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 searching 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 Clea 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 educators were constantly being swept away by the skillful tactics employed by John Keltner, Chuck Goertzinger and Mill 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 actively anxious if his communications can be passed down and still get results," Dr. Keltner explained.

The seminar demonstrated that one-way communications will invariably fail in solving a problem. In another case, agents discovered that when they

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 $750 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, labled the cut "disturbing.

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

Utah and Rep. Patoy T. Minik, 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 gladly 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

"Congress has legislated and the money is appropriated, and has a right to have it spent as it has been appropriated," he continued.

Sec. of State NORTHERN STATE NORTHERN ENGINEERS, NORTHERN CALIFORNIA, THE GOLDEN STATE NORTHERN NEVADA, SILVER STATE UTAH, HEART OF THE ROCKIES

Vol. 26 • No. 3

SAN FRANCISCO, CALIFORNIA

March, 1967

Board Amends The Constitution

By T. J. STAPLETON

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

Among changes made in several particulars are:

ART. XXII, Subdiv. 1, Section (a) (Pages 90, 91)
OFFICERS

Titles

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

The President of a Local Union shall be the chief executive officer of the Local Union. He shall appoint and all representatives.

Agents, and assistants, whose wages and allowances shall be determined as provided in the Local Union bylaws. They shall work directly under his supervision. He may terminate them at any time.

The Business Manager discharges any such employee, said employer 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 has been continuous in good standing in the Local Union for a period of three years, in addition to fulfilling the qualifications for other Local Union office.

The Business Manager may provide in his bylaws for a Business Manager, in which case he shall be elected and re-elected by the members of the Local Union. He shall appoint any and all representatives.

The case added by the Amend.
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 more automated, other crafts are endeavoring to usurp the adopted.

... but some areas are beginning to dispatch members back to employers, and are receiving calls for certain classifications.

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

We ask you to read these changes as they have direct bearing for the Apprenticeship.

The work picture continues slow throughout the jurisdiction of Local 3 and its predecessor in the Islands for the Apprenticeship.

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Continued from Front Page

Agents And Communications

While the snow lies

Another cut in federal funds for Warm Springs Dam, a flood control-water project item, was recently announced. Meanwhile, Guerneville lies inundated under two feet of water during a storm.

Continued from Page 2

Califorinia'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 Vietnam 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 heimarchy. 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.

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

EDITORIAL

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Continued from Front Page

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 that they work best when they associate with an organization. The measure of success is determined by the climate in which the individual works.

Keller 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 pointing at you," he said.

He said too often we act in much the same way as does the doctor who recognizes only his patient's ailments.

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

EYES, EARS, ETC.

All three articulated that the agent is the eyes, ears, arms and legs of the Business Manager, but he is also those agents 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.

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Continued from Page 2

Continued from Front Page

they would, but they came away better equipped to perform their functions.

Mr. Mason said the unions should have received the stimulus to think, and to get at the source of a problem before trying to meet a decision.

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

MANAGER'S MEMO

Silver State: It's Hibernation

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

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

The job opportunities are few, but some preparations 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 manpower has fallen into inactivity.

The shops have continued to operate. Calidado 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 Strang-Hogben Mill near Battle Mountain, completed earlier, should be in operation soon.

Many counties have filtered into the Reno District office concerning the Center Mine. Though the place is diametrically quiet, it could be a sleeper, just waiting for the first burst of sunlight to awaken it.

Of course, there are companies who have worked in spite of the snowball. Industrial Construction at Humboldt-Idaho 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 blood-stream circulating. It has been re-laying the Daggett Dam, and should finish by May.

At Fernley, crews have not let up in completing the new bridge, 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 complete 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.

Boggs Construction Company is planning to continue operations on 60 miles of road near Austin. The project will still use two crawlers, two hot plants and a large paving spread.

For additional information call:

MR. JAMES R. IVY
1415-431-5885
Home: 415-923-0814

Continued from Front Page

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

OUR CONGRATULATIONS

We would like to use 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 3'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 9.

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

FAT, HAPPY

Continued from Front Page

Note that the rank-and-file decide and to let it speak its piece.

Their 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 had us do,' but of the great leader, 'Look what we did for ourselves.'"

