconstruction is keeping a number of the Brothers busy.

Fresno State College expansion is coming along very nicely with new classrooms and a new

Student Union Building partially completed and I understand more building planned for the near future.

The Bootjack road job at Mariposa, formerly Crooks Bros. but now Wunderlich Co., started up again on the 15th of January after several weeks layoff.

Vinnel Corp. - Tollhouse Rd. job bid was 1,500,000 dollars.

Brewer, Wunschell and Small Hiway 152 Road Job near Chowchilla is in the final stages with the concrete roadway by Gordon Ball completed. All that remains is access ramps, etc. to be completed. James Melton Company is slated to do the shoulder paving on this project. The bid has been let on Hiway 152 to Brewer for 3,600,000 dollars.

At the present time, a bill is before the State Legislature for additional short range financing for the State Water Project. If approved it will provide an additional sixty-four (64) million dollars in funds through the fiscal year 1972-3. This is meant to be a stop-gap measure until a bond issue can be presented to the voting public.

W. Mott Jr., State Director of Parks and Recreation, has submitted a report to the Governor and State Legislature which was requested by the 1965 legislature on a plan to create a parkway system to give Californians access to recreation facilities on rivers in several Sacramento and San Joaquin Valley Counties. Included are Kern, Tulare, Madera, Fresno and Merced Counties. The plan, if approved and financed, would make available to the motoring public, hiking, bridle and bicycle trails, as well as picnic areas, fishing sites, camp grounds, etc. Planned are forty-seven parkways totaling about 3,760 miles of existing state highways, county and forestry roads, with some roads and access roads or paths to historical and scenic points of interest to be constructed. An interesting footnote to this plan is the fact reported of nearly 11 million vehicles registered in this state with 18 million expected by 1980.

The \$500,000 Runway Reconstruction job at Fresno Air Terminal's main runway is slated for at least a two month delay due to continued freeze on military construction. Officials had hoped to get the project under way this month but it looks like it will be late in February or March before money will be available. The Defense Department early last October froze all new military construction that was not connected with the Vietnam War or new weapons systems.

These winter months are especially hazardous due to the conditions of streets and highways going to work and coming from work. We have fog some mornings, icy pavement on occasions and just plain mud if you have to drive off pavement. Then on the job we have very slick conditions at times with poor visibility added to that. If you are climbing on or off machinery or for that matter anything that could become muddy, wet or frosty, check and make sure you will be safe from a fall. Let's each for our sake, our families' sake and our Brother Engineers' sake, be extra careful on the job and on the road. Let's look out for the other fellow, too. If you see someone who is taking a chance, say something to him.

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