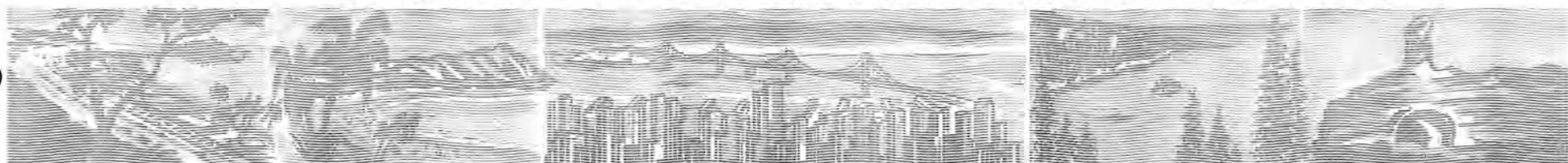


ENGINEERS NEWS



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



GUAM, WHERE AMERICA'S DAY BEGINS

HAWAII, THE 50TH STATE

NORTHERN CALIFORNIA, THE GOLDEN STATE

NORTHERN NEVADA, SILVER STATE

UTAH, HEART OF THE ROCKIES

Vol. 26 — No. 3

SAN FRANCISCO, CALIFORNIA



March, 1967

AGENTS 'WOUND UP'

A Seminar In Leadership

*There is a destiny that makes us Brothers.
None goes his way alone.
All that we send into the lives of others
Returns unto our own.*

—EDWIN MARKHAM

Business agents and officers of Locals 12 and 3 got a searching lesson in "give and take" recently when three driving, demanding and inquisitive faculty members from Oregon State University took them through a series of scorching experiences.

Agents met in Fresno and Santa Maria for a management and leadership seminar, and the lessons they experienced will not soon be forgotten.

JOINT VENTURE

The program was a joint venture, with both Business Managers Joseph Seymour and Al Clem realizing the value and necessity of an exchange of ideas and formal instruction, and that such a program was much in demand.

But what the agents learned may not become evident for some time to come.

The only immediate visible reaction is that the

agents' collective minds got a thorough workout, at times, approaching a point of anger—proving that the best of them still have the characteristic called being human.

COMMUNICATIONS

The seminar centered around the value and importance of communications, and its functions in any organization.

Throughout the program, the cobwebs were constantly being swept away by the skillful tactics employed by John Keltner, Chuck Goetzinger and Milt Valentine, the three uninhibited instructors.

"We attempt to create a condition in which people think, and that sometimes hurts," they told the students. They also said they had no pat answers.

The three "experts" who sometimes assumed the role of agitators, created cases in decision-making, personality analysis and problems in instructing others.

NEAR IMPOSSIBLE

They proved it is almost impossible for a single individual to pass adequate instructions to a group of workers who cannot communicate directly with him.

They also proved that when an individual feels he is part of an organization, he does a better and more effective job.

In one case, agents were divided into five groups, each with a different set of rules.

The first three groups were extremely limited by their operating rules. The other two had an almost unlimited scope in attacking the same problem, and when time was called, the first three groups had accomplished very little while the latter two had completed their tasks, and with surprising accuracy.

CAN'T BE DONE

"We discover here that no matter how well planned and laid out a program is, no one man can transfer information to a group where he alone is responsible for providing information. He has to be acutely sensitive in deciding how much information can be passed down and still get results," Dr. Keltner explained.

The case amply demonstrated that one-way communications will invariably fail in solving a problem.

In another case, agents discovered that when they

See AGENTS on Page 3



John Keltner emphasizes a point in the process of thinking before trying to solve a problem. He

and his colleagues also brought out a striking lesson on importance of two-way communications.

'Reinstate Funds Cut'

WASHINGTON—The proposed \$700 million cutback in federal highway spending has come under fire by some members of Congress, who after being contacted by the Operating Engineers Local No. 3 and other agencies, labeled the cut "distressing."

Most recent criticism has come from Sen. Wallace F. Bennett, R-

Utah and Rep. Patsy T. Mink, D-Hawaii, both of whom received correspondence from Local 3 spelling out the dangers and economic disaster which could result from the cut.

Following Local 3's move, Sen. Bennett said recently the Johnson Administration "is glaringly violating the intent of Congress" in

freezing obligation of federal highway funds and that he intends to ask the Senate Public Works Committee to lift the construction ban.

The Utah senator said that the Presidential action last November amounts to a \$1.1 billion cutback or 25 per cent of the new

See REINSTATE on Page 16

Board Amends The Constitution

By T. J. STAPLETON

The General Executive Board of the International Union of Operating Engineers, at its Feb. 10 meeting has amended the International Constitution pursuant to Article 28.

Changes* made in several particulars, are as follows:

ART. XXIII, Subdiv. 1, Section (a) (Pages 80, 81) OFFICERS Titles

The officers of a Local Union shall be the President, Vice President, Recording-Corresponding Secretary, Financial Secretary, Treasurer, and three (3) Trustees.

A Local Union may provide in its bylaws for a Business Manager, in which case he shall be elected and be an officer. Where a Local Union has a business representative, an agent, an assistant, or more than any one of these, then such Local Union must elect a Business Manager.

The Business Manager shall be the chief executive officer of a Local Union. He shall appoint any and all representatives,

*Language added by the Amendments is italicized.

agents, and assistants, whose wages and allowances shall be determined as provided in the Local Union's bylaws. They shall work directly under his supervision. He may terminate them at any time. Should the Business Manager discharge any such employee, then said employee shall not be re-employed or paid by the Local Union in any capacity during the term of office of such Business Manager, unless his prior approval has been given.

Because of the special burdens and heavy responsibilities imposed on the Business Manager of a Local Union, no member, beginning in 1967, shall be eligible for election to, be elected to, nor hold the office of Business Manager unless he shall have been continuously in good standing in the Local Union electing him for a period of three years, in addition to fulfilling the qualifications for other Local Union office.

Officers of a Local Union may be elected to and hold more than one office in the Local Union and any two offices may be combined and be held by one person, except that the offices of Financial Secretary and Treasurer shall not be combined or be held by the

See BOARD on Page 2

Memo

from the Manager's Desk

By AL CLEM

The work picture continues slow throughout the jurisdiction of Local 3, but some areas are beginning to dispatch members back to employers, and are receiving calls for certain classifications.

The housing, however, is not getting started as well as we had anticipated, and with the Electricians having difficulty over a labor contract in the shipyards, the Rapid Transit project has not developed as speedily as we had hoped.

During the past month much of our time was taken up in meetings. One was with officials of the Department of Motor Vehicles relative to securing proper licenses so our members may operate heavy equipment on the highways.

Tests will be given in the not too distant future at certain job sites in northern California. You will be notified of the times and places the tests can be taken.

I attended the International Executive Board meeting in Florida where certain changes in the International Constitution were adopted.

ON PAGES 1, 2

These changes are published on pages one and two of this paper.

These amendments are most important as they deal with eligibility of members desiring to run for office.

We ask you to read these changes as they have direct bearing on Locals such as ours, where democracy is the watchword and wherein all those who desire may participate to the fullest in political activities of their Union.

There were two open sessions at the Executive Board meeting, held in conjunction with the Executive Board meeting of the Building and Trades Department. There were many valuable subjects discussed, particularly that of jurisdiction.

It seems that as the construction industry becomes more and more automated, other crafts are endeavoring to usurp the jurisdiction which rightfully belongs to Engineers.

As jurisdiction is the lifeblood of our organization, it is extremely important that all of us work together to protect job opportunities of our Union.

REPORT INFRINGEMENT

Again, we ask you to report any infringement of jurisdiction to your agent or job steward in order to protect our job opportunities for Local 3 members.

Those present in addition to representatives of other crafts included representatives from Local Unions throughout the United States, the General Officers and public relations personnel representing contractors and agencies with whom we do business.

It was a very constructive and worthwhile meeting, as all General Executive Board meetings are.

During February it was necessary for me to go to Honolulu to meet with representatives of Foremost Dairies, Hawaiian Rock and Kincaid Construction Company, with whom we are doing business in Guam.

At this meeting a Memorandum of Understanding was consummated with Foremost representatives, whereby they agreed to give the employees a 10 cent an hour wage increase, a union shop, a check-off system and a health and welfare plan. We will continue negotiations with the firm at the end of the month.

We also met with the negotiation committee of the GCA of Hawaii and laid the groundwork for implementation of an Apprenticeship Program there, which we hope will begin soon.

TRUST AGREEMENT

We have recently approved a Trust Agreement with the AGC in Utah for the Apprenticeship Program there. It will get underway at the start of the work season.

At a specially called meeting Feb. 27 in Hawaii, it was my pleasure to present Brother Peter Wong with the first pension check to be issued in Hawaii. Brother Wong is a long-time member of Local 3, having worked most of his career as a dredgerman. I assume there will be many more Brothers in this section of our jurisdiction who will be retiring soon. We have many there who have been members of Local 3 and its predecessor in the Islands for a number of years.

The San Jose, Sacramento and Stockton District meetings were

See MANAGERS on Page 3

Board Amends Constitution

Continued from Front Page
same person. In addition to the constitutional officers enumerated above, a Local Union shall elect three (3) auditors, a conductor, and a guard, and may also elect or appoint such committees and delegates, other than delegates to the General Convention and to State, Interstate or Provincial organizations, as it deems advisable, consistent with applicable law.

Art. XXIII,
Subdiv. 1, Section (b)
(Pages 81, 82)

TERMS OF OFFICE AND CONDITIONS OF ELIGIBILITY

The terms of all Local Union officers, elected in 1965 and thereafter, shall be three years. No member shall be eligible for election, be elected, nor hold office unless he shall have been continuously in good standing in the Local Union electing him for one (1) year, nor unless he shall have filed with the Recording-Corresponding Secretary of the Local Union within ten days after having been notified in writing by the Recording-Corresponding Secretary of his nomination to Local Union office, a non-Communist affidavit and a written acceptance of his nomination to office and, in addition shall have been in regular attendance at all regularly scheduled Local Union membership meetings and home district membership meetings held after nomination and before elections, subject, however, to a reasonable excuse based upon good cause such as physical incapacity, death in family, but not including work assignments. Within five (5) days after the nominations have been concluded the Recording-Corresponding Secretary shall mail to each member nominated, at his last known home address, notice of his nomination and of the office to which he has been nominated and shall read or cause to be read the name of each nominee and identify the office to which such nominee seeks election at each regularly scheduled Local Union membership meeting and district membership meeting held after receipt of the nominee's non-Communist affidavit and written acceptance of nomination. Any Local Union which has not been in existence for a period of one year may elect officers for the period between the date of its organization and the next annual meeting, from among its members in good standing.

If no member fulfills the foregoing conditions of eligibility for a particular office, any member currently in good standing in the Local Union, and otherwise eligible, shall, upon being nominated and the filing of a non-Communist affidavit, be eligible to be elected to, and to hold, that office.

In the event of the death, between nomination and the time of the last meeting preceding the election, of any constitutional officer who has been nominated to office in the forthcoming election, any member of the Local Union, who is otherwise eligible, shall be eligible to be nominated and upon his filing with the Recording-Corresponding Secretary of a non-Communist affidavit and his acceptance of such nomination shall be eligible to be elected to, and, if elected, to hold the office to which the deceased officer had been nominated. If the death occurs after the last meeting pre-

ceding the election, nomination shall be effected by filing the non-Communist affidavit and a statement of candidacy with the Recording-Corresponding Secretary prior to the election, but in no event more than five (5) days after the deceased officer's death.

ART. XXIII,
Subdiv. 1, Section (e)
(Pages 83, 84)

ELECTION OF OFFICERS

Except in Local Unions operating under District Administration Form of Government, and beginning in 1967, the election of officers of a Local Union shall be held at the last regular meeting in August and the nominations shall be made at a regular meeting prior to the election, but in no event earlier than the May meeting preceding the election. The installation of newly elected officers shall take place at the first regular meeting in September. The Local Union may adopt the Australian ballot system, in which event the polls shall be kept open between the hours of 8 a.m. and 10 p.m. on the date of election, or may hold the election through referendum conducted by mail. The election shall be conducted by secret ballot. Officers shall be elected by a plurality of the votes cast, except that the three candidates receiving the highest number of votes for the office of Trustee and the position of Auditor shall be elected. Adequate safeguards to insure a fair election shall be provided by the Local Union, in accordance with the International Constitution, applicable law, and such rules and regulations as may be promulgated by the General Executive Board.

ART. XXIII,
Subdiv. 7, Section (c)
(Page 95)

GOOD STANDING DEFINED WITH RELATION TO DUES

No member shall be in good standing unless he has paid all current dues to the Local Union within thirty (30) days after they shall have become due and payable, as evidenced by his dues book stamps. No member whose dues have been withheld by his employer for payment to the Local Union pursuant to his vol-

ART. XXIII,
Subdiv. 7, Section (d)
(Pages 95, 96)

PENALTIES FOR MEMBERS IN ARREARS TO LOCAL UNION

Members who have not tendered their current dues on or before the day such dues shall have become due and payable may be removed from employment where valid collective bargaining agreements or applicable law permits.

Members who have not paid their current dues or assessments within thirty (30) days after they shall have become due and payable may upon vote of the Local Union be denied voice and vote therein.

Members who have not paid their current dues or assessments within sixty (60) days after they shall have become due and payable may upon vote of the Local Union be barred from meetings or removed from committees or both, or suspended from membership.

Members who have not paid their current dues or assessments within ninety (90) days after they shall have become due and payable may upon vote of the Local Union be removed from office.

Members who have not paid their current dues or assessments within six (6) months after they shall have become due and payable may, upon report thereof by the Financial Secretary at a regular meeting of a Local Union, be expelled by a majority vote of the members present.

NO CHANGE to balance of Subdivision and Section.

ART. XXV,
Section 1

(Pages 110, 111, 112, 113)

DISTRICT ADMINISTRATION FORM OF LOCAL UNION GOVERNMENT

Where the circumstances of a Local Union so require, and appropriate by-laws have been adopted by the Local Union and thereafter approved by the General President, it may proceed under a district administration form of government and shall:

- (a)
- (b)
- (c)
- (d)
- (e)
- (f)
- (g)

NO CHANGE

(h) Provide, beginning in 1967, for the nomination of Local Union officers at district or general membership meetings prior to the election, but in no event earlier than a May meeting preceding the election, with elections during the month of August by mail referendum conducted by secret ballot among the general membership or by Australian ballot system, in which event the polls shall be kept open between the hours of 8 a.m. and 10 p.m. on the date of election, and with the installation of elected officers during the month of September;

NO CHANGE to balance of Section.

'Outlaw Dispute Usurpers'

SACRAMENTO — Assemblyman John Francis Foran, D-San Francisco has introduced a bill to ban the use of professional strikebreakers in California.

The bill would prohibit employment of persons who repeatedly offer themselves for employment during labor disputes.

The bill would prevent usurpation of jobs by persons who feed upon labor strife. It is aimed at the professional who moves from community to community seeking to take advantage of economic disputes.

Some 10 states and 56 cities have enacted such legislation to curtail the activities of professional strikebreakers.



John Keltner and Chuck Goetzinger, (in sweater) ponder a question brought up during the Fresno-Santa Maria Agent seminar.

EDITORIAL

California's legislators should have learned something in the past few years about the threat of floods during winter months, and of the crying need for flood control.

And they should have learned that the Congress in Washington would have to be convinced that spending would be necessary to accomplish the gigantic task of controlling the rampaging rivers in the northern areas.

Whether the job was ever done or not is still a question, as the inundation throughout the state continues.

We wonder if the Congress is going to continue to ignore the pressing problems faced by the Nation's citizens while it worries primarily about the "war cause."

We wonder if the funds cuts will continue in order to finance the Viet conflict.

Needless to say, we are convinced the war in Viet Nam must be financed, but we also are convinced that the people in our country deserve a little more consideration from the nation's lawmakers.

There have been several plans outlined during the past few years to harness the powers of overflowing rivers, but each time one of them got going, funds were cut back, and all with the argument that the "war effort" was running higher in cost than was originally anticipated.

This doesn't say a great deal for the thinking and planning of our Washington hierarchy. It should be able to foresee the costs, and better budget for each item. We are paying for some of the highest priced "experts" in the business today.

