

# • Hope, Marr Top Delegate Vote

"Serving the men who move the earth!"

## ENGINEERS NEWS

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



Vol. 27—No. 3

SAN FRANCISCO, CALIFORNIA

March, 1968

## Administration's Ticket Is Winner

Recording-Corresponding Secretary T. J. "Tom" Stapleton reports that the Election Committee for the election of Delegates and Alternates to the 28th International Union of Operating Engineers Convention declared the Delegates numbered 1 through 55 and the Alternates numbered 56 through 65 duly elected in the order in which they are set forth in the certification of Price Waterhouse and Co., the nationally known firm of accountants, as follows.

March 4, 1968

To the Election Committee of  
Operating Engineers Local Union No. 3  
474 Valencia Street  
San Francisco, California

Dear Sirs:

We have completed our count of the ballots cast by members of the Operating Engineers Local Union No. 3 in the election of delegates and alternates to the 28th International Convention of the International Union of Operating Engineers and submit herewith a tabulation of the results of the election. The procedures followed in connection with the mailing, receipt and counting of the ballots was in accordance with the applicable provisions of Article XIII and Article XII(C) Section 1 of the By-Laws of Operating Engineers Local Union No. 3.

A total of 11,157 ballots was received of which 245 were determined to be invalid because of the absence of the member's handwritten signature on the return envelope, or because the ballot contained more than 65 votes or was otherwise irregular.

In our opinion, the accompanying tabulation accurately presents the results of the election.

Yours very truly,

PRICE WATERHOUSE & CO.

### OPERATING ENGINEERS LOCAL UNION NO. 3

#### Results of Election of Delegates and Alternates to the 28th International Convention of the International Union of Operating Engineers

(Candidates are listed in sequence according to the total number of votes received by each. Where two candidates received the same number of votes the candidate who has been a member of Operating Engineers Local Union No. 3 for the longer period of time is listed first.)

No.	Candidate	Number of votes
1	A. J. Buck Hope.....	9,429
2	Dale Marr .....	9,177
3	Bill Raney .....	9,115
4	Al Boardman .....	9,096
5	Don Kinchloe .....	9,006
6	T. J. "Tom" Stapleton.....	8,999
7	James "Red" Ivy .....	8,993
8	Jerry Allgood .....	8,937
9	Joseph "Joe" Miller .....	8,932
10	Harold Huston .....	8,904
11	Jerry Dowd .....	8,848
12	Lake Austin .....	8,774
13	F. O. "Fran" Walker.....	8,752
14	A. G. "Al" Hansen.....	8,665
15	I. Jay Neeley .....	8,604
16	R. F. "Russ" Swanson .....	8,594
17	Joseph C. Ames .....	8,551
18	Jim Meehan .....	8,549
19	Walter M. Talbot .....	8,515
20	William "Bill" Woodyard .....	8,512
21	Geo. W. Baker .....	8,502
22	Guy B. Slack .....	8,477
23	J. B. "Jim" Jennings .....	8,471
24	Larry Chapman .....	8,467
25	Al P. Perry .....	8,454
26	Claude Odom .....	8,452
27	W. R. "Bill" Weeks .....	8,450
28	Marvin J. White .....	8,448
29	Ray Cooper .....	8,445
30	A. V. "Bud" Dalton .....	8,442
31	Jack W. Slade .....	8,432
32	Harold Lewis .....	8,395
33	Tom Bills .....	8,378

See DELEGATE RETURNS on Page 3



FIRST "DUTCH GRADE RULE" off the production line is presented to General President Hunter P. Wharton, International Union Operating Engineers, by Art Pennebaker, Assistant Administrator, Operating Engineers, Local No. 3, JAC on behalf of Local 3's Business Manager and International Vice President Al Clem. Presentation was made during the Fifth National Joint Apprenticeship and Training Committee Meeting of the

International Union of Operating Engineers in Washington, D. C. last month. Officially named "Dutch Adjustable Grade-Setting Rule," the new device was developed by Local 3's Brothers Martin Teeling, a grade-checker and product of Local 3's apprenticeship program, and Dutch Hermon, a blade operator. Both work for the Granite Construction Company. (Engr. News, 11/67.)

## • Hawaii H&W To Start For Most This Month

Business Manager and International Vice President Al Clem has announced that all employees performing work within the jurisdiction of the Hawaii Health and Welfare Trust Fund for Operating Engineers Local Union No. 3 and employed by employers contributing to the Fund, will be eligible for benefits in March (this month) if they had at least 360 hours of employment with contributing employers during the period September, 1967 through January 31, 1968.

Mr. Clem also pointed out the

following key requirements governing eligibility:

#### NEW EMPLOYEES

New employees are defined as those employees who are not eligible in March, 1968. Such new employees will become eligible on the first day of the *second* calendar month which follows a period of three consecutive calendar months during which they have worked at least 360 hours for contributing employers.

#### CONTINUATION OF ELIGIBILITY

Hours worked for contributing employers by each employee will

be credited to the individual's "reserve account." One hundred and twenty hours of work credit will be deducted from each employee's reserve account for each month of insurance coverage, and employees will continue to remain eligible as long as their reserve accounts contain at least 120 hours of work credit.

Whenever an employee works more than the 120 hours for contributing employers during a month (which is required to furnish one month's insurance coverage) then such excess hours will be added to the employee's reserve account accumulation. In

See HAWAII on Page 3





## Collectively Speaking with Al Clem

It is with a great deal of pleasure that we read the returns from the election of candidates to the forthcoming 28th Convention of our International.

I would like at this time to personally thank all the members who availed themselves of the opportunity to cast their vote and it goes without saying that the results show the administrative ticket led by an overwhelming majority. It is by working together that we can continue to build a better Union whereby we secure better wages and fringe benefits for the members of Local 3 and their families.

The great majority of the Brothers who run for delegates are good solid members of Local 3, however we all know that it is impractical to send 85 delegates to a Convention, as your Executive Board is constantly trying to effectuate savings every where they can.

We have sufficient delegates to cast all the votes that we are entitled to, and I personally feel that the cross section of delegates that were elected will represent all segments of our Union as well as the different geographical areas.

During the past month, I attended the Executive Board meeting of the Western States Conference in Las Vegas, Nevada where the most important topic on the agenda was the reciprocity agreement between the different Local Unions and the Western United States dealing with the pensions. I feel we are now on the road to effectuate a reciprocity agreement with most of the Local Unions in the not too distant future, and of course, this means a great deal to many of the old timers in the various Local Unions when they apply for their pensions.

The copper strike still drags on and as we write this article they are meeting in Washington endeavoring to reach a settlement.

The Board of Trustees for the Health and Welfare Plan in the State of Hawaii met in Honolulu on Friday, February 16 and approved the schedule of benefits for this health and welfare plan in the Hawaiian division. The health and welfare plan there in the past was not trusted and we are on the road now to secure additional benefits for the members of Local 3 who are employed in the construction industry in that part of our jurisdiction.

We met with the principals of the Continental Construction Company, an Oregon firm of contractors who are doing a small job in California, and we are hopeful that we can get an agreement with this firm in the near future.

At the General Executive Board meeting held in the month of February in Florida, there were many representatives from the different Local Unions throughout the United States in attendance. In talking with them and exchanging ideas and information, it seems that everyone is hopeful for a good work season throughout the middle west and eastern part of the United States.

We attended a meeting in Salt Lake City where there was an attempt made to merge the two (2) Building Trades Councils in the state of Utah. What action will be taken is not known at this writing.

As usual, at this time of the year the out of work list is at the very peak and we have availed ourselves of the opportunity to implement the more sophisticated hiring procedures and again request all of you to cooperate with the dispatchers in order to make this work successfully.