He said the rank most people wear comfort them in the glare of society, but people can't remain hidden forever. Soon or later they have to look for themselves.

The agents left the seminar without any pat answers, just as they instructed them they would, but they came away better equipped to perform their functions.

Mr. Mason said the unions should have received the stimulus to think, and to get at the source of a problem before trying to meet a decision.

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

Continued from Page 2

Continued from Front Page

Continued from Page 2

Continued from Front Page
It completes the people south of the long and gin this spring, and when it's fire by Congress for several years. Project, which has been under streambed. Its crest is known as spillway crest. The Bonneville unit, Central Utah Project, which includes relocation for approximately 4.5 million cubic yards of embankment material. We've got our collective water for the system. There were some sweet sounds, too. And Sugar Plant, Monteau and Holly Sugar, Tracy, announced expansion and remodeling plans.

SOGGY SEASON
**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 men who does a good job of providing services 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 will be the best to the crew and management during the term of the contract, and look forward to continued good relations with them.

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**Widening On Highway 12**

By RUSS SWANSON and ASTER WHITAKER

SANTA ROSA - Bids will be opened April 8 for widening of Highway 12 from two lanes to four, the Division of Highways announced this month.

The $765,700 project is for minor 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 projects in Alpine and Monterey Counties.

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

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**Pier 90 Grabs 'For The Moon'**

By A. J. (BUCK) HOPE and GEORGE LEMONNE

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 expected to be completed in 1968 at an estimated construction cost of $342,042.

The bid was $342,042. The Army Street Terminal is the third most costly on the project right-of-way.

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**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 are funds for the installation of reflective pavement markers along Routes 1, 20, 101, 128, and 208.

These projects will be completed with several others which will be resumed (the weather, you know) all of which will permit an expansion of productivity for the year.

---

**IDEA PUBLISHED**

His suggestion appeared in "Northeast Outdoors."

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

Once the mouth is open, the channel can be dredged and debris gathered up and deposited on adjacent banks, well within the bend of the river.

DIGGER-CONVEYOR

He proposed the use of a bucket digger to convert a series of conveyor belts which would be used for the transportation of sand to a disposal.

Such placement would be used for silting to increase the carrying capacity of the river and protect the adjacent land.

Brother Ekberg said he would welcome the chance to put a pettigrew on the Van Doren River to prove his plan is sound.

Not only is it difficult to get the money to put it on the line like that.
A Transfusion In Fresno

By CLAIRE GIBBON, JERRY BLAIR, RICH JARVINEN and KEN GREEN

FRESNO—For 10 years this city's ancient and antiquated section has been suffering and coughing on its last days 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 pot of soup 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 city's ancient and antiquated section realized, could open the door its urban renewal advocates have

Area study in three square miles 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 effort of these two programs, if and when they are realized, could open the door on an eventual metamorphosis 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 "modal status," primarily because of its recent record in preserving it, is ready, willing and able to come to grips with wide-rage 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 history, including 1964, when the downtown malls were opened.

But there are other amicable reactions taking place which could spread unlimited new growth within the four embryonic programs now underway. The total surgical treatment budget of present totals some $350 million.

The South August 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 in 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 primarily 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 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 relaxing 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 waterfront, where a restaurant, parking lot, gift shop, cropping up.

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, chemistry and other businesses, discovered the ground was unstable, but they had made a lease with the city.

The harbor area for small craft is unstable on bed 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 programs conditions are cured.

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 one is beautification of the waterfront and the sales tax which would come from in 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.”

Plan on the Marina Vista, of which the small boat harbor would be a part, calls 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 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 generating a higher tax volume.)

Great project costs for the Marina Vista are estimated at $15.8 million, with an expected $47 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 the 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 believe our merchants should take an interest in working with the planners, and let the owners and merchants do what they want in bringing their buildings 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 itself 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.

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.