Perhaps if the lawmakers would eliminate some of the so-called experts, who apparently cannot properly establish national budgets, especially with the fantastic amount of information provided them, there would be enough money saved to pay for a couple of desperately needed dams.

It's time our congressional representatives took a long hard look at the real problems, and then sat down and did something about it.

In our opinion, the people at home deserve as much consideration as the people in southeast Asia.

Agents And Communications

Continued from Front Page
took a position with a group, they were stuck.

"Whether or not there is reason on the other side, you have committed yourselves to the group, and you lose your ability to reason. Some of you just sit back, others don't dare sit back, but you don't dare give, and the more pressure you receive from the other side, the more determined you are to uphold your position," Valentine surmised.

There was no question about it. The following morning, agents were still discussing that case, and they were holding firm in their respective decisions.

FAT, HAPPY

They also discovered that when they won, they tended to become fat and happy, but when they lost, they fought harder.

"You in Labor have to tackle the tough problems with this attitude. You have to stay a little bit hungry to remain effective," said Goetzinger.

If nothing else, agents found they work best when they associate with an organization. The measure of success is determined by the climate in which the individual works.

Keltner told the constantly involved agents that if they cannot face up to the fact they must develop talent for the good of the organization they have no place in it.

ALL THE SPEARS

"It's a lonely feeling when you see all the spears pointed at you," he said.

He said too often we act in much the same way as does the doctor who recognizes only his own symptoms in treating a patient's ailment.

"We treat a case in the manner in which we would like to be treated rather than as the individual involved wishes to be treated.

"This attitude is something we are going to have to consider if we are going to become more effective," he said.

EYES, EARS, ETC.

All three reiterated that the agent is the eyes, ears, arms and legs of the Business Manager, but he is also these things for the rank-and-file members. Management must be willing to take what

the rank-and-file decides and to let it speak its piece.

They said authority is one thing, leadership another.

"A person is granted authority by his colleagues, it doesn't come from above. It comes through those he leads.

GREAT LEADER

"But leadership is harder to define. Of a good leader it has been said, 'Look what he led us to do,' but of the great leader, 'Look what we did for ourselves.'"

He said the mask most people wear comforts them in the glare

of society, but people can't remain behind it forever. Sooner or later they have to take a look for themselves.

The agents left the seminar without any pat answers, just as the instructors told them they would, but they came away better equipped to perform their functions, primarily because they received the stimulus to think, and to get at the source of a problem before trying to reach a decision.

How soon will the evolution take place? The transformation has already begun.

MANAGER'S MEMO

Continued from Page 2

well attended. I assume the reasons were that Grievance Committee members were being elected.

OUR CONGRATULATIONS

We would like to take this opportunity to congratulate Brother Ted N. Mason on his recent election as an Executive Board Member in District 2. Ted has a big pair of shoes to fill but I am confident with the cooperation of District 2's members, he will be able to do the job.

Being a member of long standing and having worked in several classifications for numerous employers, he has the insight to meet the problems facing Engineers.

I would like to draw your attention to the new column appearing in the *Engineers News* entitled Washington News Desk.

This information will continue as a contribution of our International Union.

Its contents are provided through the offices of General President Hunter P. Wharton and General Secretary Newell J. Carman.

Their messages will be timely, dealing with matters pertinent not only to the International Union, but to Local 3.

I sincerely hope you enjoy what Brother Wharton and Brother Carman have to say.

Silver State: It's Hibernation

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

RENO — While the snow lies deep in the mountains and its infrequent melting sends streams into the lower rivers, construction people sit and hope.

The job opportunities are few, but the preparation for the season's buzzing keeps up its activity.

Although the State Department of Highways has employed the services of several Engineers for snow removal, the majority of muscles have fallen into inactivity.

The shops have continued to operate. Cabildo Corporation is painting and repairing its equipment for the work coming up.

Nevada Rock and Sand will be bringing in a bigger crusher to provide materials for jobs near Wells and Deeth, and the Stearns-Rogers Mill, near Battle Mountain, completed earlier, should be in operation soon.

Many inquiries have filtered into the Reno District office concerning the Cortez Mine. Although the place is conspicuously quiet, it could be a sleeper, just waiting for the first burst of sunlight to awaken it.

Of course, there are those companies who have worked in spite of the snowjob. Industrial Construction at Humboldt-Imlay has been going all winter and with no letup in sight.

Hughes and Ladd Company has also "Roughed" it during the

winter, but has kept its bloodstream circulating. It has been re-locating the Daggett Pass, and should finish by May.

At Fernley, crews have not let up in their efforts to complete the freeway, and H. C. Beck has begun construction of a seven-story apartment building near the University of Nevada.

The building will have two floors for parking, a cafeteria, etc., primarily for college students. The \$3.5 million tower will be completed by September, officials say.

Elsewhere, temporary buildings and warehouses, being built by Stone and Webster for Sierra Pacific Power Company are almost complete and forms have been set for the foundation of the main plant.

Rogers Construction Company is planning to continue operations on 60 miles of road near Austin. The project will utilize two crushers, two hot plants and a large paving spread.

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Another cut in federal funds for Warm Springs Dam, a flood control-water project item, was re-

cently announced. Meanwhile, Guerneville lies inundated under two feet of water during a storm.

WATER FOR UTAH

Starvation Dam Begins

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

SALT LAKE CITY—It'll all begin this spring, and when it's complete, the people south of the Uintahs, in the arid valley near Duchesne will no longer suffer from water starvation.

The item under discussion is commonly and affectionately known as Starvation Dam, to be constructed on the Strawberry River at a minimal cost of \$8.19 million.

The project is the beginning of the Bonneville unit, Central Utah Project, which has been under fire by Congress for several years.

EARTH FILL

The dam itself is designed as a rolled earthfill structure with a height of 155 feet above the streambed. Its crest is 2920 feet long and 30 feet wide. The outlet to the Strawberry River in the left abutment will have a capacity of 2310 second-feet at a maximum water surface elevation of 5718.3 feet above sea level and a capacity of 1300 second-feet at the top of the inactive storage tank, located at the 5624.8 elevation.

The spillway is designed as an uncontrolled ogee section on the right abutment with a capacity of 16,600 second-feet at maximum water surface elevation which is expected to be 6.3 feet above the spillway crest.

LOTS OF DIRT

The Starvation Dam will contain approximately 4.5 million cubic yards of embankment materials.

Another break for Operating Engineers will evolve when the access roads get underway. Plans call for 1.6 miles of access road to the outlet works and spillway structures, and grading about one mile of road across the dam crest.

The roads will also include structures and surfacing. U.S. Highway 40 passes through the reservoir section, so it will necessitate relocation for approximately six miles beginning at Duchesne, located about midway between Provo and Vernal. The relocation will extend to the south of the reservoir to a point west where it will join the existing highway.

LARGE CAPACITY

The reservoir will have a capacity of 167,310 acre feet, including 152,330 acre feet of active capacity, 12,990 acre feet of inactive capacity and 1,990 acre feet of dead storage.

Geological conditions are favorable. Investigation by the Bureau of Reclamation indicates that bedrock at the site is soft, variegated shale and friable sand stone, common to the Uintah formation.

WATERTIGHT

The reservoir basin will be watertight, according to BOR officials. Suitable earth materials are available within two miles of the location.

In addition to the major complex, construction of the Knight Diversion dam will probably come this spring, as will the start of construction of the Starvation Feeder Conduit and tunnel, which will carry water from Knight Diversion Dam to Starvation Reservoir. Apparent low bidder on the diversion dam is United Structures, from Colorado.

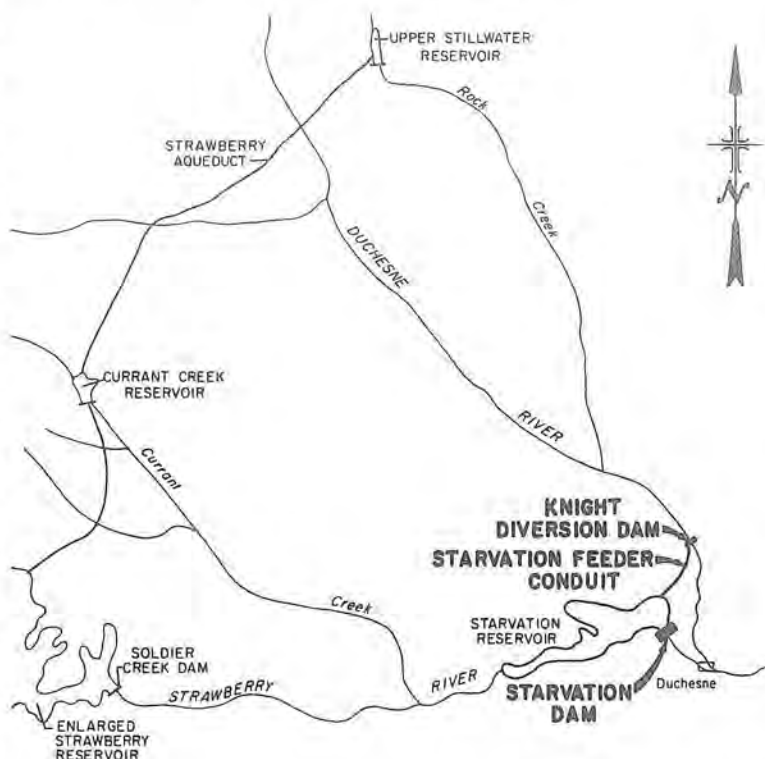
The Knight Diversion Dam will

be located on the Duchesne River, five miles upstream from Duchesne. It will also be a rolled earthfill structure with a concrete overflow section and a headworks at the sluiceway.

The overflow weir section will be 100 feet long with a crest elevation of 5736.5 feet above sea level and a design flood capacity of 6,000 second-feet. The headworks, according to informed

sources, will be designed to divert 300 second-feet into the feeder conduit and will be constructed of reinforced concrete and be controlled by an 84-inch-diameter cast iron slide gate.

Apparent low bidder for the major complex is Goodfellow Brothers, from Washington. Second low bidder was W. W. Clyde, Springville, Utah, bidding \$8,581,710.



CENTRAL UTAH PROJECT
BONNEVILLE UNIT

STARVATION COMPLEX

\$94 Million Grant—
Our Fingers Crossed

By LAKE AUSTIN and LOU BARNES

REDDING — Whew — \$94 million. We've got our collective fingers crossed (not necessarily behind our backs) in high hopes President Lyndon B. Johnson's budget request for land acquisition in the Whiskeytown-Trinity National Recreation area will meet with Congressional approval this summer.

The proposal (more of an LBJ demand) will mean considerable development in the northern area, including the construction of access roads, beaches and picnic areas.

But the budget request goes much further than just recreation outlays. An additional \$6.99 million has been directed toward the Pacific Northwest and Pacific Southwest KV transmission lines from Round Mountain to Cottonwood.

According to Washington observers, the bill is a "cinch" to pass.

The appropriation for the lower Trinity River Project would be for completion of a feasibility study on the Paskenta and Newville Dam project, tentatively slated for 1968 or 1969.

The over-all budget sought would include \$44.3 million for general development and another \$22.7 million for recreational areas and \$21.6 million for land acquisition.

State officials have indicated there will be several smaller projects to be awarded during the coming year, including County-State highways throughout the area. One of the first to be constructed will be Highway 44, scheduled for advertising in April. Another section is on tap for June or July.

The state says it plans to award contracts for the remainder of the Canby Project, calling for base rock and paving on the segment put down by Kizer last year.

State and Federal aides feel certain money will be available to complete Highway 98, now under construction by Hughes and Ladd. Next phase would be for laying base rock and paving on 25 miles from Happy Camp to Bluenose.

New jobs which have struggled to get going include a freeway project at the south end of the Pit River Bridge to two miles north of O'Brien, covering 6.8 miles. Low bidders were Ray Kizer and R. A. Heintz, who submitted a bid of \$6 million.

The project will take 360 working days, calling for nine major bridges, interchanges at Turntable Bay and O'Brien and connecting facilities at Packers Bay.

ENGINEERS NEWS

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Stockton Nips
A Jobless List

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

STOCKTON — It may take a little time to dissolve the proverbial out-of-work list, but the industry is making every effort to apply the solution.

Nearly all the projects shut down when the inclement weather moved in last winter have resumed, and contractors say they expect to complete their respective jobs without any time loss due to weather.

No new large projects appear to be in the budgets for the first half of the year, but a tentative September date has been tagged on the Don Pedro earth and rock-fill dam.

NO SURPRISE

With the history of this development still indelible in the minds of many connected with it, a change in the starting date could come at any time, and would not be a surprise to any of us.

Bids will, however, be opened March 29 for two small phases, consisting of power conduit closure gates and a bulkhead gate and hoist.

The contract to clear the reservoir area of brush and trees is scheduled to be awarded by September 1.

36 HOLES

On the Stanislaus River, Jensen Construction Company, Springville, Utah, is the apparent winner to drill 36 exploratory holes in the tunnel area at the new Melones Dam site.

Jensen's bid was \$131,000. Two diversion tunnels must be constructed to carry water to the proposed powerhouse site. Diversion tunnel contracts will probably be awarded this summer, according to word received from the Department of Water Resources, although dam construction is not planned until 1968.

DIVERSIFIED YEAR

Operating Engineers can look forward to diversified and interesting work during 1967. Halvorson, Inc., and McLaughlin Constructors, joint venturers, bid low at \$4 million to build the Moccasin Powerhouse replacement. The contract was awarded Jan. 25, but work has not yet begun.

Underground Construction, San Leandro, will have connection and related work on the San Joaquin Pipeline No. 3 of the Hetch-Hetchy project. The job will tie the pipeline now under construc-

tion by Vinnell Corp. with the existing portal east of Oakdale.

The Department of Highways opened bids March 8 for three bridges and approaches, three pumping stations and approximately one mile of Interstate 5 in San Joaquin County.

The bridges will be constructed over Smith Canal, Diverting Canal and 14-Mile Slough. The freeway will be constructed between Diverting Canal and 14-Mile Slough.

This contract will be the first let in San Joaquin County for I-5, with several yet to come, including the contract to construct the bridge across the San Joaquin River in Stockton.

The bridge approaches and freeway will require 750,000 tons of imported borrow for road base.

HELD UP

Other state highway work is involving Watkins-Sibbald and Associates, planting and installing a sprinkler system on Highway 99 between Stockton and Lodi. The contract, let several months ago, was held up while seven wells were drilled to provide water for the system.

There were some sweet sounds, too, when Spreckles Sugar Plant, Manteca and Holly Sugar, Tracy, announced expansion and remodeling plans.

SOGGY SEASON

Crews at Spreckles, employed by Owl Constructors, Fred J. Early, Reliable Crane Service, Clow Crane Service, Larry Askland, Colling Electric, Hubbard Refrigeration, Murphy Scales and Cargile Backhoe Service, spent a rather soggy winter, but kept busy.

At Holly, Jacobs Engineering is drawing up plans for what will be a new installation to cost about \$30 million.

That's some sugar-coated outline!

Cure 2 of 6

According to the American Cancer Society two cancer patients in every six are now being cured. If all cases of cancer were detected in time, it would be possible, with present knowledge, to save the lives of three out of every six patients.

Since 1936 the cancer death rate has fallen slowly but steadily for women, a drop of 13 percent. However, the death rate for men has increased about 35 percent, according to the American Cancer Society.

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Berglund's Crews Get Organized

The "Cat's out of the bag" and into the fold.