We were extremely pleased with the outstanding response to the questionnaire we sent you recently regarding upcoming negotiations of the Master AGC Agreement for Northern California. Your response was overwhelming and proves once again that when given a real chance to participate in your union's work, you can be counted on. We have not tabulated the returns as of this writing, however, we will report the results to you in the next issue of the Engineering News.

Your response to the issuance of twenty-five year pins and certificates was also overwhelming, so many of you have written to both myself and the other officers to thank us for this highly deserved recognition that I find it impossible to answer the hundreds of letters personally, as I should like to do. So, with your kind understanding, I will use this method to say "Thank you so much for the many cards and letters and for the many nice comments on the work of your officers." It is your loyalty and support that keeps Local 3 in the forefront of organized labor.

Prospects for a better work year in the Western United States are indicated in a recent report that some \$800,984,000 in new construction projects have already been reported. This report does not include construction figures for Hawaii, Guam and other mid-Pacific Islands; however, we still need a greatly expanding economy to meet the demand for new jobs and to keep all our members working.

## IUOE Talks On Safety

Chances of obtaining enactment of Federal legislation that would protect the nation's workers while on the job, including those at construction sites, appear to be improving.

One sign is the introduction in the Congress of an Occupational Safety Standards bill suggested by President Johnson. Another is the start of hearings about February 8 on H.R. 2567, a Construction Standards Safety Bill, sponsored by Congressman O'Hara (D.-Mich.) and supported by organized labor, although opposed by contractor associations.

The administration's bill would enable the Secretary of Health, Education, and Welfare to develop, after extensive research, a base of information which the Labor Department would use to establish and enforce safety standards covering 50 million workers involved in interstate commerce. This measure would impose civil and criminal penalties on employers who violated the standards and provide for cancellation of federal contracts, as well as disbarment from future bidding.

It also would provide grants to the states to initiate or strengthen their occupational safety and health programs. With the grants, the states would collect information on occupational injuries and diseases, set and enforce standards and train inspectors and safety experts.

The President's proposal is broader than the O'Hara bill, but, administration spokesmen indicate, it would include the basic objectives of the O'Hara bill. It probably will be referred to the House Select Subcommittee on Labor, which last August held two days of hearings on the O'Hara construction safety bill. Congressman O'Hara is a ranking member of the subcommittee.

In recommending passage of his legislation, President Johnson pointed out that each year in the United States 14,500 workers are killed on the job and 2.2 million are injured, resulting in a loss of \$1.5 billion in wages and 250 million man-days of productivity.

"Reasons for these staggering losses are clear," the President said. "Safety Standards are narrow. Enforcement programs are weak. Research lags behind. Trained safety specialists fall short of the need. Only a few states have modern laws to protect the workers' health and safety."

"The gap in worker protection is wide and glaring and it must be closed by a strong and forceful new law. It must be our goal to protect every one of America's 75 million workers while they are on the job."

Today the Federal government offers the worker only a patchwork of obsolete and ineffective laws. The major law on the subject—Walsh-Healey—was passed more than 30 years ago and applies only to a worker performing a government contract.

It is possible that the International Union of Operating Engineers and other unions affiliated with the Building and Construc-

## Washington News Desk

From the International Union of Operating Engineers



A resolution adopted by the Executive Council of the AFL-CIO Building and Construction Trades Department at its regular quarterly meeting last week in Bal Harbour, Florida, received relatively little general attention.

This was because the metropolitan press was occupied with major development—approval by the Executive Council and the General Presidents of a sweeping voluntary affirmative action program to prevent discrimination. The program was worked out after weeks of top-level conferences between U.S. Department of Labor officials and Building Trades leaders, who had been instructed to proceed by the Department's 54th Convention in December.

The overlooked resolution, however, is almost certain to grow into one of the significant developments of our times.

It endorsed in principle a plan to rehabilitate the deteriorating central areas of American cities and extended the Department's fullest cooperation in the massive program.

The General Presidents emphasized, in a comprehensive discussion, that the federal government first must provide the funds for the urgent task of rebuilding and that large contractors must get behind the program.

To help lead the way, however, the Building Trades Department established a committee to begin consultation immediately with federal departments and with President Johnson's special committee headed by Edgar Kaiser.

The Department's Administrative Committee was given the assignment. It is composed of President Maurice A. Hutcheson (Carpenters), President Peter T. Schoemann (United Association), President Gordon Freeman (IBEW), Secretary-Treasurer Peter Fosco (Laborers), President Hunter P. Wharton (Operating Engineers) and President C. J. Haggerty of the Building and Construction Trades Department.

It is not unlikely that the discussions between the Administrative Committee and the federal government representatives will lead to establishment of an agreement similar to that which was set up in 1941 when defense construction projects were essential.

Congress has declared that improving the quality of urban life is the most critical domestic problem facing the United States. The persistence of widespread urban slums and blight, the concentration of persons of low income in older urban areas and the unmet needs for additional housing and community facilities and services arising from the rapid expansion of our urban population have resulted in a marked deterioration in the quality of the environment and lives of larger numbers of our people, while the nation as a whole prospers.

The Demonstration Cities and Metropolitan Development Act of 1965 provides that a city program is eligible for assistance only if it gives "maximum opportunities for employing residents of the area in all phases of the program and enlarged opportunities and training."

It will be the job of the Building Trades Department to establish a work and training plan within this framework and then proceed to remove the ghettos—the cause of many of the social ills besetting America.

tion Trades Department, AFL-CIO, will find the O'Hara bill preferable to the administration's proposal. The Operating Engineers played a major role in the formulation and introduction of the O'Hara measure.

Nevertheless, it is most encouraging that the force of the administration finally has been added to that of organized labor in demanding that occupational safety standards be established and enforced.

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### ENGINEERS NEWS

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## Dredging



By AL HANSEN

*"There's More to Dredging Creeks Than Meets the Casual Eye."*

A passel of east Corte Madera waterfront property owners are getting a little education on the process of dredging creek bottom.

The opportunity comes from the desire of at least 129 persons (the number of petition signers) to form a dredging project assessment district along San Clemente Creek so small boats can reach San Francisco Bay at low tide as well as at high tide.

The petition last October 16 in the town council passing a resolution of intent to form the district. The council allotted \$12,000 for initial studies and asked Philip A. Lygren, acting town engineer, to come up with preliminary findings.

Lygren contracted with Dames and Moore, soils engineers from San Francisco, to investigate whether the project is feasible.

Hans Nikolaisen of the firm has reported that borings into the land disclosed its soil is similar to other Bay Area soil, and slanting excavation of one foot vertical to every five feet horizontal would be adequate to prevent landslides.

At two meetings in council chambers thus far, interested residents have appeared pretty calm about the proposal. No strenuous objection has erupted. Main concern seems to be whether the dredging might accelerate the area's land-sinking spell and increase the dangers of building foundations cracking.

Nikolaisen doesn't think it will. He said settling of the all dry-fill land should continue only normally.

Also of concern are the problems of clearing the creek banks for dredging work and making anchor room for the dredge on both sides of the channel. Called a "sticky point" by Mayor Edward W. Colthurts, this would mean temporary removal by the owners of existing docks, plants and fences in the way.

Engineers said the barge needs about 20 feet of clearance from the top of each bank. Its anchors, they said, would have to be spotted on almost every lot as the barge works down from the creek mouth, then moved to the next lot as work progresses.

Effort will be made to place the anchors where the sweep of their cables won't damage swimming pools, trees, or other objects, the homeowners were assured.