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

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

MEETINGS

ALL MEETINGS at 8 P.M. except Honolulu, 7 P.M.
1967—Schedule of Meetings Dates

SEMI-ANNUAL

Saturday, July 9, 1967

APRIL

Eureka—Tuesday, April 4

Redding—Wednesday, April 5

Marysville—Thursday, April 6

San Francisco—Wednesday, April 12

Hollywood—Thursday, April 19

SACRAMENTO—May Day

San Jose (meeting at Watsonville)

Thursday, May 4

Sacramento—Tuesday, May 9

Oakland—May 11

Fresno—Tuesday, May 23

Santa Rosa—Thursday, June 1

Provo—Friday, June 9

San Francisco—Saturday, June 10

JULY

San Francisco—Wednesday, July 5

Eureka—Tuesday, July 11

Redding—Wednesday, July 12

Oroville—Thursday, July 13

Hollywood—Thursday, July 19

AUGUST

Sacramento—Tuesday, August 1

San Jose—Wednesday, August 2

Stockton—Tuesday, August 8

Oakland—Thursday, August 10

Fresno—Tuesday, September 5

Ukiah—Thursday, September 7

Salt Lake City—Friday, Sept. 9

Reno—Saturday, September 9

SEPTEMBER

San Francisco—Wed., October 4

Eureka—Tuesday, October 17

Redding—Wednesday, October 18

Hollywood—Wednesday, October 18

Marysville—Thursday, October 19

NOVEMBER

Watsonville—Thursday, November 2

Oakland—Thursday, November 9

Stockton—Tuesday, November 24

FRESNO—Tuesday, December 5

SANTA ROSA—Friday, December 7

Ogden—Friday, December 8

Reno—Saturday, December 9

MEETINGS

San Francisco

Labor Temple, 16th and Capp
Oakland

Labor Temple, 2315 Valdez St.
Stockton

Engineers Building, 1108 W. 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, 40 Santa Teresa Ave.
Watsonville

Veterans Memorial Bldg., 215 3rd St.
Santa Rosa

Veterans Bldg., 1581 Bennett Ave.
Reno

Musician’s Bldg., 152 W. Taylor
Salt Lake City

1958 W. North Temple
Fresno

125 E. 200 South
Ogden

Training Hall, 2538 Washington Blvd.
Honolulu

I.B.E.W. Hall, 2200 S. Beretania St.

March, 1967
WHEEL, BELT 'N' RAIL

Transportation's Role Vital
In Constructing Oroville Dam

Huge wheel scoops up material loads it on belt which fills tunnel loader which fills rail cars

Special to the Engineers News

Entron’s News: 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 did study for the dam back in 1922.

Spillway Waste

The riprap used on the spillway, upstream bank of the main spillway area, was broken up and loaded on huge trucks with power shovels, then hauled to the face.

The spillway, when complete, will be 5,000 feet wide at its base, feet wide at the top and 770 feet high.

As of March 1, more than 300,000 loaded trains had traveled the rails, and that many empties have returned, making a grand total of 70,000 train trips since hauling began in 1963.

36 A SHIFT

Bill Martin, who for 25 years worked at the Denver and Grande in Salt Lake City, said: “We have installed the heavy-gauge steel rails available, but sections must be replaced periodically.

The monster was built on the project, and can only be described as most fantastic.

The moving operation begins right down, dumping its loads onto a three-mile conveyor belt before Cats.”

John Duerring, 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 8 or a mile from the Wheel, travels about another mile to the loading station.

KEEPS TABS

At station F-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 Merl Anderson, load station operator, the chutes actuated with 100 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 downstream 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 bottom of the river.

There, another conveyor feeds it to the top of the dam where it is distributed and spread by Cats.

Concrete Spillway is nearing gigantic earth-fill Oroville
Pacific

learn that crews here were able to completely remove and replace a huge hydraulic drive cylinder which is capable of completely overhauling an entire engine or complete maintenance shop, each train is at all times.

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 are 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, cranes, trucks, belts and every other conceivable type equipment must be kept in peak operating condition.

ELECTION 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 34, 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. Plane called for a one half-mile-long tunnel 35 feet in diameter to hold 17 million gallons of water. This much water flowing 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 suppressor for the shoshing 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, campgrounds, trails, 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 301-foot-high Long-anel 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 Italian 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 3 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 washaway," 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.
At Your Leisure

WE NEED A TITLE

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 155 acres, which eventually will include pony rides, stancemobile 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 faced with hilly trails interconnected through peaks above the 1,400-foot elevation.

A second valley, some 85 acres, is destined to become an "interpretive 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.

Gone population more than doubled with a count of 1,09 million.

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

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 completion of the "ballgame" can change from one minute to the next.