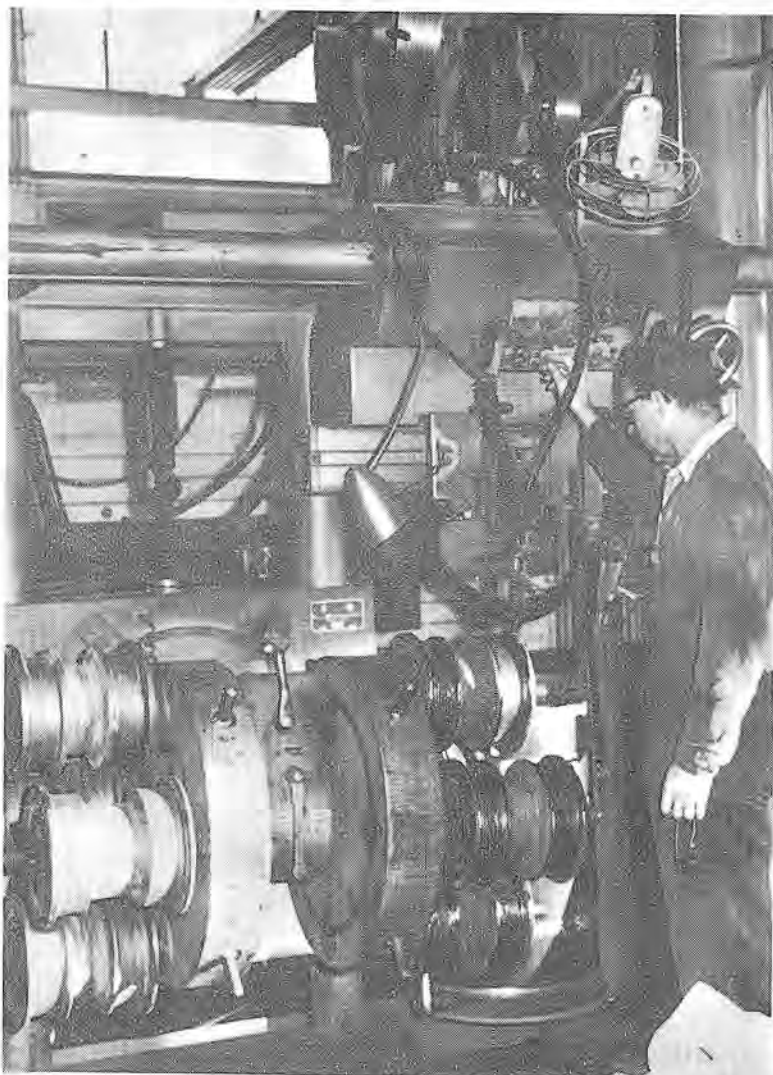
Berglund Tractor, with facilities in Napa, Willits and Santa Rosa, has been organized, its employees now being represented by Local No. 3.

The Caterpillar franchise has 85 Operating Engineers under its employ, who service Napa, Sonoma, Mendocino Counties—not with fermented grape juice, but with maintenance. The crew also does a good job of providing service to Lake County.

Berglund has facilities for painting, welding, and does specialized maintenance along with complete truck repairs and build-up. The parts office is located in Santa Rosa.

Overhaul of Caterpillar equipment can be done completely within the company's facilities, and by expert maintenance men.

We wish the best to the crew and management during the term of the contract, and look forward to continued good relations with them.



Welder Pete Hyder sets up panel for automatic build-up of track rollers in Berglund's shop. The plant has recently been organized.



Foreman Joe McNeil stops to chat with Harland Gassaway, mechanic, during track lightening on a Cat brought into Berglund for repairs. The Company has 85 people under its 3-shop employ.

Widening On Highway 12

By RUSS SWANSON and ASTER WHITAKER

SANTA ROSA — Bids will be opened April 5 for widening of Highway 12 from two lanes to four, the Division of Highways announced this month.

The \$765,700 project is for interim improvements for an anticipated future freeway and will extend the four-lane highway 2.1 miles from Brush Creek in Santa Rosa to four-tenths of a mile east of Calistoga Rd.

The job was one of eight announced in Sacramento in a bid call by the Division of Highways.

The Sonoma County project was the third most costly on the slate, behind two \$1.1 million prospective jobs in Alpine and Monterey Counties.

Both Santa Rosa and Sonoma County had previously contributed substantial funds toward acquisition of the project right-of-way.

Money allocated for the widening program includes \$15,700 from the city for installation of traffic signals at Reservoir Dr. and Middle Rincon Rd.

Also included in the bid announcement was a \$94,000 outlay to Mendocino County for installation of reflective pavement markers along Routes 1, 20, 101, 128, and 208.

These projects will be coupled with several others which will be resuming (the weather, you know) all of which offer promises for a more productive year than the construction industry experienced in 1966.

Other prospects, which could get underway as early as June include an extension of Morrison-Knudsen's huge fill and relocation of Highway 101 at Cummings.

Company aides are apparently sitting tight, waiting for conducive weather, when they say, their

regular employees will resume work.

They also say the project could involve as much as \$15 million, so greater things should break soon.

Also waiting for cooperative weather is Granite Construction, who still has a considerable amount of finish work to do on Highway 20.

Cecotti and Son Company was low bidder at \$175,000 for widening Farmer's Lane, so the old road program should perk up.

Other companies which have or will soon be resuming projects are Granite Construction Company, building a country club; Lange Brothers, which has taken over the Clear Lake Riviera, started earlier by Manuel Smith; Christianson and Foster Company, working on the Lower Lake hospital; Green Construction Company, on the dirt work for a sewer job at Clear Lake Oaks.

Pier 90 Grabs 'For The Moon'

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

SAN FRANCISCO—The Army Street Terminal, commonly known in construction circles as Pier 90, is destined to become the largest and most advanced shipping facility in San Francisco Bay. It is nearing completion, or so say officials of the San Francisco Port Authority.

At present, Bethlehem Steel is erecting structural steel, 6,000 tons of it, into four buildings, (not including roof and siding) measuring 1,000 1,200, 800 and 760 feet in length.

The entire spread (and it is a spread) encompasses 68.5 acres, and is being constructed to increase trade and insure shipping longevity in the concern of sail competition.

There has been a history of bandying around several plans and proposals for the area facing the Embarcadero, the fate of several older piers, and why, with all those now constructed, we should spend millions for construction of new ones.

The answer's a simple one. The older ones are just too old, their columns too close together to handle today's demands for handling

cargo. The concrete is worn and fatigued, and to rework the old piers is just not economically feasible, according to port engineers.

The Army Street Terminal is in every respect an advanced engineering project, designed to produce the ultimate in ship berthing and handling, discharge of cargo, transit and storage, truck and railroad dispatch, and the several supporting services vital to a modern terminal operation.

The project's design and configuration makes it accessible on three sides to vessels approaching the main channel. The south apron has an effective linear berthing length of 2,657 feet, providing berths for four 570-foot freighters and five berths for 500-foot ships.

Two major berths will be provided on the east (offshore) side, with 1,296 feet of apron, and 1,138 feet of apron on the north side.

Fifty-foot-wide deck aprons will permit ease of handling for trucks, and rail facilities will have ample space, port officials say. The deck load capacity is 1,000 pounds per square foot, more than enough to insure the most concentrated container load.

See PIER on Page 13

Why Go To Oregon?

By RAY COOPER and LEONARD YORK

EUREKA — California's north coast with all its rivers, streams and natural beauty should be high on any sportsman's recreation list.

But sportsmen continually drive up Highway 101 and U.S. 299 to southern Oregon.

What's the reason? According to Dr. Rudolph W. Becking and Brother Pete Ekberg, it's the shaky conditions of the rivers.

Brother Ekberg has drawn up a plan for improving the situation.

IDEA PUBLISHED

His suggestion appeared in "Northcoast Outdoors."

He maintains that dredging and maintaining the rivers is the answer to the problem, which is costing California thousands in tourist dollars.

"We have to stabilize the sand dunes along the Eel River until the river can be cleared of sand and debris.

"Once the mouth is open, the channel can be dredged and debris gathered up and deposited on adjacent banks, well within the boundaries of the meandering Eel," he explained.

DIGGER-CONVEYOR

He proposed the use of a bucket or ladder type digger to feed a series of conveyor belts, which would carry material for disposal. Such placement would be used for dikes to increase the carrying capacity of the river and protect the adjacent land.

Brother Ekberg said he would welcome the chance to put a pilot dredge on the Van Duzen River to prove his plan is sound. Nowadays, it's difficult to get a man to put it on the line like that.

But what local supervisors will do to improve the poor recreation conditions along the north coast remains in the heads of the supervisors. But it is certain if more public interest were shown, action would be taken and sportsmen would be flocking to northern California.

Now to bread-and-butter matters.

Large projects scheduled to take root in the coming year have not yet opened up. Contractors seem to be determined to wait until the last threat of rain has waned.

New projects, however, should start up by April or May, as has been the case during recent years.

CONFAB HELD

A prejob conference was recently held with Allsup and Felipe Construction Company, Brookings, Oregon, who received the Lake Earl and Northcrest Drive job near Crescent City.

The bid was \$342,042. The project calls for widening and realigning three miles of the Old Mill-Elk Valley road with improvements to Lake Earl and Northcrest Drives.

Oscar C. Holmes Company and Luhr and Company are waiting for the wet weather to end to complete the Smith River and levee jobs, respectively.

But there is one encouraging note — Morrison Knudsen Company will begin work on the Avenue of the Giants during March. Wet weather precluded an earlier start.

Green Construction Company has two projects to complete this year, so as everyone else is doing, we're hoping for prosperity in 1967.

'FOUNTAIN OF YOUTH'

A Transfusion In Fresno

By CLAUDE ODOM, JERRY BLAIR, TOM ECK and KEN GREEN

FRESNO—For 10 years this city's ancient and antiquated section has been wheezing and coughing on its last dregs in an effort to stay alive.

While it has been waiting desperately for a breath of new life, its urban renewal advocates have been stirring a potion to create a virtual "fountain of youth," a program of rejuvenation considered one of the nation's best.

Through the efforts of these planners, there is an outstanding chance Fresno will be picked as one of the nation's 70 model cities under legislation passed by congress last year.

STUDY APPLICATION

Closely linked to this program is an application now pending in the Department of Housing and Urban Development (HUD) for a \$450,000 grant to launch a General Neighborhood Renewal Area study in three square miles of West Fresno.

There are encouraging indications that HUD will act favorably on the application, which has been in the hopper for several months.

OPEN DOOR

The combined effect of these two programs, if and when they are realized, could open the door to an eventual massive transfusion of social and physical development with far-reaching effects.

Local city and redevelopment agency aides are confident Fresno is in an excellent position to receive the "model status," primarily because of its recent record in proving it is ready, willing and able to come to grips with wide-range problems common to large and modern cities, and its ability to make maximum use of federal assistance made available in the past.

ALSO IMPRESSED

The GNRA, a planning agency, has also been impressed with Fresno's ability to utilize its resources, and will lead to suggestions for new renewal programs.

Meanwhile, activity in the four existing renewal programs will continue to advance in what Robert W. Maffin, Redevelopment Agency executive director, foresees as the most impressive year of rebuilding and life-saving in



Fresno's west side slums will get redevelopment treatment. Plans are now taking form to make it one of 70 model cities in America.

Fresno's history, including 1964, when the downtown malls were opened.

But there are other amoebic reactions taking place which could spread unlimited new growth within the four embryonic programs now underway. The total surgical treatment budget at present totals some \$50 million.

The South Angus Street project, the city's test-tube renewal experiment, subjected to severe criticism in the past two years, should begin to bring returns on the investment during this year.

BLOSSOM FORTH

The one-way loop around the "superblock" is expected to blossom forth during 1967 to complete the traffic pattern called for in the downtown plan, and to set the stage for closing the interior streets of Broadway, Fresno and Tulare.

Within the area which will be the Superblock, is the presently completed Mall, a colorful, elaborate and eye-appealing development in which merchants have taken a large part.

Here shoppers often take time just to sit and relax on artistic benches while their children romp in one of the several fully equipped play areas.

The Mall is a mixture of Spanish history blended with the modern in what is perhaps one of the finest examples of exterior decorating ever placed in a shopping area.

The city has purchased 35 per

cent of the necessary acreage, with much of it now being used for parking lots, informed sources say.

In the West side programs, two phases have been planned, the first for redevelopment of 87 acres, the second for 109 acres.

The project was signed May 17, 1966, with \$96 million in federal funds available.

An immediate federal grant, sources say, of \$2,322,735 and a loan of \$3,908,985 will be used in the beginning phase.

It was expected that when the Mall was conceived, merchants would lose on a percentage basis over a period of years.

Store owners say they have experienced just that, but in 1966 had one of the most profitable holiday shopping seasons ever experienced.

Fresno got things stirring in surrounding cities. Shoppers demanded their cities provide better facilities, so those areas have developed, and better shopping is now available and fewer shoppers find the need to come to Fresno. The development program has strengthened the entire area.

Washington News Desk



Military personnel in Viet Nam have a better chance of surviving than a man, woman or child on ordinary streets in American cities.

This startling and discouraging report was recently made by the National Research Council, which added: "Accidents are the neglected disease of modern society."

The report points up the contrast in research expenditures of the United States Public Health Service bureaus. They allow 50 cents for each of the 10-million accident victims, compared to \$220 for each of the estimated cancer patients and \$76 for each of the 1.42 million cardiovascular patients.

★ ★ ★

The biggest single cause of injuries to an Operating Engineer is in mounting and dismounting equipment, the fountainhead of broken bones, head injuries, sprains and strains and, far too frequently, fatalities.

During 1966, in the simple process of getting off and on equipment, about 7,500 Operating Engineers were injured.

It cannot be denied that many of these accidents were the result of carelessness. For example, it is known that the majority of injuries to dozer operators happens to the legs and feet. Yet, how many men see that their safety boots are in top condition, even though a cursory inspection might save a couple of toes.

It should also be pointed out that many accidents are the result of equipment design. More attention must be paid to the human side of the engineering problem.

★ ★ ★

Until more details are disclosed by the White House concerning President Johnson's recommendation that the existing Labor and Commerce Departments be combined into a single department, international presidents of the unions affiliated with the Building and

Construction Trades Department, AFL-CIO, are disposed to wait and see before engaging in any critiques.

Thus far, all President Johnson has presented as a reason for the merger is that it would "create a more economical, efficient and modern instrument to serve the growing nation."

While organized labor certainly will give the plan open-minded and intense study, its representatives are concerned with a number of questions. To mention just a few:

- How would the Davis-Bacon, Walsh-Healey and Fair Labor Standards Act be administered under the proposed new department?

- Would training programs or other functions now lodged in other federal offices be transferred to the new department?

- Can the merger be effected by presidential order under the Executive Reorganization Act or does it require new legislation by the Congress?

The idea of a combined business and labor department is by no means a new one. There have been similar proposals in the past, most recently during the administration of President Eisenhower.

Indeed, it was not until 1913 that the Labor Department was set up as an independent entity of cabinet rank in the federal government. Prior to that time, there had been a Bureau of Labor in the Interior Department under a commissioner. In 1903, this agency was shifted to the Department of Labor and Commerce—and, in spite of the joint title, the position of labor was that of a very junior partner.

Incidentally, it was not until the early hours of the morning of March 4, 1913, as one of his last official acts on Inauguration Day, that President William Howard Taft, who had opposed the merger, signed the bill establishing the Labor Department.



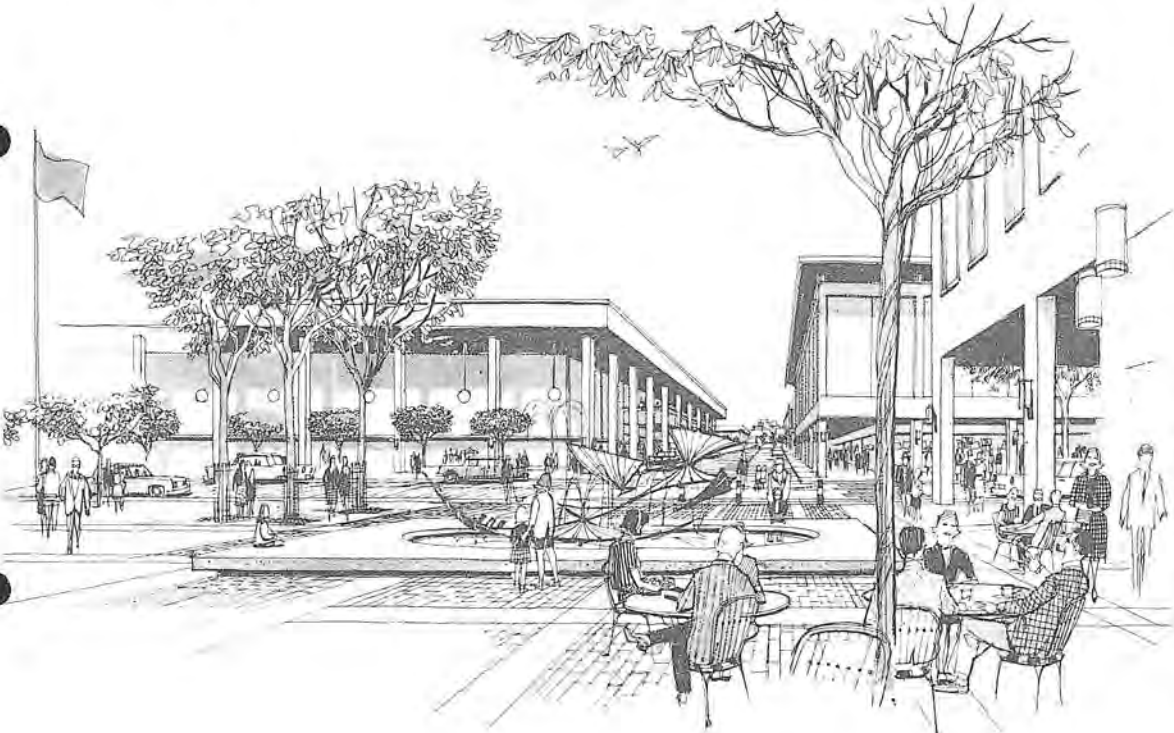
Architects have tastefully blended the Spanish Heritage with the modern in landscaping Fresno's Mall. Pools are cooling, plentiful.