Lygren was frank about the noise and working lights. Because of the tide, he said, crews must work whenever possible on a 24-hour-a-day basis. This would mean the sound of hydraulic pumps and glare of floodlights, but he reckoned the dredging shouldn't take many days.

Cost of the project has yet to be determined. Lygren said because those who benefit would be boat owners, that naturally would be the area of heaviest cost assessment. Size of lots fronting the channel also would be a factor, he said. Average lot frontage is 73 feet.

The project, proposed for a minimum of three-foot water depth at lowest tide and a minimum of 20-foot width at the channel's base, would involve about 8,500 feet of dredging, including two spur channels and moving of mud from about 4,000 feet of the shallow bay at the creek's mouth.

The council has given the green light to completion of the preliminary plans. If these are satisfactory, the council may then order final plans.

**WESTERN PACIFIC DREDGING**—Dredge "Polhemus" still pushing hard on their job at Corte Madera and should be out of there in a week—then they are going to take the Dredge to Lauritzen's in Antioch for repairs—and from there, they will go to their job at Stockton. The other Dredge "Reidell" is still there—they are using her as a Booster at the present time, and when the "Polhemus" leaves in a week, they will use the "Reidell" to finish up their job at Corte Madera Creek.

**DUTRA DREDGING COMPANY**—The "Sacramento" is on a short job at Redwood City at the present time and when they finish this job, we don't know where she will be going at this writing. The Dredges "Alameda" and "Liberty" are also working on the mud flats at Sunnyvale. The Dredge "California" is still working up the River. Work for the company at the present time is very slow.

**HYDRAULIC DREDGING COMPANY**—Still have the "Papoose" tied up at Pittsburg yard. The "D=R #1" is working at Foster City, and should be finished in a month or so. The Dredge "Rogue" has a few weeks work at Richmond at the present time "Brick Yard Cove." Things are slow at the present time for them also, and the way things look at present, the "Rogue" will probably go back to the yard in Pittsburg when this job is finished.

**SAN FRANCISCO PORT AUTHORITY DREDGE**—Still keeping busy up and down the harbor in S.F. Bay.

**OLYMPIAN DREDGING** has the "Golden Gate"—"Holland"—tied up at their yard at present. The Dredge "Neptune" is working up on the Stockton River and working their way down towards Rio Vista. The Dredge "Monarch" is at San Leandro Harbor—and from there, who knows?

**ASSOCIATED DREDGING**—Nothing going at the present—work very slow.

**UNITED SAND & GRAVEL**—Still on the sand run for Trans-Bay Constructors—backfilling the Tube—everybody very busy—still on one shift operation.

**TRANS-BAY CONSTRUCTORS** Dredge "Tuney" still working with the Dredge "Sandpiper" placing the sand on the Tube in San Fran-

## Delegate Returns (cont.) Hawaii H&amp;W

Continued from Page 1

No.	Candidate	Number of votes
34	Gail Bishop	8,368
35	Guy Jones	8,355
36	Daniel R. Ellis	8,342
37	George Farrell	8,341
38	Robert A. Long	8,335
39	Aaron Smith	8,332
40	Aster Whitaker	8,307
41	M. W. "Bill" Isbell	8,277
42	Kenneth M. Green	8,261
43	Ken Bowersmith	8,217
44	Robert S. Skidgel	8,145
45	Don C. Dillon	8,139
46	Ernie Nelson	8,139
47	W. V. Minahan	8,139
48	Ted N. Mason	8,111
49	Bob Wagnon	8,102
50	Norris A. Casey	8,056
51	Dave Rea	8,052
52	H. L. "Curley" Spence	7,970
53	Garth A. Patterson	7,939
54	Tee Zhee Sanders	7,835
55	John DeBrum	7,755
56	Russell Jack Wheeler	4,359
57	Tom Eck	4,208
58	Stan Bergman	4,039
59	F. L. "Les" Crane	3,989
60	John E. Battenfeld	3,956
61	D. L. "Dusty" Flynt	3,936
62	Chas. W. Lloyd	3,904
63	B. R. "Renny" Burroughs	3,802
64	Less D. Hodge	3,788
65	Harry Butler	3,773
66	John L. Hinote, Sr.	3,702
67	Larry Riordan	3,677
68	George "Mack" McFadden	3,664
69	Robert "Bob" Cowger	3,616
70	Joseph E. Britt	3,579
71	Chester Owen Teegarden	3,500
72	William Lorenzen	3,444
73	Elmer L. Bushong	3,389
74	Samuel Leon Nettles	3,350
75	Ira Jones	3,346
76	Jesse E. Dryer	3,301
77	Charles Shafran	3,271
78	Art W. Meyer	3,256
79	John DeVine	3,161
80	Tim C. Jacquez	3,150
81	Chester W. Dryden	3,034
82	Emil Selzle	2,943
83	Buford J. Barks	2,920

## Dredging (continued)

cisco Bay. Dredge "Thelma" also still working steady in San Francisco Bay.

**SHELLMAKER COMPANY** has nothing doing in the area at the present time. All their work is going on in L.A. The "Gypsy" is still tied up at Black Point.

**UTAH DREDGING** still going strong at their job at Bay Farm Island—but still some time to go and keeping all their crews busy. Their Dredge "San Mateo" is still tied up at their new yard in Stockton.

Job let February: Maintenance Dredging at Camp Pendleton—Oceanside Harbor, San Diego County, California. Work consists of the removal of approximately 400,000 cubic yards of material, and disposal of material in disposal area Northerly of the Oceanside Pier at an estimated cost between \$100,000 and \$500,000. (This is for the information of the Brothers interested in dredging work in the L.A. area.)

Maintenance Dredging, Bodega Bay: Bid will be opened on April 2nd—The work consists of dredging approximately 70,000 cubic yards from the existing channel and turning basin and disposal of dredged material in the designated disposal area.

Clamshell job coming up as far as I know—this month for Bethlehem Steel Company—Dredging from Pier #1 to Pier #5—400,000 yards. Have not found out as yet who the contractor is who received the job.

U.S. Navy—Hunters Point job for 100,000 yards of dredging this month some time, as far as we know.

Corps of Engineers job coming up March 20, 1968—Maintenance Dredging Inter-Harbor, Oakland—400,000 yards.

Well, Brothers, this kind of ties things up for the month of February—waiting for the Tug to take me ashore—and look forward to seeing you all again next issue—keep the "Pot" boiling!

Brother Roy Hinkley, Jr. was in another slight accident—but do hope that he is fully recovered by now.

Glad to hear that Brother Lou Ferrari's wife is coming along nicely, since her confinement in the hospital—we wish her all the best!

this connection, employees will be allowed to accumulate excess hours in their reserve accounts up to a maximum of 720 hours.

## TERMINATION OF BENEFITS

An employee's insurance under this plan will terminate at the end of the month in which the work credits in his reserve account fall below 120 hours, after deduction of 120 hours for the current month's insurance coverage.

## REINSTATEMENT OF ELIGIBILITY

An employee whose eligibility has terminated shall again become eligible if his reserve account shows a total of at least 120 hours within the six-calendar month period subsequent to the termination of his insurance. Such reinstatement shall be effective on the first day of the second month which follows the month in which this requirement is met. If the employee is not reinstated within a six-calendar month period, any reserve hours in his account shall be forfeited; such an employee shall again become eligible for insurance upon completion of the eligibility requirement for new employees, as set forth above.

## SPECIAL RULES APPLICABLE TO DISABLED EMPLOYEES, OR EMPLOYEES ON MILITARY SERVICE

## (a) Disabled Employees

If an employee becomes disabled for a period of more than 14 days, he will receive credit for hours worked, just as if he were working, for each week of certified disability at the rate of 30 hours per week. Such disability credits will commence with the week following the initial two-week period, up to a maximum of 13 weeks of credit during any one period of 12 consecutive calendar months.