John T. Davis, president of the Northern California Houndsmen's Association and Local 2 officer, 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, holding 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 lowest 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 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 hounds follow.

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

Eureka's dispatcher, Danny Senerich 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 assessor's 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 GEORGE BAKER

SACRAMENTO—It all began quite innocently as a plan to re­build Storyland at the State Fair, but evolved into a plan for California's "reconstruction."

The initial $18 million bond election program, not at all similar to that experienced by the South following the Civil War, was deferred $8 million in con­struction costs, will keep the fun­damental plans for Story­land into the building还会 some­thing of the original $9.6 mil­lion, part of the original $9.6 mil­lion.

Promenade In Roads

By BILL HANLEY, MIKE KRYNICK 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 highways program.

The cash availability seems to be coming up ever so slightly, so cloverleafs, interchanges, bridges, off ramps, service roads, connecting approaches, utilities pipelines even housing are offering salvation to the building tradesmen.

One engineering glimmer appears at the Junipero Sierra Freeway, which has been somewhat of a dream road to the bay for some time, but is having a closer look at its feasibility in 1972. It will connect San Jose and San Francisco with 30 miles of four lanes.

41 YEARS

At the 1932 deadline, the proj­ect was to be half way to the finish line. 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 99 has been handed around for two years.

The construction time for the state is running out, and 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, was to be spent in 1968 on the construction of the bi­g link from Page Mill Road to Woodside.

The cost savings project is now under construction and will include a recreation park, fair activities complex, industrial exhibit, race tracks.

Survey Notes

By MIKE WOMACK

Menlo Park, Calif.—In recent months, Local 3 has also signed agreements in the Sacramento area with Murray and KRA YNICK and GEORGE BAKER

The state plans to shell out $33 million for the Expo, including $31 million for the Expo Center, $1 million for what will be The California Exposition, a "showcase of the Golden State," ($1 million will be spent on the 9-acre Exposition Center, which will be the on­e-acre 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 mountains of the county of Humboldt.

Fifteen ridges, including a sports car dash for the California Highway Patrol, rose 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.

HOOPLE CORE

But the core of activity will be the 365-acre Exposition Center, partly under glass (as in expensive and expansive) and partly in the open (as in Palm Springs), will tell the California story—spiced with romantic char­acter and stories. 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 at San Juan Capistrano, the Spring Flower Show, The Good Life Exposition dealing with a sampling of California living, including swimming pools, fashion, patio living and archi­tecture; California's International Heritage Pageant and The Young Californians' World's Fair featur­ing fashions, custom cars, food, music and sports.

TOURISM HEART

"The Expo is at the heart of what has to be the most varied and interesting tourist area that can be found anywhere," said Rod D. Smith, director of mar­ketings and sales.

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

He said it is not the most exciting, but that is the key to the site, its prepa­ration has stopped.

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What's it all about? It's a Dis­trict. It's how case study of a State," said Robert B. Lyte, director of mar­ketings and sales.

"We won't simply come to the Expo," what we will do is to see what is happening. It is a local point of a vacation trip that could take you or anyone else, for that matter, has ever been there. 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—raceway­way and display all just for the pur­pose of telling California's story. Hold on! It's also the offshoot of the State Fair site. It also faces the American River.

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Startling Transformation
In Lush Evergreen Valley

By ROB SKIDDEL, ROB LONG, HARLEY DAVIDSON, LYNN MONELL, 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.

$100 MILLION

The partners, Atkinson-MacRae, have invested $100 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 Burdett, executive director. "Our studies, which have been exhaustive, quickly pointed out the need for several thousand units for an age group ranging from 45 up, and particularly members of the association, providing them with all the inherent rights and privileges.

The population of from 45 and up, and particularly those who may leave with sales assistance," said Nelson.

Both Nelson and Burdett said that 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.

Ground 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 HIRON, KEN KAHOOHELE

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 35'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 check-boxed ceremony, a ritual practiced only in Hawaii.

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

He vividly remembers the days when the employer controlled the working man's rights, to the days when there were no decent working conditions and when crewmen slept in tents on dredging job sites.

"Dredging Pioneer Pete" has worked for several employers in his long and adventurous career, including CNPAB, Morny-Sanderson, Kaiser Hawaii-Kai Development Company, Pacific Dredging Company, Western-Atlantic-Standard and Raymond and others.