Fresno proved it could fully utilize funds for redevelopment programs, and the Downtown Mall

is an excellent example. Here, shoppers may rest in shaded areas while children romp in playgrounds.

A 'New Look' Arises—Vallejo's Image Fades



The Town Square, looking east to Georgia and Santa Clara intersection would be one of Marina Vista's attractions. Merchants would be encouraged to participate in program by refacing stores.



Mayor Florence Douglas ... speaks her mind

By AARON SMITH

VALLEJO—This city which for years has lived largely off the support and economic impact of Mare Island, is beginning to take a look at its future.

The image created during the War Years no longer satisfies the majority of its residents, who now realize that something must be done if the city is going to prosper.

The attitude now is "let's get going—let's get off our haunches and see what we can do."

HAS PROBLEMS

Naturally, a rejuvenation program of any scope cannot be done without a bunch of problems cropping up. Problems are part of the game.

Perhaps one of the most ambitious plans now being formulated involves most, if not all of the waterfront, where a redevelopment program is being attempted.

It is ambitious in several respects, and it has its problems, according to Mayor Florence Douglas.

MARKET SQUARE

Developers who plan to construct a hotel, motel, mobile home court with docking facilities, a restaurant, parking lot, gift shop, delicatessen, channelry and other

businesses, discovered the ground was unsuitable, but they had made a lease with the city.

The harbor area for small craft is unstable because of a fill, which apparently had not adequately settled before buildings were placed on it.

The buildings are sinking, the floors are warping, and doors in the boat repair shop have to be cut off almost daily because of the unstable condition.

GO AHEAD

Lessees have brought suit against the city to correct the situation; they have indicated they plan to go ahead with their program if conditions are corrected.

Mayor Douglas, a woman with boundless energy and drive, is strongly in favor of the program, and she says just what she thinks.

"I am in favor of building the small boat harbor for several reasons," she said recently, "the main ones being beautification of the waterfront and the sales tax which would come in from the businesses."

DO WHAT'S NEEDED

She said she had no idea where the suit would end up, "but in any case, I am in favor of the city's doing whatever necessary to permit development as planned."

Plans on the Marina Vista, of which the small boat harbor would be a part, call for construction of a new yacht club, a ferry building, landscaping and several businesses.

"We want the area to conform to the pleasure, convenience and desires of the boat owners and the residents alike. These businesses would be on the tax rolls of the city and county. They would generate jobs, sales tax and other economic features.

PAYS MORE

"We know from experience that sales tax pays more into the general fund from which the city operates than does property tax, so if we can generate more sales tax, we can reduce property tax."

(There was no mention of an increase in sales tax percentage, just on the increased sales gen-

erating a higher tax volume.)

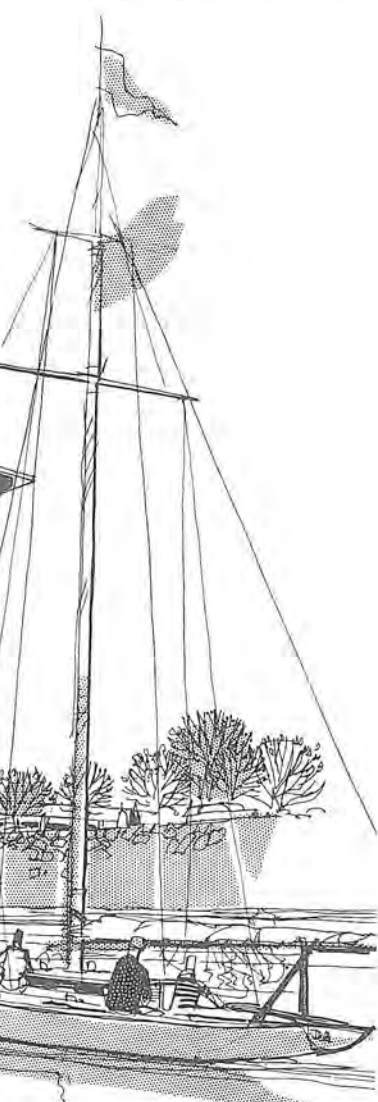
Gross project costs for the Marina Vista are estimated at \$15.2 million, with an expected \$4.7 million to come from land sale and a two-thirds total cost federal grant.

24 BLOCKS

The over-all plan calls for development of 24 blocks of the downtown area, at the foot of Georgia Street.

Planners favor slow growth rather than a fast, crash program. They feel that a steady growth will be of a longer lasting nature.

"We would like our merchants to take an interest in working with the planners, and let the owners and merchants do what they want in bringing their build-



Marina Apartment Towers is part of the plan being considered by Vallejo's commission, as part of the waterfront's "new look."

Dredging



By AL HANSEN

Commodore Recuperating

We sorrowfully report that Brother Al Hansen, Business Agent for the Dredging Industry, has been hospitalized for the past week, but is now at home recuperating.

We are certain the men working in the industry miss seeing him, and wish him a quick recovery.

His column will continue, however, in the April edition with more news concerning those Brothers who work on the waterways of our jurisdiction.

ings up to code," the mayor said.

Walter Bobotek, city planner, said the first thing to be done would be to see if the marketing aspects had been fully tapped, and if not, why not.

"This city must realize it cannot continue to rely on Mare Island to fully support it as it did during the war years.

"We must attract new industry and expand the business climate already here," he explained.

His opinion was that Mare Island was not going to grow any larger and had reached its economic peak.

Now it appears the local citizens have rekindled their thinking, and are picking up the tempo to make their city one of beauty.

MEETINGS

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

1967—Schedule of Meetings Dates

SEMI-ANNUAL

Saturday, July 8, 1967

APRIL

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

MAY

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

JUNE

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

JULY

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

AUGUST

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

SEPTEMBER

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

OCTOBER

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

NOVEMBER

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

DECEMBER

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

Meeting Places

San Francisco
Labor Temple, 16th and Capp

Oakland
Labor Temple, 2315 Valdez St.

Stockton
Engineers Building,
2626 N. California St.

Eureka
Engineers Bldg., 2806 Broadway

Fresno
Engineers Bldg., 3121 Olive St.

Marysville
Elks Hall, 920 D. St.

Redding
Engineers Bldg., 100 Lake Blvd.

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

San Jose
Labor Temple,
45 Santa Teresa Ave.

Watsonville
Veterans Memorial Bldg.,
215 3rd St.

Santa Rosa
Veterans Bldg., 1351 Bennett Av.

Reno
Musician's Bldg., 120 W. Taylor

Salt Lake City
1958 W. North Temple

Provo
125 E. 300 South

Ogden
Teamster's Hall,
2538 Washington Blvd.

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



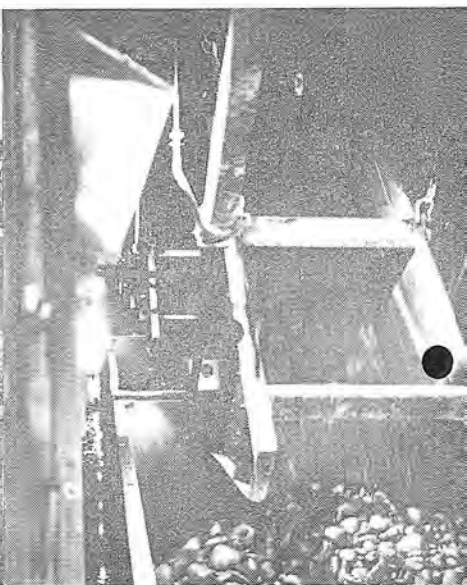
Huge wheel scoops up material



loads it on belt



which fills tunnel loader



which fills rail cars

WHEEL, BELT 'N' RAIL

Transportation's Role Vital In Constructing Oroville Dam



George Dewey Clyde, Utah's former governor, was with Bureau of Reclamation survey crew which did study for the dam back in 1922.



Maintenance is an important phase of any large construction job, and it is no exception here. Things such as transmissions need it.

Special to the Engineers News

EDITOR'S NOTE: This is the second and final part of a two-part series on construction of the Oroville Dam.

OROVILLE — George Dewey Clyde came back to this city on the banks of the scenic Feather River recently and was amazed by what he saw.

Utah's most recent ex-governor had more than a passing interest in the \$400 million earth-moving extravaganza which had been underway for two years.

Clyde had been on a Bureau of Reclamation survey party in 1922 which had studied the Oroville area as a possible damsite.

APPRECIATE JOB

As an engineer and underground water expert, he could appreciate the magnificent job of design and construction that went into the "Key to the State's Water Project," the Oroville Dam.

When the dam was first conceived, it was a question of whether to construct an earth-fill or concrete structure. After careful consideration, it was decided an earth-fill structure would be cheaper and would do just as good of a job in furnishing flood control, power and recreation.

It would be cheaper because the materials were located in and around the site and transportation with modern methods could be easily and less expensively arranged.

This most fantastic method brings fill from a cobble area, 11 miles from the actual damsite.

3-MILE BELT

It utilizes three miles of conveyor belt, a complete railroad, including a switchyard, a two-railcar dumper and a fleet of trucks to haul material from the dam-top loader to the specific areas where Cats level and spread it.

To watch the entire system in operation is really something to behold, but unfortunately, the general public cannot ordinarily get onto the construction site.

The moving operation begins with an unbelievably huge

"wheel" which literally devours material gouged from the cobble area, and loads it, 6,000 tons an hour onto a three-mile conveyor belt.

A MONSTER

This gigantic self-propelled monster was built on the project, and can only be described as fantastic.

John Doering, belt foreman, said "We periodically have to move the Wheel when the stockpile has been removed. This calls for setting up another conveyor system."

But there is no holdup during the move. A new system is set up well in advance, so the only down-time is during the Wheel move.

The material scooped onto the conveyor belt makes a 90 degree turn about $\frac{1}{2}$ of a mile from the Wheel, travels about another mile to the loading station.

KEEPS TABS

At station P-2, Leland Lim keeps tabs on things. That's where the sharp turn is made.

"We have constant contact with the wheel so we can slow down or speed up the loading, all through a synchronized system," he explained.

At the loading station, another utterly fantastic feature is employed. A compressed air actuator system lowers chutes which dump material into 10 rail cars at one time. Each car holds about 110 tons.

According to Mert Anderson, load station operator, the chutes actuated with 150 psi cylinders, can load 40 rail cars in just under seven minutes.

11-MILE TRIP

Loaded cars then begin the 11-mile trip to the dumping station just a few hundred yards downriver from the dam. This operation is an eye-popper.

It literally picks up two rail cars at a time, turns them upside down, dumping their 110-ton loads onto a second conveyor belt which carries the material to the stacker across the river.

From there, another conveyor

hauls it to the top of the dam where it is distributed and spread by Cats.

SPILLWAY WASTE

The riprap used on the upstream face comes primarily from the main spillway area.

There the rock is broken up, loaded on huge trucks with power shovels, then hauled to the face.

The dam, when complete, will be 3,600 feet wide at its base, 1,000 feet wide at the top and 770 feet high.

As of March 1, more than 30,000 loaded trains had traveled the rails, and that many empties had returned, making a grand total of more than 70,000 train trips since hauling began in 1963.

36 A SHIFT

Bill Martin, who for 25 years worked for the Denver and Pacific Grande in Salt Lake City, said 36 trains make the trip each shift.

"We have installed the heaviest gauge steel rails available, but sections must be replaced periodically."



Concrete Spillway is nearing completion of gigantic earth-fill Oroville



rail cars head for dump

... where pairs are emptied

... and another belt crosses river

... carrying fill to dam's top.



"The Wheel" moves slowly across the Feather River to begin another assault on the cobble pile. The Wheel loads 6,000 tons an hour.



Spillway gates and emergency overflow are nearing completion at Oroville Dam. Riprap from the spill-

way area is loaded into huge trucks and hauled to the face of the dam, where it is spread out.

odically because of metal fatigue and wear.

"I keep a log on every train movement, so I keep plenty busy.

Martin operates a lighted control board, which tells him where each train is at all times.

MAINTENANCE SHOP

The railroad also maintains a complete maintenance shop, which is capable of completely overhauling an entire engine or any car used on the run.

It has been said that Southern Pacific aides were flabbergasted to learn that crews here were able to completely remove and replace a huge hydraulic drive cylinder

in 72 hours, a job which takes SP crews a reported three weeks.

Maintenance on all equipment is a vital part of the over-all project. Loaders, cats, trucks, belts and every other conceivable type equipment must be kept in peak operating condition.

ELECTRON OUTPUT

Aside from the dam construction and water storage, power will also be an integral function of the dam. Six turbine generators will be located inside the underground powerhouse, fed with water from the dam.

In initial stages, there was a problem of furnishing water flow

to the turbines to power the generators.

A replica was tested on September 24, 1962, where designers came up with a solution to prevent sudden water surges from destroying the facility.

It was discovered that under conditions where electric load was suddenly lifted from the generators, the turbines would run wild if not controlled.

SAFETY SYSTEM

So the engineers designed a system to shut off incoming water to the turbines.

Plans called for a one half-mile-long tunnel 35 feet in diameter to hold 17 million gallons of water.

This much water sloshing under a sudden cutoff would hammer at the gates with the impact of several locomotives.

So a second tunnel would be constructed just above the first, and fed with four reversible turbines. The lower tunnel would run full, the second upper tunnel would run half full, which during a sudden shutdown, would act as a surge suppresser for the sloshing water.

PORTAL CONNECT

The two tunnels would be connected with portals designed in hydraulic balance. Tests disclosed the system would work, so that's the way the thing is being built.

Power output and water storage will be joined by recreation facilities, now in future plans.

The development will call for boating facilities, campsites, tables, etc.

Much of this activity will be located in the area known as Nob Hill, just off the emergency and natural overflows.

Some 1.5 million yards of material will have to be removed before such development can take place.

POPULAR AREA

It should be one of the most scenic and popular recreation areas in California.

Naturally, in a project of this size, everyone wants to get into the act. The state, therefore, invited the other states and a few foreign countries to contribute to its construction. The states and countries obliged, sending in symbolic rocks, which are now included in the dam.

There were times, according to J. Rodney Mims, project manager, when the local folks had fears about the dam's design.

OCT. 10 DISASTER

One of those times erupted on Oct. 10, 1963.

The news was flashed worldwide that the 300-foot-high Longarone Dam in Italy had failed and water swept over it in a rage of

death and destruction destroying the village below it.

Could it happen at Oroville?

Water Department officials were quick to explain that every safety precaution had been taken, and that the Italy disaster was caused by a condition not present at Oroville.

But there was still speculation that the earth dam could wash away.

NO CHANCE

"The only time water could run over the emergency overflow would be if the level rose to within 22 feet of the top of the dam. The spillway gates are normally open just a foot or two, depending on flow requirements, so there is absolutely no danger of wash-away," Mims explained.