Credits for disability in accordance with the foregoing shall be given with respect to disabilities which occur on or off the job, and which are attested to by the employee's attending physician, in writing, in a form acceptable to the Fund.

## (b) Employees who enter on Active Duty with the Armed Forces

The eligibility of employees who enter upon full-time active duty with the Armed Forces of the United States (and dependents, if any), is to be terminated at the end of the month following entrance upon such active duty. Any reserve hours in such an employee's account, however, are to be preserved until such time as the employee is discharged from the Armed Forces and, providing he returns to work for a contributing employer within 90 days from such discharge, the employee is to be reinstated and he is to be credited with any reserve hours held to his account at the time of entrance upon active duty.

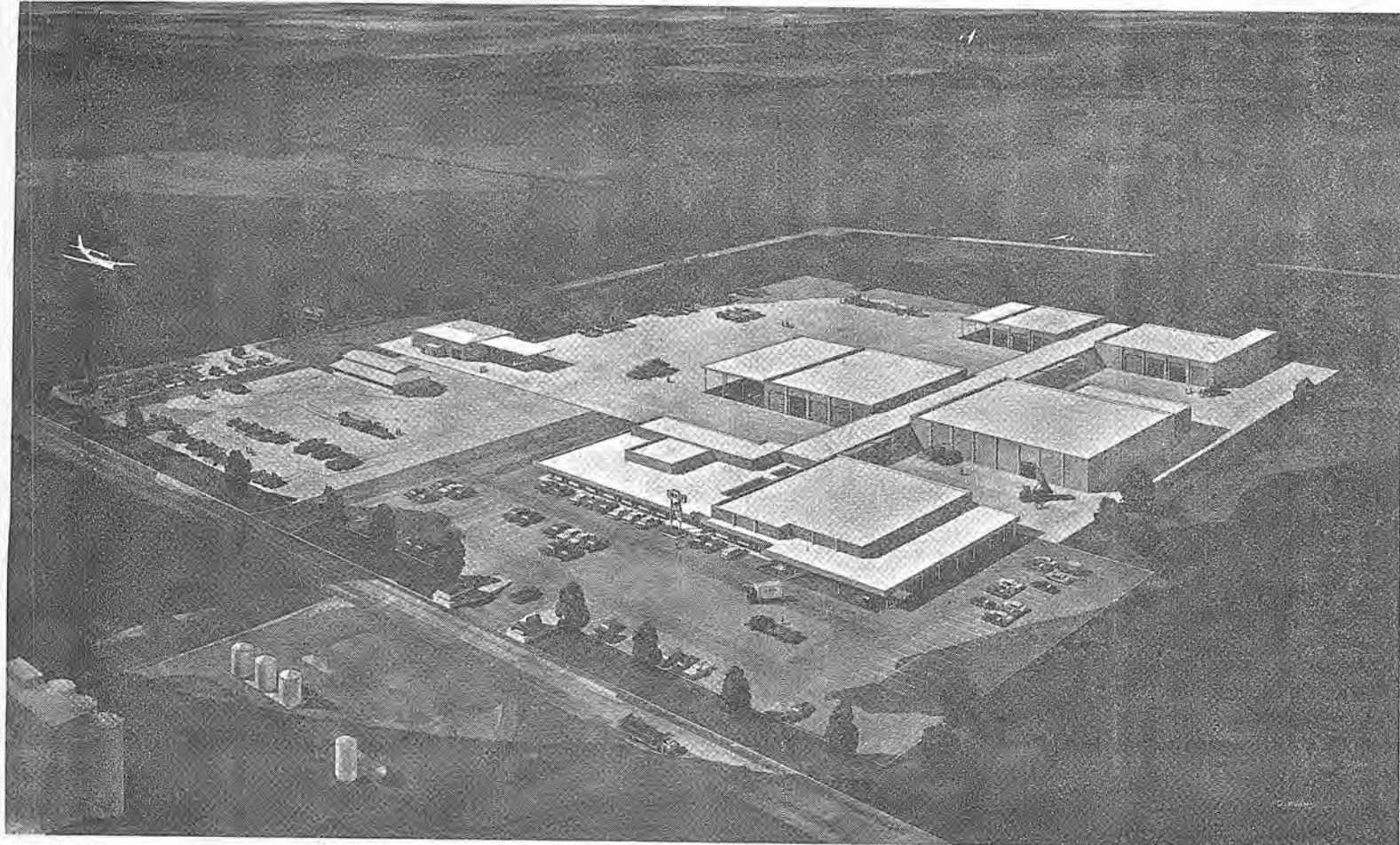
The foregoing provision applies to the period of an individual's initial enlistment only. In the event of voluntary re-enlistment, an employee's hours shall be canceled.

The foregoing provision is not intended to apply to temporary tours of active duty not exceeding 30 days.

## PRIVATE PRODUCTIVITY

Productivity in the private economy continued to increase at a relatively slow rate in the fourth quarter, while compensation of employees rose more rapidly, the Labor Department reports.





# Thar's Gold In Them Old Hills Says UP

By GAIL BISHOP, JOE HAMERNICK and MONT PARKER

The Union Pacific Railroad has leased 46 claims in the old Virginia City, Silver City, and Gold Hill area, and states they will begin drilling immediately. Union Pacific Railroad also holds extensive mining leases in the old Gold Acres site.

A Pre-job is scheduled with Common Wealth of Canada, regarding a mill to be built at Cortez, Nevada. We will have full information on this operation in the next issue.

Seven miles of Interstate 80, between Deeth and Wells, Nevada, are being advertised. Bids will be open March 14, 1968.

Work in the eastern part of the State has all been shut down with the exception of Nevada Rock & Sand Crushing, east of Wells, Nevada.

Rogers Construction Company at Immigrant Pass should be going about the middle of March.

Industrial Construction Company are now getting started on a section of Interstate 80, west of Winnemucca, Nevada.

John Evans has recently been appointed as Job Steward for the Carlin Gold Mining Company, along with George Chapell, and Bill Glennon.

The members at Carlin Gold Mine recently received two new buses which have made the ride from Elko and Carlin much more comfortable during the winter months.