His experience in the industry is vast. At his retirement, he was classed as a "Master" host 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 1931 when he was initiated, and served as Job Steward on several projects.

He resides at 214 Young Street, Honolulu with his Wife Anna. They have four children.

Hits Funds Slash

WASHINGTON — U.S. Sen. Thomas J. 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.
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 decks are designed as metal frame structures with concrete floors and hanger platforms. Truck and rail spur approaches are designed so truck and rail car beds will be level with the shed floor, allowing level loading.

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

The entire linear berthing features a timber fender line with rubber bumper mountings as tried harder, got a better idea, say authorities, is of the same type. 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."

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.

By ED BARENS, KILES CARTER, W. FRED GONSALVES, ROBERT HUERNER, GUY JONES

OAKLAND—Old Number Two Terminal will be, get a better idea, if you come up with an engineering and marketing study and decided to push Number One for the top spot.

As a result, the plan will work, perhaps not—but the race is on and it will happen.

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

When the first BART commuter train goes 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 terminal at Seventh Street is said to have been designed 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, particularly the twin-bore tunnels being driven through the Berkeley Hills.

The Army Street Terminal is located on the busy Island 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 car unloading area and ramp.

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 these demands, but its construction is unique in itself.

The terminal will look like, the sizes they may become, and several other factors, it was stated, "We have no idea what kinds of future cargoes 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 deeper container berths, Metropolitan Oakland International Airport and Jack London Square, is 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 Mardex, 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 double its dining area with a 900,-000 addition to the main dining room.

But all this activity is stopped by an aggressive management coup which is out to seize existing shipping firms, trucking firms, railroads and air carriers to take advantage of the "New Look," which East Bay unions claim is the most powerful anti-union 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.
The Truman treatment and appreciation to those who have been there, has placed us in a difficult position. We are faced with the task of explaining to the public why some animals are considered and in need of care.

The Marin County Humane Society is looking over this budding population, and without a doubt, we will be able to provide assistance to those in need.

The Society is taking a seven-league stride, with plans to educate the public in humane animal care and responsibility.

The program outlined and developed by the Marin group, which 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. Vachel S. Rolfe, 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 harnessed to the center for instruction.

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

HOLDING AREAS

There is a need for holding areas for welfare which comes along, to be recognized, and in need of care.

The program will develop a partnership between a person and animal that has not been previously recognized. 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 horrified by having to go there for a list 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. They will be taught not to be afraid, but to be interested, and their familiarity will breed not contempt, but an appreciation.

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 through instruction.

There are so many problems that weren't created by people. The Society will hold courses in veterinary technicians 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, goodwill breaking will take place by June.

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

---

Stewards appointed—February

District #1—San Francisco
Richard Bego
Lawrence Rath
Fred Rootz
Manuel Neves

District #1B—San Mateo
Charles C. Sampson
John Pribbille

District #1E—Guam
Frank A. Parent

District #2—Oakland
Edgar J. Isley
William Norlin
A. C. Bybee
O. C. Phillips
Carl Price

District #3A—Modesto
Kenneth Lindsay
Roy Coffey

District #4—Eureka
Roy Sibley

District #5—Istria
Roy Sibley

District #6—Marysville
Edwin Brown
Manvel Bogg

District #7—San Jose
Edward S. Noon
Milt H. Hudson
Maurice Dardenne
Eliane H. Schumacher

District #8—Sacramento
Cecil Lawrence

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."

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REINSTATE FUNDS CUT

Continued from front page

construction was 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.

"For a President's action is. . ."

Without waiting for the President's action to be suspended, the Department of Interior, for the first time in its history, eliminated the freeze on highway construction.

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

The ancient rig turns up in the damnest places, as Charles Newman who is in South Viet Nam discovered. This old roller hath charm.

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

The ancient rig contains a fuel hopper on the aft end from where the fumes (who probably had to work like hell) fuel the furnace, then with the operator, chugs merrily on its way, much as did old Stanley of the famous Stumer era. Who knows—the idea may be catching.

---

REMEMBER WHEN?

A Relic In Far East

Remember when...

The ancient art of construction in 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-Kindred, Brown, Root-Jones, found out.

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

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