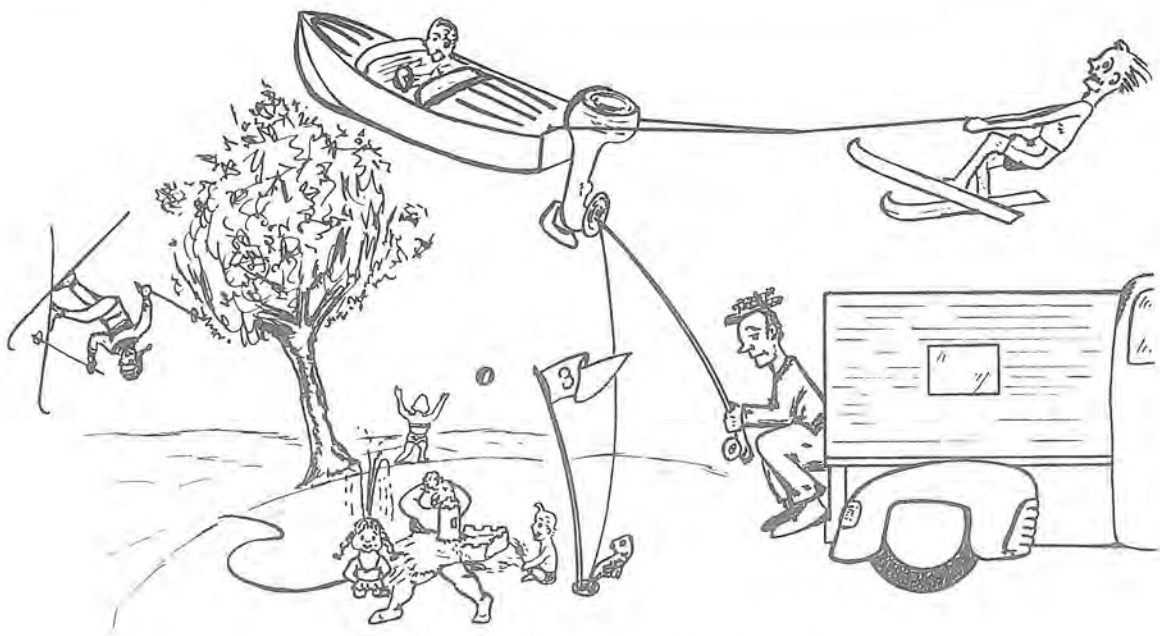
Operating Engineers working on this mammoth structure are serviced by the Marysville office, Local No. 3, which has taken a keen interest in the entire project, since ground was broken in 1962.

To date, almost 200,000 yards of concrete have been poured in the spillway alone, with 550,000 yards required in all portions of the dam—not including the powerhouse.

But no amount of talk by any media can fully relate the impact taking place across the Feather River. One has to see it to believe it.



pletion at the structure of its kind in the world. Total cost of the water project key is about \$400 million.



At Your Leisure

WE NEED A TITLE

EDITOR'S NOTE: The travel column will appear monthly as a courtesy feature of Travel-Tours, 1217 Market St., San Francisco, Charles W. Marx, owner-manager.

The expanding jet age has caught us with our breaths gasping—the new technology has emerged, with some of the larger aircraft now in service.

Douglas Aircraft has marketed its "stretch" version of the DC-8, popularly known as the "Super 61."

The new aircraft is now in service between Los Angeles and Honolulu, and will soon be scheduled from San Francisco to Honolulu, according to United Air Lines officials.

These craft will carry 200 passengers with no slowdown in flying time. United plans on putting the Super 61 into service at most of its major stations.

But that's not all. From the military version of the Lockheed C5-A, a monster among flying machines, comes the Jumbo Jet, or the Big Boy. And Boeing has also designed a craft in this category, capable of carrying 450 passengers. Boeing's aircraft is known now as the 747, still in experimental stages.

Speeds of these two craft are little different from present aircraft, but with increased passenger capability, fares are likely to be lower.

Now—hold your breaths—comes the Fast One, the supersonic dart, the expensive and still experimental SST. Speeds that up 'til now had been restricted to military aircraft and test flights will become commonplace. The time to New York will be about one and a half hours (or less) with 400 passengers making such trips.

When this exceptional aircraft goes into service, flying time to Honolulu would be the same as the present time between Los Angeles and San Francisco. This means one could go to Honolulu for a weekend, and would arrive 30 minutes before he left Los Angeles or San Francisco. The time change, you know.

Air travel is one of the items in this crazy, mixed up economy that is actually decreasing in cost.

As an example, the new DISCOVER AMERICA fares allow discounts of 25 per cent on tourist fares now in effect.

These fares have a few provisions, however.

They allow 30 days for completion of a trip, but the minimum must be at least seven days.

The reduced fare is intended to increase the load on plan."

For instance, the Mrs. can fly at 66% fare, and children under 22 years of age pay 33% fare.

High periods of Friday afternoon to Monday noon will not usually permit such plans.

On trans-Atlantic flights, fares have not been altered much, but the 21-day excursion fare is still in effect, as are tourist fares, "high" season fares and a new plan, called the "group" fare. The group plan requires at least 15 passengers, who MUST travel together on the same itinerary.

You will notice, this column, which will cover places to go at various times of the year, and what there is to see in these places, has no heading, so we would like you to submit one.

We feel the winner should be rewarded, so that person will receive a one-night tour to Tahoe's North Shore for two.

Send your entry to C. W. Marx, Travel-Tours, 1217 Market Street, San Francisco, Calif. 94103.

Contra Costa To Open Briones Park

Briones Regional Park, lying between Orinda and Martinez in Contra Costa County, will be open for recreation this summer.

The 3,100-acre park will be somewhat limited because plans for its full development are not complete.

Officials say, however, that heaviest use should fall in the three scenic valleys, the largest being 135 acres, which eventually will include pony rides, stage-coach rides, rental horses and possible pack trips into otherwise inaccessible areas.

It would also have playgrounds, picnic areas and perhaps an eight or nine acre reservoir for swimming.

The park has been described by an official as "The Tilden Park of Contra Costa County." It will be laced with hiking trails interconnecting four peaks above the 1,400-foot elevation.

A second valley, some 85 acres, is destined to become an "interpretative area" featuring a typical California family farm, with overnight youth group camping areas and a nature education program.

More Fowl In California

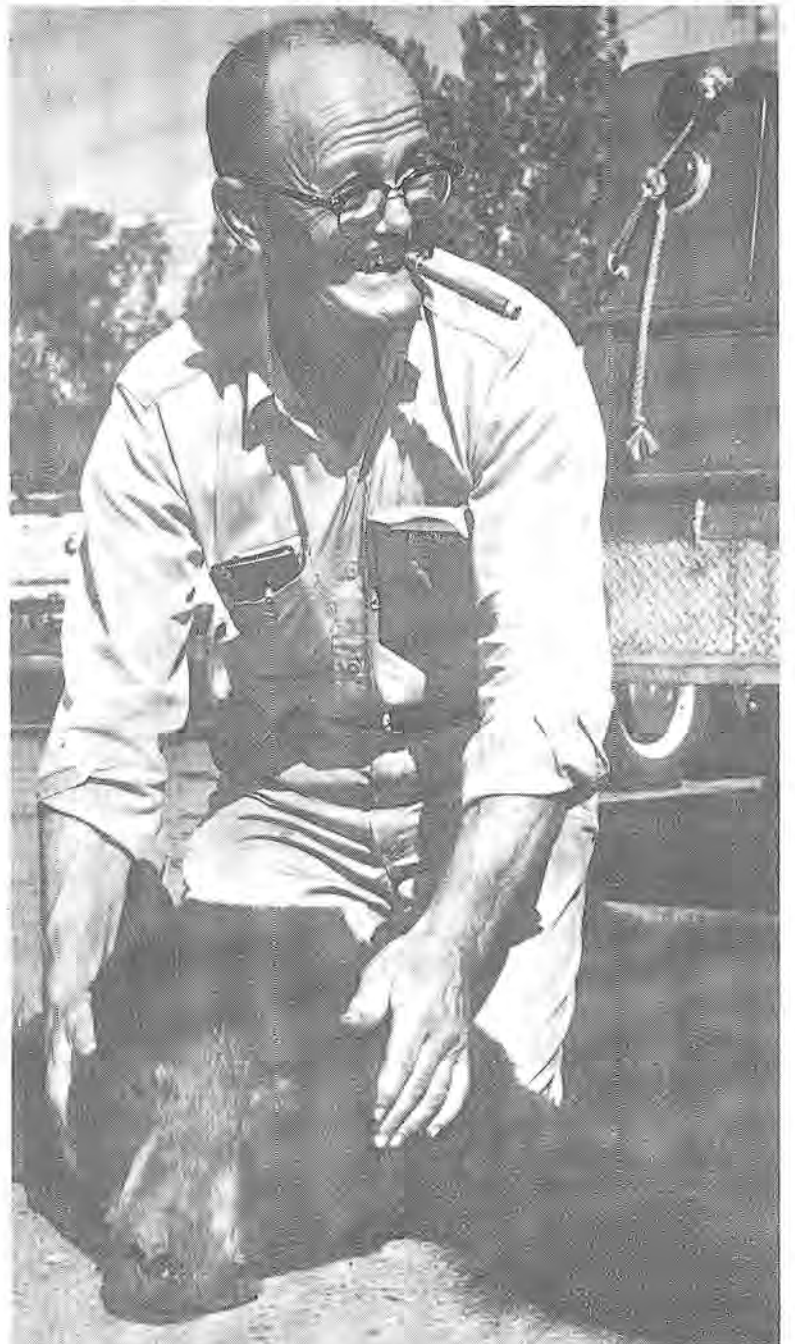
The 1967 annual winter waterfowl survey tallied 3.64 million ducks in California, a 16 per cent increase over the count for 1965, the California Department of Fish and Game recently announced.

Goose population more than doubled with a count of 1.09 million.

Good waterfowl production was recorded on the northern nesting grounds, following a trend noted in the fall surveys, the DFG said.

HAPPY
ST. PATRICK'S DAY

OLE YOGI ARGUED!



Bear in Utah are scarce, But Maurice Tully, Ogden, and a member of Local 3, bagged this 500-pounder while hunting deer at the head of Current Creek, Duchesne County. Maurice said it took six shots from his high power rifle to drop the bear, which showed signs of being downright unfriendly, once he was hit.

Bobcat Hunt Catching

If you are looking for sport and like rugged, mountainous country and have a pack of dependable hounds, try hunting bobcats.

These cunning animals are considered varmints, unprotected in California and fair game year round. But the complexion of the "ballgame" can change from one minute to the next.

John T. Davis, president of the Northern California Houndsmen's Association and Local 3 oiler, said bobcats follow migrating deer herds and prey upon sheep herds, small rodents and ground-nesting birds.

He said a single bobcat could kill 25 deer a year.

Bobcats, John says, hunt between dusk and daylight, holing up in rocky, brushy areas during daylight, which makes the sport just that much more challenging.

When sheepmen and ranchers suspect a cat has been after stock, they call on "Big John" and his

pack of hounds.

In 1964, John bagged 84 cats, but in 1962, his slowest year, he was able to salvage just 24 pelts. His biggest cat was a male 30-pounder.

He says tracking a cat can be an arduous task, especially in snow.

"The best time to track is after a fresh snowfall. Soft snow plays an important role, and the hounds can make it easier," he said.

Once a bobcat is spotted, the hounds are turned loose and the hunters follow.

"It's rugged going, sliding down one canyon side and clawing up the other, but it's worth the effort if you tree a cat," Big John says.

Eureka's dispatcher, Danny Senechal became hooked on the sport, but reports say that on his first hunt, he was up the tree and the cat was on the ground. The hounds? They were trying to catch up.

Nevada Boat Tags Due

Nevada Fish and Game officials have advised boat owners that 1967 decals and registration are past due and boat owners who have not yet obtained them are in violation.

Boats may be registered at county assessors' offices in Clark, Esmeralda, Eureka, Humboldt, Nye and Pershing Counties and in

other counties from the Fish and Game License Agent.

Annual registration fee is \$3 for all motor boats.

Any person who operates a boat in the state must display a valid registration decal and number. The decal must be placed on either side of the bow aft of the number.

This Storyland Will Cost \$33 Million

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

SACRAMENTO—It all began quite innocently as a plan to relocate the 113-year-old State Fair, but evolved into a plan for California's "reconstruction."

That's right—a reconstruction program, not at all similar to that experienced by the South following the Civil War.

The costs could be comparable, the return on investment another matter.

On March 7, Gov. Ronald Reagan deferred \$8 million in contracts which were due for release. However, planners are going ahead unhindered, but site preparation has stopped.

The state plans to shell out \$33 million for what will be The California Exposition, a "showcase of the Golden State," (humble subtitle) an extravaganza unlike anything you or anyone else, for that matter, has ever seen. There isn't anything like it in the world, proudly boasts Arthur L. Wood, public relations manager.

THIS IS IT

What's it all about? It's a Disneyland-type playground-sports arena-livestock show-raceway-winery and display all for the purpose of telling California's story. Hold it! It's also the effervescent State Fair site. It also faces the American River.

It will include a "reconstruction" of the state, beginning in Southern California's desert country, winding through the San Joaquin and Sacramento Valleys and into the mountainous timber country of Humboldt County.

Fourteen rides, including a sports car dash for the California Highway Patrol eluder through the Mojave Desert, to a ride in a hollow log to a mill pond in a lumber camp, will keep the fun-seekers busy.

HOOPLA CORE

But the core of activity will be the nine-acre Exposition Center, partly under glass (as in pheasant and expensive) and partly in the

open (as in Palm Springs), will tell the California story—spelled resources, heritage, agriculture, industry, art, travel and historical sites, all interwoven with micro-circuitry and celluloid.

The Expo will open in June, 1968, with its full program slated to run in 1969, with a promise of a revenue intake of \$1 billion over its first 12 years.

Five major events have been approved for 1969, including the Spanish-Mexican flavored Fiesta Primavera de California, the Spring Flower Shop, The Good Life Exposition dealing with every exciting facet of California living including swimming pools, fashions, patio living and architecture; California's International Heritage Pageant and The Young

Californians' World's Fair featuring fashions, custom cars, foods, music and sports.

TOURISM HEART

"The Exposition is at the heart of what has to be the most varied and interesting tourist area that can be found anywhere," said Robert B. Lyte, director of marketing and sales.

He said the site is less than a day's drive for more than 10 per cent of the entire U.S. population.

Lyte said a great percentage of the Exposition's promotion budget will be spent to tell the story in the midwest and other areas.

"We won't say simply 'come to the Exposition'. What we will do is suggest a visit as a focal point of a vacation trip that could take

in the Mother Lode, the wine country, the San Francisco Bay Area, the Redwoods, Lake Tahoe and Reno," he said.

The same technique was used to promote the Pacific Northwest during the Century 21 Exposition in Seattle in 1962.

"What happened there was a tourist boom of fantastic proportions. It was a boom that wasn't confined to the Seattle area by any means. Surrounding areas such as Victoria, B.C. saw their economies jump as much as 300 per cent during and after the run," Lyte explained.

Two year-round golf courses, one of tournament status, will also coax the visitors.

A Grand Prix course will wind through the shorter course, which

will host two major races and six smaller events annually.

In the major lagoon just off the Expo Center will be the one-acre Fiesta Island, designed to provide a sampling of California foods. Included will be a gourmet restaurant and adequate walkways.

For us slickers who might have forgotten that this "Go-go, yeah-yeah, topless state" still owes its wealth to the soil (and the things it produces) it might be a lesson to see it all told in the elaborate surroundings which by its nature is designed to attract the spenders.

We can't deny that the idea is unique, and we'll go on boasting for years that we have one of the most profitable and permanent "tributes to ourselves" anywhere in the world.



It will be all hoopla and flat wallets when the California Exposition opens its "golden gates" in 1968. The \$33 million ex-

travaganza is now under construction and will include a recreation park, fair activities complex, industrial exhibit, race tracks.

Promenade In Roads

By BILL RANEY, MIKE
KRAYNICK and GEORGE
BAKER

SAN MATEO—If there are any similarities to be noted between 1966 and 1967 in this county, it has to be in the major highway promenade.

The cash availability seems to be loosening up ever so slightly, so cloverleaves, interchanges, bridges, off ramps, service roads, connecting approaches, utilities rerouting etc., should emerge, offering salvation to the building tradesmen.

One shimmering glimmer appears at the Junipero Serra Freeway, which has been somewhat of a dream for 36 years. It's due for completion in 1972. It will connect San Jose and San Francisco with 53 miles of asphalt.

41 YEARS

At the 1972 deadline, the project will be 41 years in the making. It has been hampered by jurisdictional disputes, routing in San Mateo County, particularly in Woodside, San Carlos, Belmont, where the rift over routing of Highway 280 has been bandied around for two years.