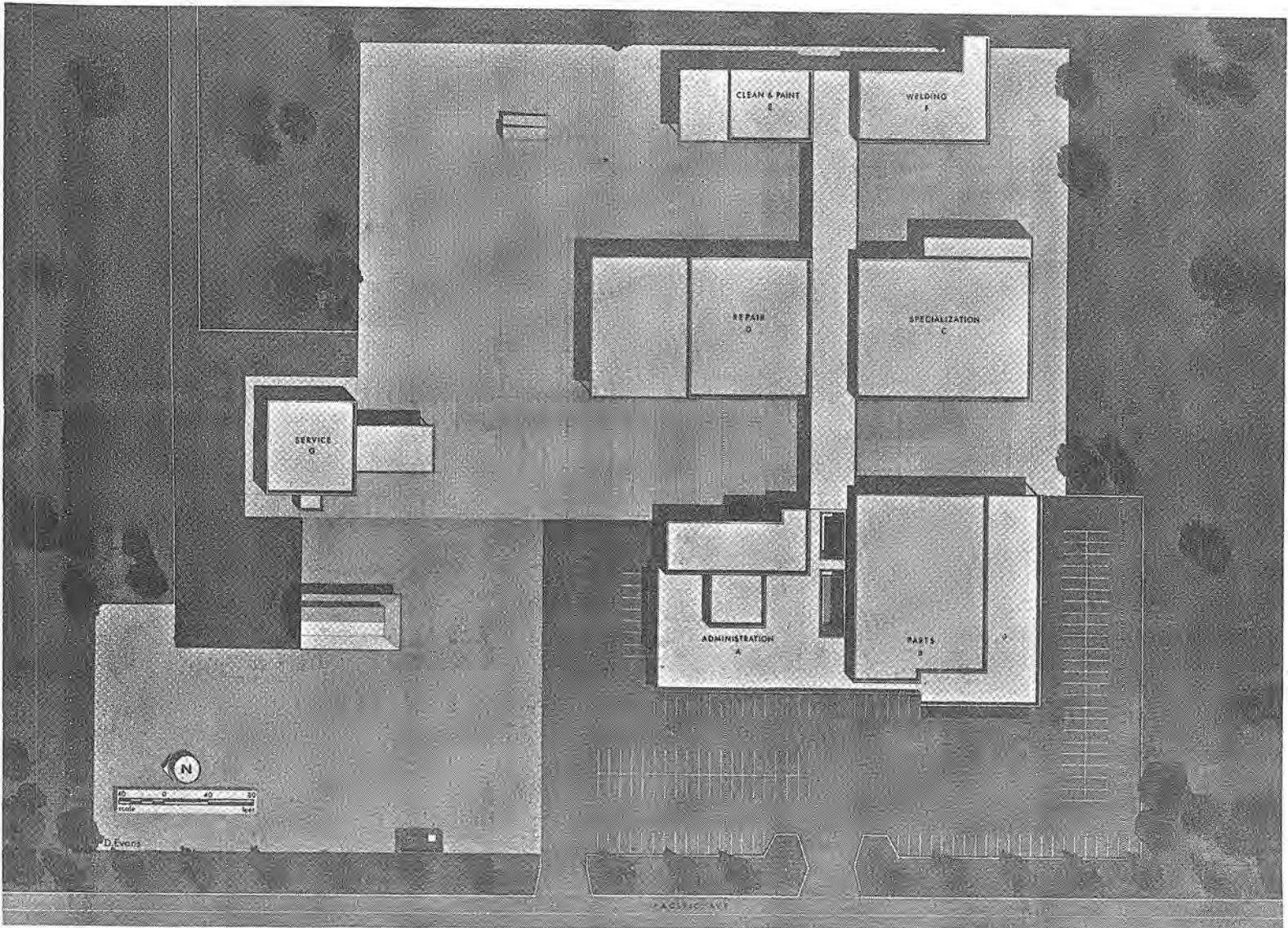
Mickey Yarbrow has recently been made Chief Steward, in the Mine Maintenance Department, of Duval Corporation, along with Charles Ferguson, Mine Operating Department; Don Nelson, Mill Operating Department; and Bob Nelson, Mill Maintenance. These Brothers are doing an excellent job as Stewards, along with the other Stewards in each Department.

H. M. Byars Construction Company of Reno, Nevada, have a contract from The Round Hill Public Utility District, to install 1200 feet of 16 inch pipe, from Stateline to the Pump Station at the northeast corner of the Sahara Golf Course.

The Savini Construction Company of Reno, Nevada, have the Fish Hatchery south of Gardnerville, Nevada, two thirds finished. The Nevada State Game Department will be able to raise and plant more than 100,000 small game fish in the different streams of the State, for the sportsman to take during the fishing season.

Brother Pete Heuga from Tahoe City tells us his son, Jim Heuga, Olympic skiing star, will be getting married in Switzerland as soon as the Winter Olympic Games are over.

They met at the University of Colorado where they both attended school. Best wishes to the young couple.



TWO ARTISTS' CONCEPTS of the new Tenco Tractor Shop to be built in the Marysville area are shown above. The new plant

will cost over a million and a half dollars and will boast many innovations in communications and potential future expansion.

Plan \$1,600,000

## Tenco Tech Center At Marysville

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

On 164 acre tract near Pleasant Grove with an estimated cost of \$1,600,000, a plush, modern Caterpillar plant will be constructed to meet the needs of the present day, and tomorrow. Located in the center of their 80 mile service radius the perspective view layout of Tenco Tech Center is made looking north and east, as the plant might be approached from the air from the

new Sacramento Metropolitan airport.

In the background may be seen the Tenco airport with the taxi way approach to the main plant area.

Much of the roofed over area is open on all sides for easy access. As has been found from practical experience that one can make good use of such areas for service work and storage of machines and parts at about half the cost of having such areas completely enclosed. Most of the building area is, of course, enclosed.

The key to the success of this plant is the covered and open concourse running down the middle of the main building areas. This will carry all the utilities and services between all of the buildings. They will all be above ground for easy maintenance and changes as necessary. This will solve one of the most serious problems encountered in past plants; that of having to dig up concrete to make repairs or changes in utilities and services.

Expansion is easily, quickly and economically made with this plan because the open spaces be-

tween buildings can be filled in and each building can expand in most any direction with interference.

One of the most interesting buildings of this plant is the museum of old "cats," Holt and Best equipment.

Also the closed circuit T.V. from Peoria, Illinois to the Parts Department and mechanical information. Top this and you can have it—would you believe good service to boot! In talking with Mr. Ken Beatie, they hope to have construction completed in about a year.



Local Union Is Family Affair!

# Father, Two Sons Total 81 Years As Members Of Operating Engineers

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

One of the more unique presentations of 25-year pins and certificates was made recently in the Sacramento office of Operating Engineers Local Union No. 3.

Recipients were Ray Austin, Sr. and Ray Austin, Jr., a father and son team boasting some sixty (60) years as members of Local Union 3.

Vital statistics on Brother Ray Austin, Sr. include:

Ray Austin, Sr., SS No. 566-16-3733, Registration No. 258012

Wife: Ethyl "Susie" Austin  
Birth date: March, 1898 (69 years)

Initiated February, 1938 by Local 842, transferred into Local 59, which amalgamated into Local No. 3.

Ray, Sr. has been a blade operator on dirt spreads, operated cats, carryalls and worked as a supervisor and foreman for most of the past 25 years. He is now employed by Sutherland Construction Company in Auburn as a foreman.

His father and uncle were in the teaming business when he was growing up. When he was old enough, he began running a Fresno Scraper. He ran a two ton Holt for J. L. Connors at Monterey and a little cat with a drag scraper.

As the equipment got bigger and better, he came right up with it. During this period of time, he also worked as a foreman several times, and ran a job for J. L. Connors. He has spent approximately 30 years running equipment or working as a foreman or superintendent.

He worked as a blade instructor at the O. J. T. school at Camp Roberts for both seasons the school was operating.

Ray, Sr., made the following comments on the Pension Plan, and the Union and its progress in general:

"I think our Pension Plan is coming along real well and getting better all the time. Right now I am real active and the company I am working for wants me to stay with them. Any time they want me to quit, I am ready," states Ray Sr.

"I also think the Union is really going real good, and I think Local No. 3 is the best organization anyone can belong to. Members should have a lot of respect for this Union and treat it as though it was part of them" added Brother Austin.

"I was at the Foreman's meeting the other night, and we talked about the Apprenticeship Program and various other things, and I feel like we came to a pretty good understanding of how the program is going. I think the training program is very good, and I think we did a lot of good at the O. J. T. School," said Brother Ray, Sr.

Vital statistics on Ray Austin, Jr. include:

Ray Austin, Jr., SS No. 547-28-3361, Registration No. 369522

Birth date: January, 1922 (46 Years of age)

Wife: Grace "Bonnie" Austin  
Initiated in Local 3-A in July, 1942 and transferred into Local No. 3 in July, 1946.

Ray, Jr. worked as an oiler on a dragline, Clamshells, Northwesterns, shovels and other equipment, mostly in the Crane family.

During World War II, he was out on a Service Withdrawal, and he transferred into Local No. 3 right after he returned from the service.

He then went to work for Morrison-Knudsen at Fairfield Air Base near Vallejo as an operator. He was pulling tampers on a cat working on the runways and the airfield itself.

He has lived in the Sacramento area since 1945 and has worked at Arden Sand & Gravel, where he is still working, since 1953. He is a Job Steward at Arden Sand & Gravel, and has been a Steward since March 8, 1965. He works at the gravel plant running a cat or a loader. Ray, Jr. commented that the most outstanding thing, to him, about Local No. 3 is the progress it has made since he has been a member. He stated he feels more of the members should take more of an interest in the Local and attend the meetings, which many do not do. Ray, Sr. and Ray, Jr. have worked together only once in their many years in the Union, and that was for Heintz Construction Company in North Fork, which is just above Fresno, where they worked one full summer season on a road project.

Ray, Sr. and his wife, Ethyl, also have another son, Gene Austin, living in Santa Cruz who is a member of Local No. 3 and has been for approximately 21 years.

The father and two sons have a combined membership in Local No. 3 of approximately 81 years.

Gene Austin and wife, Beatrice, have two children.

Paradise, Calif.  
February 29, 1968

Vice President and Manager  
Al Clem

Dear Brother Al Clem,

As I look through our Engineers News, of all the wonderful things that you have provided for we, the Members, I wonder how many stop to think of the work that you and other members of our executive board, have put into the numerous programs and fringe benefits. I know it must be an exhaustive and continuous struggle.

I for one want to congratulate you, also Paul Edgecombe and other members, for the wonderful things you and they have done, for we the members of Local 3. Without you we would have very little.

Thank you.

Howard F. Baker  
6102 Oliver Road  
Paradise, California



SIXTY YEARS of union membership is represented by Ray Austin, Sr. and Ray Austin, Jr. Both received their twenty-five year pins in ceremonies at the Sacramento office of Local Union No. 3 recently. A third son, Gene Austin, has been a Brother Engineer for twenty-one years.

## Over Fifty Scholarship Applicants

Over fifty applications have been received by Operating Engineers Local Union No. 3 for entry in their annual scholarship competition.

Recording-Corresponding Secretary T. J. "Tom" Stapleton said that his office is busy qualifying the applications and that upon completion they will be forwarded to the scholarship committee at the University of California for final selection.

Each year Operating Engineers awards two scholarship grants of \$500 each to a son and daughter of a member of Local Union No. 3 for study at any accredited college or university.

There is no restriction on course of study and winners may accept other grants or awards in support of their higher education. Parent of the applicant must have been a member of Operating Engineers Local Union No. 3 at least one year immediately preceding the date of application.

Rules for application are printed in the Engineers News and winners are announced some time in June or July. Cutoff date for application is March 1st.

### APPRENTICESHIP PROGRAMS

Building and construction trades leaders are urged to conduct apprenticeship information campaigns in minority communities to acquaint minority youth with the nature and promise of apprenticeship. A Labor Department official says the Negro community knows little about apprenticeship.

## Shades of the Wild and Woolly West!

# Local 3 Brother Boasts Top Collection

By ASTER WHITAKER, TOM BILLS, JAY NEELY, JOHN THORNTON, DELL HOYT, ROY DEROS and WAYNE LASSITER

If you went to the home of Henry E. Jewett, 35 Locust St., Midvale, Utah, a shovel operator at Kennecott Copper Mine and member of Local No. 3 for twenty-eight years, the subject of badges would probably come up. Brother Jewett has one of the best collections of badges and other articles used by the sheriff and police in taming the old west. He has badges from most towns and every county in the State of Utah as well as from Idaho, Nevada, Wyoming, Colorado and California. In the collection are about four hundred badges, ranging from the late eighteen hundreds up to the present time; sixteen pairs of handcuffs including a pair of Wells Fargo cuffs which are said to have come from the South Pass Station; one ball and chain and a device called an Oregon Boot, patented in 1866 by Oregon Prison Warden J. C. Gardner. Every prisoner was compelled to wear one of these for his complete term in prison.

One of the most interesting badges was worn by J. D. Boyd, who started his career as a young man in Arizona where his father



Brother Henry E. Jewett and his unique collection western memorabilia.

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was a deputy marshal. Young Boyd was called on to help with the law and helped to fell the last stage robber in Arizona.

Other interesting items in the collection include a little five-point star worn in 1892 by A. H. Steel, the sheriff badge of Stanley Fine of Eureka, Nevada, a United

States Marshal badge, several gold badges and a Texas Ranger badge made from a Mexican Peso.

If any of the brothers have any items which they would like to add to this collection, please send them to Brother Jewett and you can rest assured that they will be well taken care of.



# New Tech Training Program Announced



GIANT HUMBLE OIL spread in Vallejo, California employs some 28 Local Union No. 3 Tech Engineers on the job. Shown above (l. to r.) are Brothers Gary Freitas, fifth-step apprentice working as an instrumentman; Doug Davis, Chief of Parties in charge of off-site surveyors; Steve Freitas, Chairman; and Wayne Duarte, a sixth-step apprentice working as an instrumentman.



JOB PROGRESS DISCUSSION on the Humble Oil refinery in Vallejo is the topic as (l. to r.) Doug Davis, Chief of Parties; Aaron Smith, Business Representative and Mike Wornack, Tech Engineers Business Representative get together on site.

By MIKE WOMACK

Our Business Manager and International Vice President Al Clem has announced a new and far-reaching policy aimed at providing a continuous pool of qualified Operating Engineers through updated technical training provided by the Northern California Surveyors Joint Apprenticeship Committee program.

Suggested by management and ratified unanimously by Technical Engineers of Local Union No. 3 at six specially called meetings, the new concept will assure that as new job openings occur, only persons qualified will be dispatched to the work force.

Specifically stated in the Technical Engineers Master Agreement on the Policy to Govern Employment Procedures (para. 2) the agreement reads: "All present employees working under the Collective Bargaining Agreement, and all persons who have earned one (1) Employment Credit or more in a calendar year are qualified and eligible to register for employment in an Employment Office in such classifications of work as such person has performed during such prior employment *subject to verification as may be required by the Northern California Surveyors Joint Apprenticeship Committee.*"

This means in effect that all tests and examinations will be certified and provided by the Joint Apprenticeship Committee and that no Journeyman Trainee will fall flat on his face on the job because of the lack of technical knowledge and that those willing to avail themselves of the materials provided by the JAC can constantly upgrade the quality of their work, job security and potential for promotions and better wages.

In late 1960 the Standards governing a formal method of training field surveyors was signed by Management and the Officers of Local Union No. 3. This was the beginning of the Northern Cali-

fornia Surveyors Joint Apprenticeship Committee program.

The Joint Committee, composed of one Management representative from each of the Bay Counties Chapters and six representatives of the Union Membership, is the policy-making group. This group works under direct authority from the Technical Engineers Master Collective Bargaining Agreement.

The Joint Committee has established subcommittees in each of four general areas. Their job is to work with the apprentices, the schools, etc., at the local level.

At the first, related training material and study guides were produced by the State Department of Education to specifications set by the Joint Committee. Experience dictated that they did not furnish material quickly enough or to the desired quality.

Because of this unfortunate experience with the State Department of Education, almost two years ago a full time writer was employed by the Joint Committee, who, to date, has authored one book now in its third revision; one book now in its second edition; one book in its first edition, and is currently writing one additional year's material. All material is printed in small quantities and as the classroom experience indicates is revised at each printing.