The construction time for the state is running out. California could lose millions of dollars in federal funds if the 1972 deadline is not met.

A recent allocation of \$4 million, part of the original \$9.6 million, should assure construction of the big link from Page Mill Road to Woodside.

Substantial site work to the north has also been authorized for the coming season.

Contracts let include \$8 million for grading and paving of 6.2 miles of 280 between San Mateo Creek Bridge and Millbrae, and \$5.98 million for an additional 2.5 miles between Woodside and Raymond Drive.

80,000 CARS

California Division of Highways experts say they expect Route 280 to carry a minimum of 80,000 cars daily from San Francisco to San Jose.

The Junipero Serra super highway, advocated in 1931 didn't make it into the state ken until 1956 when highway commissioners adopted into the state system Junipero Serra Boulevard between Alemany Boulevard in

Daly City and Crystal Springs Road in San Bruno.

In 1955, the estimate for 280 was \$76 million, but with the bridge work, some of it spectacular in design, incorporated into the freeway system, the costs have soared to ionospheric proportions.

On the 7.2 mile section from Woodside to San Mateo Creek alone, the costs have jumped from \$6 million to \$14.6 million, primarily because of reroutings, city and county improvements, jurisdictional disputes, etc.

ANXIOUS CONTRACTORS

Contractors who expect to crank up the machines this year are Guy F. Atkinson, Arthur Haskins, Kaiser Steel, Piombo Construction Company, Peter Kiewit, Murphy Pacific, L. C. Smith Company and several smaller subcontractors.

Piombo's crews should be utilizing its muscle power near the Crystal Springs Golf Course by April 1. At Woodside, L. C. Smith also expects to get going.

Now if Congress can just convince the Chief Executive that a highway funds cut isn't in the national interest. . . .

Ratify Independent Pact

SURVEY NOTES

By
MIKE
WOMACK



Tahoe Paradise, Inc., surveyors, Placerville and Lake Tahoe, have ratified an independent tech agreement.

The agreement is important to Local 3 because it opened the door for negotiations with Bay Counties civil engineers and Land Surveyors Association, Inc., negotiations with Bay Counties now complete.

We have produced a supplemental agreement and amendment to the Bay Counties Technical Engineers Master Agreement.

The new agreement includes the immediate area of Lake Tahoe and northern Nevada.

In recent months, Local 3 has also signed agreements in the Sacramento area with Murray and

McCormack, M and L Construction Surveys, PMT and Associates (formerly Packard, Muir and Train), C and E and Holland and Hendrix, Grant Engineering and Metropolitan Engineering.

A series of meetings is planned for March as follows: March 27, 474 Valencia St., San Francisco; March 29, 760 Emory St., San Jose; March 30, 1444 Webster St., Oakland.

All meetings will be at 8 p.m.

All tech engineers are encouraged to attend these meetings. Subjects of concern to all working at the trade will be discussed, and your participation is urgently needed.

Only through cooperative methods can we further our common goals and better our living standards.

It takes more than just a few to maintain a solid, well-functioning organization; it takes the interest and devotion of all members of our industry.

News items or correspondence of interest to the survey industry should be mailed to the Oakland Office, 1444 Webster St. If problems arise after regular hours, my home phone No. is area code 415-522-5959.

Startling Transformation In Lush Evergreen Valley

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

SAN JOSE—There is a startling transformation taking place in the peaceful, rolling hills of Evergreen Valley south of this city, where the grape vineyards are giving way to a commodity more essential to personal well-being than the wines they would produce.

In their places will stand the world's largest, and possibly most unique, adult condominium community, to be known as The Villages.

\$150 MILLION

The partners, Atkinson-MacKay, have invested \$150 million in the 1,200-acre, self-sustaining "city," convinced that their plan is sound and vitally needed.

"There is no conjecture in what we are doing here," said Lester C. Burdett, executive director. "Our studies, which have been exhaustive, quickly pointed up the need for several thousand units for an age group ranging from 45 and up, and particularly in Santa Clara County," he said.

The age restriction has been placed at 45 (for one member of the family), and with no children under 18, or who is not a high school graduate.

ASSOCIATION MEMBERS

Owners in the unique development will become automatic members of the association, providing them with all the inherent rights and privileges.

They will have no lawns to mow, no shrubs to prune or flowerbeds to weed, except those within the individual patio areas, solely the owner's responsibilities.

Condominiums will be constructed in clusters of three, with from 500 to 700 units in each of the eight planned villages. When the development is complete, there will be 4,800 homes, and a population of from 8,000 to 10,000 people.

OWN CENTER

Each village, according to Burdett, will have its own center, where social and cultural activity will be available, but residents

will not be restricted to any one center.

The man who handles most of the business, as far as the development is concerned, is Robert A. Nelson, former U.S. Steel executive, former Walnut Creek Mayor, former director of Leisure World and Utah State University graduate.

"I have been with other similar projects, and I can truthfully say this is one of the quality projects in the country today. That's why I'm here."

"We expect to attract a large working element, but its leisure time will be to use as it wishes, because their home upkeep will be a fraction of what it would be in other types of homes," Nelson stated.

In the Villages, eight clubhouses, a Village center for shopping and social activities, 24-hour medical service staffed by 12 doctors and a full-time security patrol will be provided.

NO FEAR

"Our residents will be able to take an evening stroll without fear of being attacked," Nelson said.

Because of the terrain contour, which ranges in elevation from 450 to 800 feet, each resident will have a view.

Residents will enjoy an 18-hole tournament-category golf course and a nine-hole pitch-and-putt course. Planners also hope to be able to provide a driving range.

BRIDLE TRAIL

"We have set aside 560 acres for a bridle trail, hiking trails and a skeet range. This, tied with the 25,000 square-foot Village Cribari, will provide a wide variety of activity," Burdett said.

The Village Cribari will have an auditorium, hobby shop, lounge, guest house and other services.

The village Center, now under construction, should be completed in June, with the shopping plaza a year away.

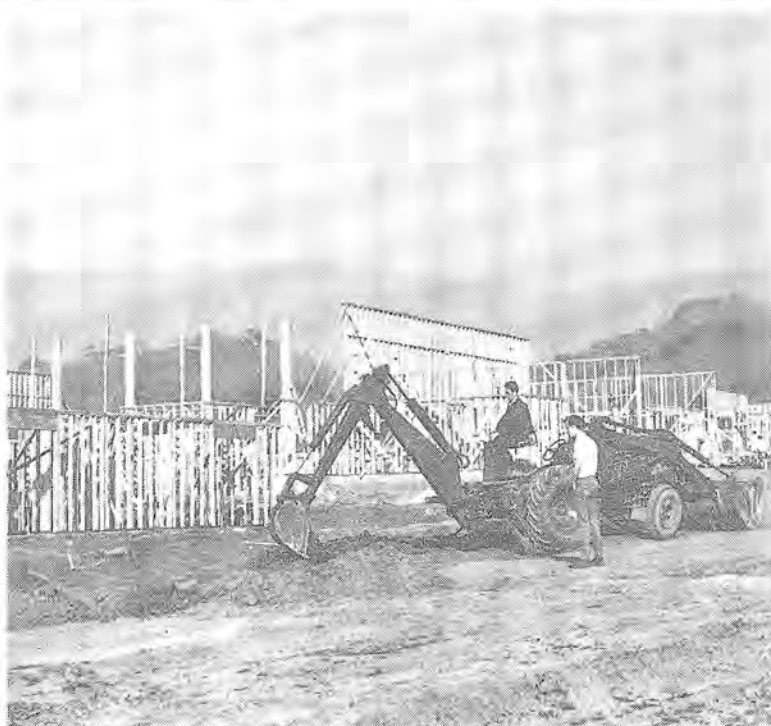
According to the developers, the construction term will be from five to seven years, depending on sales and demand.

"One thing we will have that other communities often do not, is a resale staff, which will assist

those who may leave with sales assistance," said Nelson.

Both Nelson and Burdett said the site in Evergreen Valley was selected because of the need for housing in Santa Clara County, and because it gives them an opportunity to use a particular technique in zoning and planning. The climate was a factor, as was the fact that the site will be within a city's limits, the largest development of its kind within a city's limits anywhere in the United States.

Prices on the individual homes will range from \$18,000 to \$33,000, with a median price of \$25,000.



Underground work is in progress at Village Center where guests of owners may join in activity. Village Center will open in June.



This grouping is typical of the cluster idea to be used in construction of 4,800 homes in The Villages, under construction in Evergreen Valley. Adult housing is vitally needed, aides say.

CLEM DOES HONOR

Pension For Hawaiian Brother

By **HAROLD LEWIS, BERT NAKANO, WILFRED BROWN, KEN KAHOONEI and WALLACE LEAN**

HONOLULU — Dredging pioneer Peter L. F. Wong, who since 1933 has lived the role, received the first pension check to be awarded in Hawaii Feb. 27.

Brother Wong received his "down payment" of \$1,775 from Local 3's Business Manager, Al Clem, at a specially called general meeting.

He will receive a monthly check of \$137.50 for the rest of his life.

The officers and Hawaii Brothers purchased a gold watch which was also presented Brother Wong, in a lei-bedecked ceremony, a ritual practiced only in Hawaii.

Peter Wong's history is an interesting one. He began his career as a tugboat operator for Hawaiian Dredging and Construction Company, Ltd., back in 1933.

He vividly remembers the days when the employer controlled the working man's rights, in the days when there were no decent working conditions and when crewmen

slept in tents on dredging jobsites.

"Dredging Pioneer Pete" has worked for several employers in his long and adventurous career, including CPNAB, Murray-Sanders, Kaiser Hawai-Kai Development Company, Pacific Dredging Company, Western-Atlantic-Standard and Raymond and others.



Peter Wong
... happy pensioner

His experience in the industry is vast. At his retirement, he was classified as a "Master" boat operator. He has traveled and worked throughout the mid-Pacific Islands, the Far East and every port in Hawaii.

He has been a member in good standing in Local 3 since 1951 when he was initiated, and served as Job Steward on several projects.

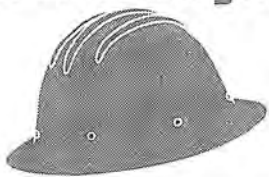
He resides at 2044 Young Street, Honolulu with his Wife Anna. They have four children.

Hits Funds Slash

WASHINGTON — U. S. Sen. Thomas H. Kuchel, R-Calif., has joined a protest of the proposed \$700 million federal highway funds cut.

Sen. Kuchel has joined in co-sponsoring a resolution introduced by Sen. Birch Bayh, D-Indiana, calling for prompt reversal of the orders by President Lyndon B. Johnson to withhold from "obligation" portions of money intended to be distributed during Fiscal 1967.

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Pier 90 'Reaches For Moon'

Continued from Page 5

The terminal's construction, say authorities, is of reinforced concrete supported by prestressed concrete pilings, and asphalt surfacing.

The four main sheds are designed as metal frame structures with concrete floors and loading platforms. Truck and rail spur approaches are designed so truck and rail car beds will be level with the shed floor, allowing one-level loading.

Inside the sheds, there are no center posts, so accessibility within the area will be unrestricted.

The entire linear berthing features a timber fender line with rubber bumper mountings as added protection to both the pier and the vessels.

According to the Authority's chiefs, San Francisco is the home port for all U.S. steamship lines serving the west coast, with steamer routes connecting it with 300 other ports around the world. Coupled with construction of



The Army Street Terminal is located on the busy Islais Creek area. The prestressed concrete docking area is designed to support 1,000

pounds per square foot. Across the channel, lower left, is the million bushel grain elevator and foreign car debarking area and ramp.

the \$28 million (at last disclosure) Pier 90, work is also progressing at Pier 27, north on the waterfront, near Fisherman's

Wharf.

At latest report, crews are preparing to construct the sheds and warehouse facilities there.

Now, if the squabbling factions on two large and costly projects proposed for the Embarcadero can get together so we can get to

work, maybe San Francisco can retain and even coax a bit more harbor traffic. After all, this is "everybody's favorite city."

'Number 2' Reaches For Pinnacle

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

OAKLAND—Old Number Two tried harder, got a better idea, came up with an engineering and marketing study and decided to push Number One for the top spot.

Perhaps the plan will work, perhaps not—but the race is on and the intensity of it all is causing a rumbling heard on both sides of the bay.

Kaiser Engineering has just completed a study for the Port of Oakland on containerized cargoes, which have hit fever pitch around the world, particularly in Japan and their impact upon the facilities, particularly at Seventh Street Terminal, now under construction.

The report said that by 1980, 90 per cent of all domestic general cargoes and 70 per cent of foreign general cargoes will be containerized.

With respect to foreign cargoes alone, the report says total traffic through ports on San Francisco Bay in 1980 will be 3.3 million tons, compared to 1.9 million tons in 1965.

Kaiser estimates the Port of Oakland will obtain 1.9 million tons of this traffic, compared to 500,000 tons in 1965.

"There are several strong factors which favor Oakland over other Bay ports to dominate Bay containership handling in the next 15 years.

"These include direct proximity to the largest population and industry areas in northern California. These areas will inevitably grow eastward resulting in increased demand for mainland port facilities," the report stated.

But the report said there was more in Oakland's favor. In order to handle the volume of shipping anticipated, berthing areas require lots of acreage, and that, Oakland has. As an example, Sea-Land Services, Inc., occupies 32 acres at

Oakland's Outer Harbor, just for two berths.

Normal acreage required in the future would be from 10 to 20 acres per berth.

Port leaders say containerized shipping has a bright future as will palletized cargoes, much talked about in Europe.

The terminal at Seventh Street is being constructed to meet those demands, but its construction is unique in itself.

When the first BART com-

muters whisk through the trans-bay tube they will pass under the terminal, much of which will be constructed of dredged materials removed for installation of the tube.

The perimeter dike, completed in September, was constructed by BART in exchange for right-of-way and construction of easements received from the Port.

Material for the perimeter dike was obtained from various BART projects in the East Bay, partic-

ularly the twin-bore tunnels being driven through the Berkeley Hills.

Port engineers estimate the completed marine terminal will require about 4.6 million cubic yards of material, of which approximately two million will come from BART construction.

The Port's new terminal, when complete, will cost about \$35 million, and will provide Oakland with nine additional deep water berths. It encompasses 140 acres.

Emmett Kilpatrick, Oakland

Board of Port Commissioners president, say the completed project will develop about \$24 million annually in traceable benefits to the community and will provide about 2,000 direct and indirect jobs.

He said studied forecasts have shown that 50-foot-wide aprons are no longer adequate, because of the technology involved, and because, as he stated, "We have no idea what ships of the future will look like, the sizes they may become, and several other factors, so we must plan for the future, even though we aren't sure what it will bring."

The port, which now operates 17 other deepwater berths, Metropolitan Oakland International Airport and Jack London Square, is also developing a 700-acre industrial park.

In addition, plans for a Metropolitan Yacht Clubhouse, a two-story, \$100,000 building to be built just east of the foot of Webster Street, are in the mill.

The Club House will face Jack London Marina, and will be constructed by Mardeco, Inc., on property currently leased from the port.

Groundbreaking will take place within a few weeks.

The Sea Wolf Restaurant has also received approval to almost double its dining area with a \$60,000 addition to the main dining room.

But all this activity is topped by an aggressive management corps which is out en masse enticing shipping firms, trucking firms, railroads and air carriers to take advantage of the "New Look" which East Bay moguls claim is the most modern over-all shipping facility in the world.

Researchers at the Massachusetts Institute of Technology, working under an American Cancer Society grant, have isolated a major result of gene mutations that may help to explain the chemistry of cancer.



In mid-January, work was well along on the Seventh Street Terminal in Oakland's Outer Harbor. It

will provide 9 deep water berths when completed, sometime between 1968-69, at \$35 million.

Humaneness—Marin Lays Artistic Plans

By WAYNE (LUCKY) SPRINKLE

SAN RAFAEL—The population boom in Marin County is not limited to people. It includes animals. With each two families moving into the area, at least one pet comes along, to be recognized, considered and in need of care.

The Marin County Humane Society is looking over this budding population, and without tax support. It is a charity-supported institution, operating solely on contributions and public interest.