There has been a multitude of text books written on Surveying, but virtually none that aim directly at the Survey party in the field. Because of our unique approach, we have had requests for the material from as far away as New York and Saskatchewan, Canada.

The Northern California Surveyors Joint Apprenticeship Committee was at first envisioned to train only apprentices. It soon became apparent that those people presently in the work force were also seeking more knowledge to better their skills.

The Journeyman Trainee con-

cept was originally proposed by your Business Manager, Al Clem, and readily accepted by management as a competent method to improve the work excellence of the Technical Engineers.

As difficult as it is for an old dog to engender the discipline necessary to good study habits, nevertheless, many survey employees, on their own time and at their own expense, found the will to go back to school and they have prospered. Not only does the increased knowledge make the job easier, but it also expands the sphere of work competency.

As the apprenticeship program started, tests were designed and many members participated in the test sessions given at three different times in four different locations. The specially designed tests were an attempt to qualify the existing work force as obviously certifiable Chiefs-of-Party or to show the relative position in which each person found himself. Through the tests and further review of experience, some were certified and some counseled into training toward future certification. To date 148 hold the certified Chief-of-Party designation and interestingly enough we now have almost twice the number of Journeyman Trainees (men presently in the work force) as we have apprentices in training.

This plan to qualify applicants for employment will surely increase the odds tremendously that a high standard of skills will be maintained by the Technical Engineers working under contracts negotiated by the Operating Engineers Local Union No. 3.

I am the Secretary of the Apprenticeship Program for Surveyors and Secretary of all four subcommittees.

Art Pennebaker, Assistant Administrator for the JAC, acts as Coordinator of the Apprenticeship Program for the Technical Engineers and is the former Technical Engineers Representative.

See GUIDELINES on Page 9

## TECHNICAL ENGINEERS MASTER AGREEMENT POLICY TO GOVERN

### Employment Procedures

1. Any person seeking employment in one or more of the classifications of work as set forth in the then current Collective Bargaining Agreement, may register for employment in an Employment Office in one or more such classifications, provided such person has qualified to register in each classification in which such person registers.

2. All present employees working under the Collective Bargaining Agreement, and all persons who have earned one (1) Employment Credit or more in a calendar year are qualified and eligible to register for employment in an Employment Office in such classifications of work as such person has performed during such prior employment subject to such verification as may be required by the Northern California Surveyors Joint Apprenticeship Committee.

3. Qualifications of all other applicants for registration shall be determined by Northern California Surveyors Joint Apprenticeship Committee through fair and impartial tests and examinations. Such tests and examinations will be given not less often than monthly. All persons passing such tests and examinations shall be qualified and eligible to register in an Employment Office in the classification or classifications covered by the test and examination.

4. All disputes concerning the application or interpretation of these procedures shall be appealed to the Northern California Surveyors Joint Apprenticeship Committee. The decision of the Committee shall be final and binding on all persons affected thereby, subject to such appeal as may be permitted by Law.



SOLANO SITE OF GIANT new Humble Oil (Standard of New Jersey) plant is rapidly taking shape. Business Representative Aaron Smith of Vallejo states that some 175 brothers are currently at work on the \$135 million-plus project. Refinery is

part of a big boom that is predicted for Solano County and includes a steel mill upriver where National Steel has purchased a 3,330-acre plot at Collinsville. Experts are predicting a construction explosion in this area over the next ten years.



# Rainstorms Halt Most Work In Stockton Area

By WALTER TALBOT, AL McNAMARA and JIM GENTRY

The report from this district, Stockton and Modesto, will probably be the shortest of the year. Due to the recent rainstorms, the unemployed lists have reached a new high.

Inclement weather persists at the writing of this report, however, any improvement in weather conditions will be reflected by decreasing the out-of-work lists. The jobs that are still in progress at this time are few and far between.

Guy F. Atkinson Co., constructors of the new Don Pedro Dam, lost very little time on their project, as the principal phase of the work at this time is driving diversion tunnel. Employment opportunities should pick up whenever the diversion tunnel is completed and work commences on the placing of embankment material.

Morrison-Knudsen Co. also have very little down time due to weather conditions on their scaling job for the U. S. Army Corp of Engineers at the New Melones Dam site. This is due to the wonderful drainage—the terrain is straight up and down, requiring yo-yo cat operations to scale the loose rock and scarce dirt on the canyon walls.

All the grading and paving contractors have been forced by the recent storms to curtail their work completely or to small maintenance type crews until such time as the weather breaks.

Some contractors, repair shops, rock-sand and gravel plants, scrap yards, tractor dealer repair shops and other industrial type shops and plants continue to operate in spite of the adverse weather we are now experiencing.

The Tracy By-Pass will have been let between the preparation of this news article and its publication, provided there is no postponement of the bid date. This

job will be approximately six miles in length between a point just west of Paradise Cut Bridge to Hansen Road west of Tracy. Plans call for four lanes of completely new freeway with seventeen bridges, and \$14.5 million has been allocated for the project.

Granite Construction Co. was low bidder at \$450,000 for the grading, surfacing and drainage of Highway 16 in Amador County. Job commences at Sacramento County line and extends easterly to Waite Station.

The Corps of Engineers is calling for bids on channel improvement, which includes clearing and enlargement and construction of a new levee on the north bank of the Diverting Canal on March 12th. The construction of two new railroad bridges for the same canal is scheduled for April 11th.

Stockton Construction Co. has erected a batch plant at their new yard on West Marengo Road for the purpose of manufacturing concrete pipe. They were in this business a few years ago in Sacramento under the name of Western Pipe Co.

## Strong Rights Bill

Officials of the City of Berkeley have adopted a detailed and uncompromising program to enforce elimination of racial discrimination in hiring on all contracts involving \$25,000 dollars or more. Although Richmond and Oakland have some similar contract provisions, they are not quite as stringent as those adopted by Berkeley.

## JOBS FOR VETERANS

President Johnson has called for a comprehensive program to expand job opportunities for the nation's veterans, especially the disadvantaged. To aid veterans in the area of employment, the President sent a special message to Congress outlining needed action.

# Construction '68 Holds High Hopes In Utah

By ASTER WHITAKER, JAY NEELEY, JOHN THORNTON, TOM BILLS, WAYNE LASSITER, ROY DEROS AND DELL HOYT

Workmen in southwestern Salt Lake City are fitting together what will be the largest unsupported dome roof ever built west of the Continental Divide.

The 186 feet in diameter, self-supporting dome will cover Salt Lake County Water Conservancy District's huge new eight million gallon reservoir—the largest capacity steel water tank in the Intermountain Area.

The cost of the facility, including site preparation and plumbing, will be about \$300,000. Funds for the project are part of a two million dollar bond sale authorized by the district's voters last summer.

The Contractor, Pittsburg-Des Moines Steel Company of Provo, expect to complete the construction of the tank in about 10 days. Site preparation and plumbing work was done by Turner Construction Company of Salt Lake City.

## SALT LAKE

The Construction outlook continues to appear favorable in the Ogden area with many new projects proposed for the year of 1968. The weather, however, is still hampering projects presently underway and is holding up new projects.

New projects presently underway in the Ogden area are: Five structures on Interstate Highway 15 by M. Morrin and Sons, realignment of State Road 39 by Fife Construction, the Wadman Construction job on the new Bonneville High School swimming pool and the erection of new class-

rooms for the School of the Deaf and Blind.

Jack B. Parsons Construction is handling the excavation on the structures for M. Morrin and Sons and Raymond Concrete Pile Division are driving the pilings on these structures.

Bids that have been advertised the past month include the Echo Interchange, with 1,000,000 yards of excavation, three structures on Interstate Highway 80 near Echo Dam, and a four-span structure on Interstate 15 over the Union Pacific Railroad tracks in Ogden.