7-LEAGUE STRIDE

The Society is taking a seven-league stride, with plans to construct a most attractive and functional center, which, when complete, could run as high as \$900,000, to be located just off Highway 101 near Novato.

"We are constructing more than just an animal shelter. We are inaugurating a new program, geared toward educating the public in

animal care and responsibility," said Mel L. Morse, Executive Director-Secretary.

He said there is an awareness that youngsters in school are not getting an education in humaneness, because this type education is not part of the curriculum.

NATIONAL REVIEW

But it will be. The program outlined and developed by the Marin group, is being reviewed in April by Dr. Stuart Westerlund, Department of Health, Education and Welfare, U.S. Department of Education. His findings will be included in the national plan for humane education.

One advocate of the idea is Dr. Virgil S. Hollis, Marin County Superintendent of Schools, who said "We believe this project has great merit in an area of education that is yet not being serviced in our nation's educational system."

Where children before were shown films of wildlife and pets,

they will now be given the opportunity of actual working with them. They will be bused to the center for instruction.

Said Morse, "There is a great need for provisions where knowledge of animals and their utilization in our everyday lives can be taught."

HOLDING AREAS

"There is a need for holding areas for wildlife which comes into our citizens' hands and subsequently into the Society either on a temporary or permanent basis."

The seven-plus acre park-like site will benefit the entire community regardless of age. It will serve as a guide for other communities, and as a training ground for personnel and classroom for teachers.

Children and animals seem to have a comradeship lacking between adults and animals. That's why one so often sees a small boy clapping the big dog's head, say-

ing "nice doggy" while the parent gulps, expecting the dog to tear the boy's arm off, but the dog just looks at the boy matter-of-factly.

NEEDS PUBLIC SUPPORT

The success of the program, destined to be the originator of the national educational program, depends on the interest and support of the public.

It will become part of the school system without being controlled by the schools—and will be operated sans tax-generated funds.

"Our program will develop a partnership between a person and animal that has not been previously taught in this type environment. We will have classes in training and care of animals," Morse said.

He said the society can't see why animal shelters are located in conjunction with sewage disposal plants, where a family is incarcerated by having to go there for

a lost pet, which in most cases, has become a part of the family.

Children in Marin, Solano, Napa and Sonoma Counties will visit the Center, where they will be exposed to animals. There, familiarity will breed not contempt, but an acquaintanceship.

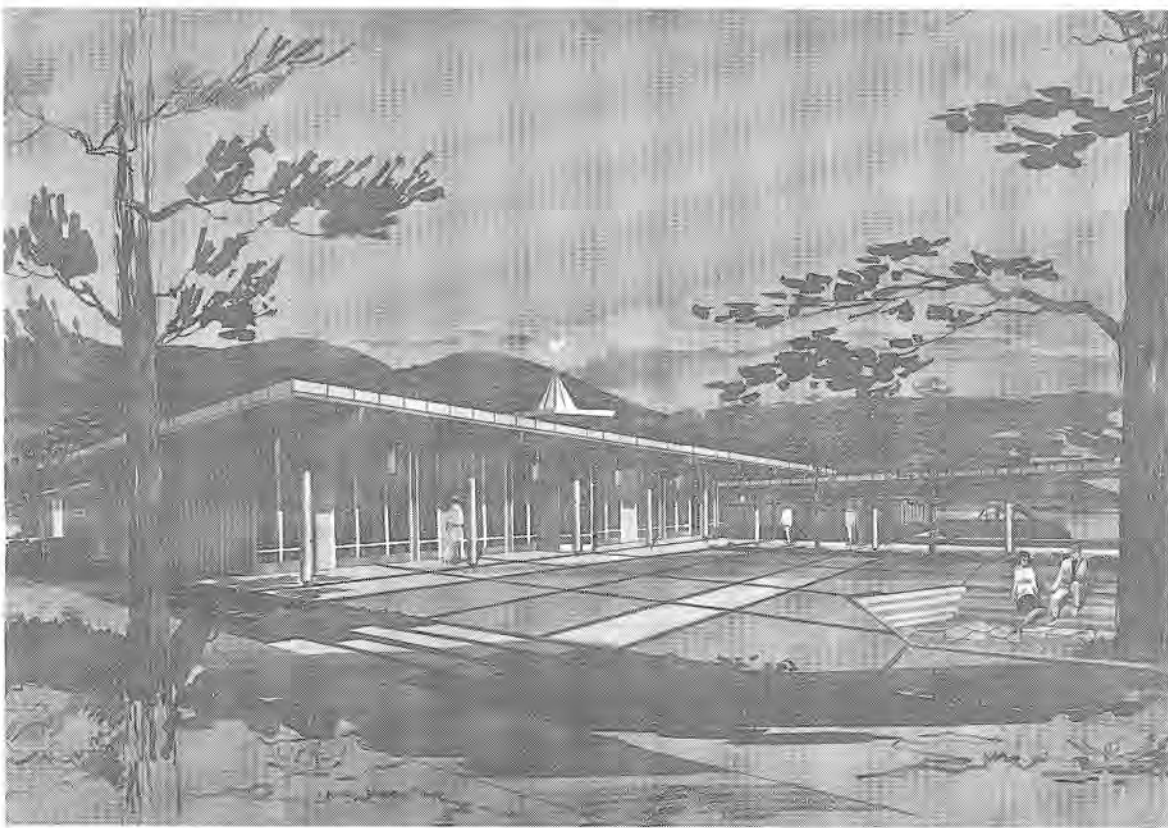
EDUCATION ROOMS

There will be educational rooms, where Boy Scout and Girl Scout groups may work toward merit badges, with the assistance of a veterinarian, who will give thorough instruction.

There are no animal problems that weren't created by people.

The Society will hold courses in veterinarian technician training, because there are so few places that teach it.

Although the Society has accepted a tentative bid, construction will not begin until a greater guarantee of funds is reached. But, said Morse, groundbreaking should take place by June.



Marin Humane Society has plans for a new, park-like facility, where adults and children will receive instruction in humaneness and handling of animals. The program will become national.

Personal Notes

SAN JOSE

Our sincere sympathies to the families and friends of Brother Ronald Wright, who died Feb. 6, and to Brother Wilbur Evans, who drowned Feb. 19.

A speedy recovery to Brothers Elmer Tripplett, Lee Lynn, Lee Parmley, Don Woods and Harvey Ensminger.

SAN RAFAEL

Our many thanks to Brothers Ray Schunk, Bill Thrower, Roger Hilton and Jim Johnson for donating blood.

Get well conveyances to Wm. Martin Kelly, "Babe" Ghilotti, Matt Cernac, "Ozzie" Wilbor and Nelson Cardinal.

We regretfully report the death of Brother Dave Kitzmiller, Jan. 30, and our sympathies to the families of William Ghilotti, of Ghilotti Brothers, who died after a short illness, and to Brother Frank Willis and his wife, whose daughter died recently.

Willie Ghilotti, as we knew him, served on the San Rafael-Vallejo sub JAC as chairman.

UTAH

Two of our good Brothers, Tom Cossey and O'Deen Didrickson, died during February. Our deep condolences to their families and friends.

STOCKTON

Our heartfelt condolences to the family and friends of Brother John Jorgenson, who was electrocuted while employed as an oiler on a truck crane.

Hospitalized this month are Brothers Robert Henley, C. L. Thompson, Robert Mittry and William Cass.

SAN MATEO

Our deep condolences in the passing of Brother Fred Pollard, well-known in construction circles in San Mateo.

REDDING

Speedy recoveries to Brothers Glen Hardwick, Les Royer, Gerald Aldridge and Dave Tenny, Jr.

Blood donors this month include Robert Felsher, Barbara Felsher, Fern Rogers and Evelyn Sargent.

SACRAMENTO

We express our sympathies to the families and friends of Charles H. Moore, Charles S. Taylor, John Miller, Alfred B. Newman, Herbert Whittington, Roy Akins, Lee Knisley, Frank Caston, Alvin Christensen and Louis Fred Carver, who died recently.

VALLEJO

Hospitalized recently were Duane Daugherty, Stanley Brown, Dennis Owens, Dick Wertz and Will Talbott.

It is with regret and sadness we report the death of Brother E. F. Turner, who will be missed in the area.

Our congratulations to Bruce Burch, who recently decided he was tired of living alone. He took a bride.

Widow Says Thank You

Words cannot express my gratitude and appreciation to those friends and co-workers and members of the Operating Engineers who so nobly came to my assistance (in) the recent passing . . . of my dearly beloved husband Truman E. Phillips.

The words of comfort were of great help and my special thanks to the pallbearers, the office staff and also for the lovely Bible which I shall hold close to my heart. Many thanks again for everything.

MRS. DOROTHY PHILLIPS



APPRENTICESHIP

Leaders Cited

By DANNY O. DEES

SAN FRANCISCO—The California Division of Apprenticeship Standards took time out Feb. 28 to honor a number of men who have for five years, put heart and soul into this program.

At the luncheon, held at the Jack Tarr Hotel, Charles Hanna, DAS chief, said many of those present had been innovators of new ideas and programs, which have proven successful in training young men for important skills in the construction industry. He presided at the luncheon.

Special awards went to Arthur "Buzz" Haskins, original chairman for the Excavating and Grading Contractors Association; President Paul Edgecombe, original chairman for Local 3; northern and central chairman, and present chairman now in his third term, Dan Giles; present peninsula chairman for the EGCA, Gaynor Ebright; original member for Local 3, Vice President Dale Marr; original subcommittee member

for San Jose, Financial Secretary A. J. "Buck" Hope; EGCA chairman for the 46 northern California counties, Phil Eldridge; Chairman of the San Jose sub Joint Apprenticeship Committee, employe representative, Harry L. Sondgroth; original Sacramento chairman, EGCA, Bill Nolan; representative for Local 3 in San Mateo, Bill Raney, and San Mateo Joint Apprenticeship Committee member Mike Kraynick.

Meritorious service awards went to Art Pennebaker, chief of party original chairman, who, according to the award, had offered bona fide and outstanding service to the program, and to the present Apprenticeship Administrator Danny O. Dees, who was cited for his farsighted contribution to the program.

And the program is continuing to progress. On March 1 new applications were taken for new classes, and from the appearance of results, 1967 should again have a conscientious and dedicated group entering into the industry.

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE

AKC REGISTERED 1½ year old male English Springer spaniel. \$75 or trade for unrelated male. Ernest J. Wood, P.O. Box 544, Fallon, Nevada. Ph. 423-3685. Reg. 1152809. 1-1.

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

LOADER ¾ yd. oc 46, street pads, scarifier, hydraulic perfect throughout. Engine could use some repair. \$2,250 or trade for equal value. J. Risch, Risch Station, Fort Bragg, Calif. Reg. 395381. 1-1.

1962 COMET, pale green, very good looking, needs engine tune-up. \$395. J. Risch, Risch Station, Fort Bragg, Calif. Reg. 395381. 1-1.

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

SOCKET SET, ¾-inch drive. 18-inch Crescent wrench, Mossbert 20 ga. shotgun, 1901 model 38 spec. Colt. Reliant 8 mm movie camera and projector. John A. Wooton, 2800 S. 1st #38, San Jose, Calif. Ph. 225-3220. Reg. 314508. 1-1.

530 CASE Construction King tractor-loader backhoe, low hours, excell. cond. Sacrifice \$4,950. Harold Woody, 2609 Learned Ave., Stockton, Calif. Ph. 464-3030. Reg. 1265305. 1-1.

INDUSTRIAL STEEL barge suitable for house barge. 200 feet long, 8 feet wide, 2 feet deep. \$500. Industrial barge, 30 feet by 15 feet by 4 feet. \$1,000. Ed Harryman, Box 45, Browns Valley, Calif. Ph. 743-6921. Reg. 652645. 1-1.

TRUCK CRANE Loraine 15 ton MC4 Ser. No. 11360. 50-ft. boom, 15-ft. jib. Wau. 6 MZR-upper. 145 GK-lower. Aluminum floats for outrigger. ¾ yd backhoe attachment. Carl Reynen, Daly City, Calif. Ph. 756-4687. Reg. 459155. 1-1.

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

TD 15 with 4 in 1 Drott 2½-yd bucket and Ateco Ripper setup. Contact Stevensons Equipment Company, Santa Rosa, Calif. A. J. Toorinjian 0994824. 1-1.

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

'56 CHEV. sta wag. good condition, new tires, battery. 285 V8 engine, pwr brks, steering. R-H. Riding lawn mower. Carl V. Haley, 1207 Tiegren Dr., Hayward Calif. Ph. 582-0805. Reg. 235797. 1-1.

F-100 STYLESIDE, 1967 Ford pickup, 6½ ft. bed, auto trans, custom cab, barde bumper, bucket seats, push-button radio, plywood bed. \$2,495. Ron Sturla, 130 Scotia Ave., San Francisco. Ph. 467-8515. Reg. 1208777. 2-1.

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

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

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

DRILLING RIG 55 Star Cable tool, mounted on 1½ ton truck. 42-ft. telescoping mast, pwr. hoist. A-1 cond., complete tools and welding machines. Gerald Boyle, 163 Greenbank Ave., Oroville, Calif. Ph. 916-533-4643. Reg. 671365. 2-1.

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

MOUNTAIN SUBDIVISION, Grizzly Park, Calif. Secluded, pine, cedar covered 1½-acre lot, El Dorado Nat'l Forest, near creeks, lakes at 3,200-ft. elevation. Paved streets. \$9,995. For details, write Lloyd L. Love, 2887 Lincoln Ave., Richmond, Calif. 94804, or phone 232-2693. Reg. 0600974. 2-1.

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

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

23" STREAMLINER Trailer fully self-contained with Twin Beds, with Darling Circulating Heater and Air Conditioner, 2 axles. Call 448-9325, area code 707. Danny O. Dees. Reg. 272441. 2-1.

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

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

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

1965 DAVIS T78 Trencher with 24"x42" boom, all cutters for 3" to 20" wide, backhoe depth 100", 2 buckets, 16" and 24" low hours, trailer. Small equity, take over payments. L. R. Tregoning, 13613 San Pablo Ave., #70, San Pablo, Calif. Reg. 1095824. 2/5

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

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

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

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

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

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

2½-ACRES, 4 bedrm. home, 2 baths, elec. kitchen. Home 6 mo. old. Access to school bus. Four miles outside lone, Calif. \$21,000. Bill Rice, 4337 Gina St., Fremont, Calif. Ph. 656-0370. Reg. 114387. 2-1.

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

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

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

FOR SALE—5 ROOM HOME, garage, nicely painted, fenced completely, 72x 150 lot, located in Esparto. Ben Parsley, 65 Blue Bird Dr., Windsor, Calif. Phone: 838-2588. Reg. 928149. 2/1

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

FOR SALE—MODERN 2 bedroom home, 1 bath, drapes, carpets, Danish fireplace, floor to ceiling windows, built-in electric stove, large utility room, ½ acre with Redwood trees, 80x150 dog run, fenced and landscaped, and large play house. Ben Haubrich, Box 271, La Honda, Calif. Phone: 747-0330. Reg. 1091310. 2/1

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

JOHN DEERE 840 self loading scraper; Cedar Rapids Junior Tandem Portable Crushing Plant; Bucyrus-Erie ¾ c.y. Crawler Crane; Reliance 10 c.y. Self Dumping Trailer. Will sell or swap for Dredge or property. Cliff Kelly, Fortuna, Calif. Phone: 725-2320. Reg. 464075. 2/1

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

97T LOADER with Ateco Rippers, crank-case guard, track roller guards, 24 volt starting system, standard bucket with teeth. \$9,500 or best offer; International Dump Truck L192, new motor, Garwood hoist, good working condition. \$1,000. William Mulhair, 281 Farallones St., San Francisco, Cal. Phone: 333-9006. Reg. 1157905. 2/1

COMMERCIAL POWER SEWING MACHINE, does cording for carpet handbags, heavy duty needles for cross-stitch threading, Grommets and machine tools included, \$375. Dick Linhares, 24825 Willmet Way, Hayward, Calif. Phone: 783-7138. Reg. 088849. 2/1

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

1955 CHEV. 4¼ yd. Dump and 1 Ax Tilt Bed Backhoe Trailer, \$800.00. 34 FT. RUNABOUT, Rebuilt Engine, Excellent Running, \$2,000.00. 17 FT. SKI BOAT, New Transmission, Excellent Running Condition, \$600.00. Dale G. Nichols, 45 Louise St., San Rafael, Calif. Phone: 456-0148. Reg. 1148367. 2-1.

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

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

10 ACRES, small 2 Bdrm. unfinished house, good 8-inch well o.w.i.d. water. \$9,700 or \$3,600 dn. Woodrow Wilson, 7665 Citrus Ave. Oroville, Calif. Ph. 533-6241. Reg. 663967. 3-1.

FOR SALE—3.10 Wooded view acres with cleared building site. 66.5-ft. frontage, located in Pine Acres Resort development in Mother Lode Sierra foothills near Jackson, Calif. \$5,000 on terms. Thomas Schofield, 648 Lisbon St. San Francisco, Calif. Ph. 586-6170. Reg. 688949. 3-1.

LORAIN MC 3 counterweight—\$10,000; 360 HY Hoe Ford diesel pwr., \$7,950; Ferguson hoe and loader comb. \$2,950. George Mosgaard, 2214 Dunn Rd. Hayward, Calif. Ph. 415-782-7972. Reg. 889055. 3-1.

TD-24 INTERNATIONAL dozer with logging winch and canopy. 241 series with 6,130 hrs. Charles Johnson, 4632 S. Hwy. 99, Stockton, Calif. Ph. 463-1243. Reg. 0782077. 3-1.

INCOME PROPERTY, duplex, 2 bdms. each, tile baths, beam ceilings, near schools, churches, shopping center. Craig E. Lighty, 421 I St. Livermore, Calif. Reg. 1014599. 3-1.

4x4 WEAPONS carrier w/200 Lincoln welder and leads. \$1,500. Daisy Farris, 1718 S. Prospect, Fresno, Calif. Ph. 268-9486. Reg. 1157899. 3-1.

1964 THUNDERBIRD, Ermine white, all black leather interior, Fact. air, pwr. windows, loaded, beautiful auto. \$150 under book. Contact Engineers News, San Francisco, Ph. 431-1568 weekdays. 3-1.

ALL ALUMINUM CABANA room 8x12, 27 ft. roof, new \$800, sell for \$300. Bert Genereux, 1529 Lucerne, Stockton, Calif. 464-1042. Reg. 509659. 3-1.

QUICK & EASY car top boat carrier, up to 15 ft. boat, 300 lbs., \$135 new, sell for \$50. Bert Genereux, 1529 Lucerne, Stockton, Calif. 464-1042. Reg. 509659. 3-1.

CAT 12 GRADER SN 8T 19,372 motor just overhauled. Jack Dial, 20 Millicent Way, Santa Rosa, Calif. Phone: 546-9173. Reg. 354339. 3-1.

1964 PONTIAC GTO, clean, R&H, 4 speed, posi traction, wood paneling turquoise with black int. \$1900 cash or best offer. James Adkins, 112 Alvarado, Watsonville, Calif. Phone: 722-3650. Reg. 1192168. 3-1.

52.85 ACRES, \$1,000 per acre, total price \$52,000. Roy E. King, 1931 Salmon Creek Rd. Redding, Calif. 96001. Phone: 243-2999. Reg. 278806. 3-1.

65 KENSKILL 28 ft., self contained, refrigerator, air conditioning, awning, like new condition, twin beds, many extras, save \$1500. R. C. Wing, 1148 Arroyo Rd., Livermore, Calif. Phone: 443-1522. Reg. 711183. 3-1.

1955 DODGE 1 TON TRUCK. Dual Wheels, 4 speed trans, 2 speed box, hydro vac, mechanic's bed, rigged to pull trailer new paint, 19,000 miles on motor. N. J. Sheeran, 2026 Kenyon Dr., Redding, Calif. Phone 916-243-2582. Reg. 534417. 3-1.

2 BEDROOM HOME, family room and den, utility and large storage room, city water and gas, car port, .8 acre, \$11,000.00. N. J. Sheeran 2026 Kenyon Dr., Redding, Calif. Phone: 243-2582. Reg. 53417. 3-1.

'53 STUDEBAKER TRUCK, flatbed with hitch, one homemade tilted trailer, 2 wheel, good condition, George Sadek, 2222 Grand Ave., Sacramento, Calif. Phone: 925-3205. Reg. 1188025. 3-1.

530 CASE BACKHOE & loader, gas digs 14 ft. deep, three buckets 12", 18" and 24". George Sadek, 222 Grand Ave., Sacramento Calif. Phone: 925-3205. Reg. 1188025. 3-1.

20 ACRES, #3,200, good hunting land near Mt. Hamilton, San Jose, fishing stream nearby, private road connects to county road, excellent investment and outdoor sport. Anthony D. Goularte, 455 Oak St., Mt. View, Calif. Phone: 961-3399. Reg. 622749. 3-1.

FOR SALE: 28' x 8' mobile home. 1 bedroom with cooler and shower. Good condition. \$1,000.00 or make offer. Mrs. Frank Caston, Nevada City, California. Phone (916) 265-4278. 3-1.

FOR SALE: 1965 Chevrolet El Camino. 327, V-8 Motor, 4 Speed Transmission. 22,000 miles — good shape! Asking: \$1,800.00. Contact: Donald Nielsen, 7530 Redwood Hwy., Novato. Phone: 897-2567. Reg. 854276. 3-1.

JOHN DEERE Model 40 wheel tractor equipped with 7' grader blade, loader and 3 point hitch with scraper. \$1,300. Charles Gebhart, P.O. Box 395, Santa Cruz, Calif. Phone 423-3800. Reg. 1229814. 3-1.

KW CUMMINS 220 10 wheel dump, HD-5 Loader, Cat #12 Motor Grader, and D-6 8 u cable dozer. Richard Lundtoft, 8472—Empire Grade, Santa Cruz, Calif. Ph. 408-423-6774. Reg. 679010. 3-1.

BEAUTIFUL VIEW LOT in Pasatiempo Pines overlooking Scotts Valley, building pad and driveway constructed. Picturesque ¼ acre on Empire Grade, building pad and driveway constructed. Richard Lundtoft, 8472—Empire Grade, Santa Cruz, Calif. Ph. 408-423-6774. Reg. 679010. 3-1.

'55 FORD Pickup Parts, bed, cab, fender, hood, engine, etc., make offer, all or part. William A. Johnson, 4000 East Ave., Hayward, Calif. Ph. 582-3772. Reg. 889186. 3-1.

WANTED TO BUY

WANTED TO BUY good bobtail dump-truck or flatbed dump and low boy tilt trailer. John E. Brown, 4798 Minas Dr., San Jose, Calif. Ph. 266-5910 or 225-3048. Reg. 434969. 1-1.

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

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

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

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

RULES FOR SUBMITTING ADS

• Any Operating Engineer may advertise in these columns without charge any **PERSONAL PROPERTY** he wishes to sell, swap or purchase. Ads will not be accepted for rentals, personal services or side-lines.

• **PRINT OR TYPE** the wording you want in your advertising on a separate sheet of paper, limiting yourself to 30 words or less, including your **NAME**, complete **ADDRESS** and **REGISTER NUMBER**.

• Allow for a time lapse of several weeks between the posting of letters and receipt of your ad by our readers.

• Please notify Engineers Swap Shop as soon as the property you have advertised is sold.

• Because the purpose should be served within the period, ads henceforth will be dropped from the newspaper after three months.

• Address all ads to: Engineers Swap Shop. AL CLEM, Editor, 474 Valencia Street, San Francisco 3, California. Be sure to include your register number. No ad will be published without this information.

Obituaries

Name — City	Local Social Security No.	Register Security No.	Deceased
Cantrell, Marion*	3	509640	2/20/67
Big Bend, Calif.	SS# 561-07-9093		
Chandler, Burt	3	117178	2/26/67
Santa Rosa, Calif.	SS# 508-01-6914		
Conley, Buel*	3	598659	2/15/67
Oroville, Calif.	SS# 442-07-5865		
Cutler, Chester	3	641037	1/31/67
Elk, Nevada	SS# 077-16-9466		
Davis, Leslie	3	386432	2/22/67
Castro Valley, Calif.	SS# 573-14-0443		
Evans, Wilbur	3E	593107	2/19/67
San Jose, Calif.	SS# 304-18-1095		
Garner, Gordan	3	222594	2/13/67
Sacramento, Calif.	SS# 556-03-0694		
Kitzmiller, David	3A	366840	1/30/67
Fairfax, Calif.	SS# 563-16-7237		
Melone, Gerald	3	726821	1/20/67
Dublin, Calif.	SS# 561-01-8625		
Peters, Wm.	3	292145	2/10/67
So. San Francisco	SS# 557-26-3079		
Petersen, Ernest, Sr.	3D	863982	2/22/67
Weed Hts., Nevada	SS# 522-07-9414		
Phillips, Truman	3	863805	2/10/67
San Francisco, Calif.	SS# 545-09-7317		
Rice, Ulyssess	3	832329	2/8/67
Pinedale, Calif.	SS# 564-14-7531		
Ross, Arthur	3	883338	2/23/67
Placerville, Calif.	SS# 570-26-3676		
Scruggs, R. J.	3	1101984	2/24/67
San Francisco, Calif.	SS# 250-24-1917		
Tschacher, Alfred	3	346460	2/20/67
Concord, Calif.	SS# 519-09-1577		
Turner, E. F.	3A	1209581	2/1/67
Sonoma, Calif.	SS# 518-12-6857		
Wright, Ronald	3	272597	2/6/67
Seaside, Calif.	SS# 554-07-4313		

* Deaths result of Industrial Accidents (2)

45 Deceased Members Jan.-Feb. 1967

4 Deceased Members Jan.-Feb. 1967 as result of Industrial Accidents.

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The man who coined the phrase "speak up, young man," had more in mind than just wanting to hear some noise—he was probably advocating the power of direct and precise communication.

That's something that every Steward, Member, Agent and Employer should consider.

Without two-way communications, and the foresight to discuss problems, nothing but confusion and misunderstanding will result.

There isn't a problem in the world that cannot be solved if the parties involved are big enough to sit down and talk.



Santa Rosa Stewards listened to Clell Harris (L. front), federal mediator, who instructed them in importance of communications.

The Job Steward isn't actually a mediator when a problem evolves on a job, but he can get both sides of the story, then suggest that the Agent get the two feuding parties together to talk.

That's the safe and sane way.

In doing this, the Job Steward is volunteering himself as a safety valve, serving all parties to make his a better place to work. When there are good communications, a lot of petty problems are eliminated.

The Steward has direct contact with the Agent. They discuss problems brought to the Steward by members.



Larry Hunter, Berglund Tractor, Willits and Bill McBurney, Sea Bee reserve, discuss Stewards manual with Coordinator Jim Jennings.

It is important for the members to realize that the Steward has a vital job to do, so when a grievance or what appears to be a grievance occurs, talk it over with the Steward. That's why he has the job. And do it immediately.

So regardless of the nature of your complaint or question, regardless of how simple or insignificant it may appear, tell the Job Steward, and get it off your chest.

And if he doesn't have a ready answer, he will talk with someone who is bound to have the answer.

As the man said, "speak up, young man."

'Reinstate Funds Cut'

Continued from Front Page
construction work scheduled for fiscal 1967.

An additional rollback of \$400 million was proposed for Fiscal 1967 a month ago.

Bennett, in an effort to have the freeze lifted, joined in sponsoring a resolution expressing the sense of Congress that the deferment should be lifted.

"Economically, the President's action is unsound. The eventual cost of completing Interstate Highways will be substantially higher if the postponement is allowed to continue much longer," he stated.

He said in addition that efforts to economize by limiting the construction of safer roads will result in significant financial and personal loss throughout the country.

"The interest and safety of the American people and the future defense of the nation should not be subordinated to non-essential Great Society programs," the senator said.

Rep. Mink told the House Committee on Public Works she was distressed by the proposal.

"Like so many of my colleagues, I was distressed to receive the news of the \$700 million cutback . . . with the possible elimination of another \$400 million. The effect of this decision on Hawaii can only be described as severe both for immediate impact on our economy and in its long-range ramifications."

She said that Hawaii could only participate in the program since 1959, when it became a

state, and had four years less than other states in outlining its federal highway program.

"The combined effect of the 17½ per cent slash in current spending plus the freeze on unobligated money threatens us now with a 50 per cent decrease in a program that had been geared to move into maximum operation," the Hawaiian solon said.

She said she was sure Hawaii mirrors the rest of America in the situation. She said if the depressed housing starts are now to be joined by severely slashed highway construction, the picture can only be said to be bleak.

"I do not feel I am overstating the dire effects of this withdrawal

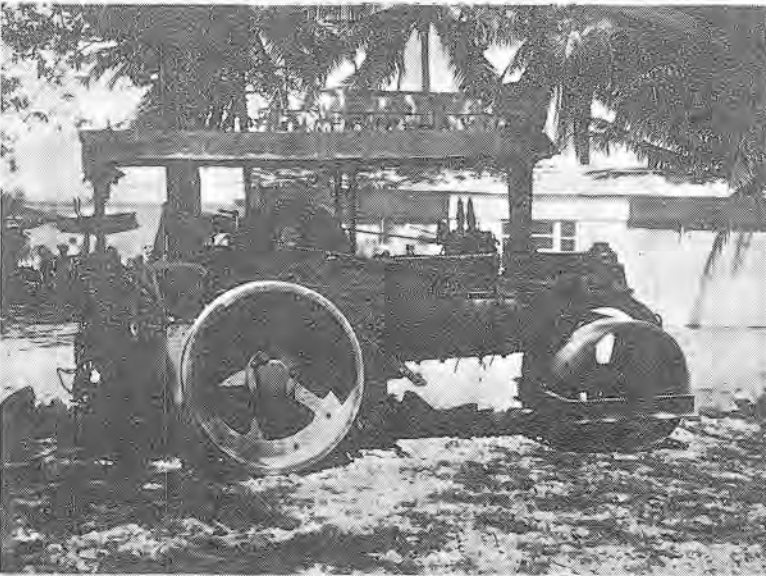
on which our state government has based its economic planning and for which contractors have been preparing activity.

"The repercussions on our economy will be manifold and will reach into every home, and our defense highway system which has not caught up with other states will be permanently back-tracked.

Bennett said two years ago the Administration diverted all of Utah's congressionally appropriated funds for the Central Utah Project to other reclamation states. Last year the Central Utah Project was cut by more than 43 per cent of what Congress approved.

REMEMBER WHEN?

A Relic In Far East



Ancient rigs turn up in the darndest places, as Charles Newman who is in South Viet Nam discovered. This old roller hath charm.

VUNG TAU, Viet Nam—The ancient art of construction is not limited to the American continent, not even when it comes to yesterday's equipment.

Some of it is found in the most unusual and unexpected places, as Charles Newman, who is working for Raymond-Morrison-Knudsen, Brown, Root-Jones, found out.

He ran across a most unusual piece of equipment in a most unusual place, South Viet Nam.

It's an old steam roller, which from the looks of things, uses wood for fuel to heat the power generator, steam.

The ancient rig contains a fuel hopper on the aft end from where the fireman (who probably had to work like hell) fuels the furnace, then with the operator, chugs merrily on his way, much as did old Stanley of the famous Steamer era.

Who knows—the idea may be catching.

STEWARDS APPOINTED FEBRUARY

- District #1—San Francisco
Richard Rego
Lawrence Ruth
Fred Boortz
Manuel Neves
 - District #1B—San Mateo
Charles C. Sampson
John Prendible
 - District #1E—Guam
Frank A. Funes
 - District #2—Oakland
Edgar J. Islesley
William Norlin
A. C. Bryce
O. C. Phillips
Carl Prince
 - District #3A—Modesto
Kenneth Lindquist
Roy Goolsby
 - District #4—Eureka
Roy Sibley
 - District #5—Fresno
Don Hibner
 - District #6—Marysville
Edwin Bruner
Manford Boggs
Peter S. Kruse
M. P. Lantsberger
 - District #7—Redding
Clayton Shertzer
 - District #8—Sacramento
Cecil Larreau
 - District #9—San Jose
Edward S. Noon
Mirl B. Hartsell
Maurice Dadone
Elmer H. Schnaible
R. A. Frank
T. L. Zorn
 - District #11—Reno
George C. Blair
 - District #12—Salt Lake City
Oscar H. Carlson
William M. Markus
- TOTAL APPOINTED—31

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