Contractors presently employing Operating Engineers in the Ogden area are: Gibbons & Reed Construction, Jack B. Parsons Construction, M. Morrin and Sons, Cannon Papanikolas, Oakland Construction, Pinkard Construction, Hilton and Cass Const., Coleman Contractors, Fife Construction Co., Klopfer Construction, Culp Construction, Horne-Zwick Construction, Wadman Construction, Industrial Contractors, Vic Baker Crane Rental, and Miya Brothers Construction.

The Construction Outlook for 1968 appears a little brighter even though a cutback of Federal money retards construction of some projects. On colleges and universities in the state, eight million dollars worth of work will be let by July 1 at the University of Utah. Projects include a Fine Arts Building, Behavioral Science Building and an addition to the Student Union. At Utah State University in Logan there will be new buildings for business and social sciences, chemistry, industrial education and a physical education complex. Weber State in Ogden has a five-million dollar program.

On Highways in the State of Utah, there is to be constructed a new North Temple viaduct in Salt Lake City for two and one-half million, the belt route from 4500 South to I-80 for four million, and five million dollars is planned for the Echo area in Summit County for new interchange and highway construction from Henefer to Echo Junction. There will be the surfacing of the Interstate from 31st Street in Ogden to Hot Springs at an esti-

mated five million dollars and also for a new 24th Street viaduct in Ogden. Contracts have been let for a two million dollar project on the freeway from Cedar City to Summit in Iron County, and in Tooele County the state expects to spend about 6½ million dollars around the end of the Great Salt Lake on the Interstate.

The one thing we have plenty of here in Utah is snow. We have had lots of inquiries on when the melting season will begin—but so far we have had no advance information on the weather.

John Jackson of Talboe Construction has all the sidewalk superintendents wondering how he can sit ten stories up on top of J. C. Penney Building in his overhead crane and place a hoof in a man's hand that is out of sight down on the sidewalk. Little do these same sidewalk superintendents realize how many two-way radios are used in everyday construction.

Despite the snow, L. A. Young Company at Kimballs Junction are still running their crusher two shifts.

Things were going all right at the Strong job on Highway 80, near Coalville, until Friday, February 16th, when a rock slide came down on top of Brother Merlin Huber, killing him instantly. Our sincere sympathy to Mrs. Huber and family.

## PUBLIC CONTRACTS WAGE

A minimum wage of \$1.60 an hour has been set by the Labor Department for all industries subject to the Walsh-Healey Public Contracts Act. The minimum will apply to all industries except where the present determined minimum wage rate is higher. The act applies to employees working on government supply contracts in excess of \$10,000.

## VETERANS APPRENTICESHIP

Labor Secretary Willard Wirtz has launched a drive to expand apprenticeship opportunities for returning servicemen. Wirtz named a special consultant to develop apprenticeship programs in private industry for armed services veterans.

## Salt Lake City Office

# Popular Local No. 3 Employee Dies

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

Wanda Hansen, Salt Lake City Local No. 3, employee of 17 years, died February 13, 1968 in Salt Lake City.

Wanda was born June 22, 1913 in South Cottonwood, Utah. She was the daughter of George and Edith Thorum Ferguson. She is survived by a son, Donald Thorne and three sisters and one brother.

At an early age, Wanda began to show a very artistic nature and she loved music and always enjoyed the beauty of the canyons and mountains in Utah.

After she grew up, she was able to realize some of her artistic abilities as she learned to play the piano and organ and sang many of the songs she loved before many groups around the state. Also, with her natural talents for painting she was able to put on canvas the many beauties she saw in nature.

Wanda was past president of the Eagles Auxiliary in Murray, Utah and was active on several other committees.

After completing a business course at LSD Business College, she was employed by the Operating Engineers Local No. 3 where she



WANDA HANSEN

worked for seventeen years. Because of her kindness and consideration for all, she won the love and respect with all she came in contact with.

# New Auto Interest Rate Reduced 25%

Loans secured by new motor vehicles wherein the member's down payment and/or Credit Union share balance equals 1/3 of the purchase price, have been lowered to 3/4 of 1% per month on the unpaid balance. Credit Life and Disability Insurance is provided on these as well as all other Credit Union loans at no additional charge to the member.

This rate combined with the value of the Loan Protection insurance is competitive with the very best "prime" rates available to only a limited number of borrowers.

## Compare Before You Buy

You Borrow	12 Mo.	18 Mo.	24 Mo.	30 Mo.	36 Mo.
\$1000 .....	\$ 87.45	\$ 59.60	\$ 45.69	\$ 37.35	\$ 31.80
1500 .....	131.18	89.40	68.53	56.03	47.70
2000 .....	174.90	119.20	91.37	74.70	63.60
2500 .....	—	149.00	114.22	93.37	79.50
3000 .....	—	178.79	137.06	112.05	95.40
3500 .....	—	—	159.90	130.90	111.30



# 25-Mile Layout Employs Some 80 Bros.

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## Alluvium Mill Now Working Three Shifts

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

Utah Construction and Mining Company is a large operation in the Cedar City area, employing approximately 80 Operating Engineers. The physical layout is scattered over 25 miles of mountain area west of Cedar City, in which several different pits are used in different grade content of ore which is blended and crushed to fit the needs of their customers, which include Colorado Fuel and Iron and U. S. Steel Co.

Their Alluvium Mill (portable land dredge) works on a three-shift, round-the-clock basis, which has worked out with considerable success to supplement their other mining type operations.

Utah Construction and Mining Company operation is doing well, particularly in view of the cold winter weather, with the exception of the Beneficiation Plant (wet mill) which is receiving changes and repairs for next season's run when the temperatures permit operation.

Stan Bryan and Joe Leeder are the stewards on the job and Theron Foster is the Safety Committeeman.

It may be that the production is good at this time because of the forthcoming steel negotiations which could affect the mining operation. This company's contract with the Operating Engineers Local #3 expires in June of 1968.



UTAH CONSTRUCTION & Mining Co., Cedar City Operations. Waste removal at our Comstock Mine with a shovel having a bucket capacity of 6 cubic yards of waste, loading into a 32-ton truck

having a capacity of 15 cubic yards. Center of picture shows a 50-R rotary drill.

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KEY DELEGATE to the 18th statewide Governor's Industrial Safety Conference at the Fairmont Hotel in San Francisco last month was Dale Marr (circle), Vice President and Director of Safety for Operating Engineers Local Union No. 3. Some

700 representatives from every section of industry, labor and government attended the two-day meeting. At left, foreground, is Dr. Glenn Seaborg, Chairman of the Atomic Energy Commission who spoke on the peaceful uses of atomic energy.

## Dispatch Hours Changed

District No. 1 Representative and Local No. 3 Financial Secretary A. J. "Buck" Hope has announced dispatch office hour changes affecting two offices, Vallejo and San Rafael. Starting Monday, March 18th, the San Rafael office will be open from 7:00 A.M. to 5:00 P.M. on Tuesdays, Wednesdays, Thursdays and Fridays. On Monday the office will be open from 7:00 A.M. to 7:00 P.M. Starting Wednesday, March 20th, the Vallejo office will be open 7:00 A.M. to 5:00 P.M. Monday, Tuesday, Thursday and Friday, On Wednesday, the dispatcher will be on duty from 7:00 A.M. to 7:00 P.M. Both offices are closed from noon to 1:00 P.M.

## Local 3 DR Reelected As Trades Leader

EUREKA.—Ray Cooper, Operating Engineers District Representative in Eureka, was recently reelected for another two year term as President of the Humboldt-Del Norte Building and Construction Trades Council.

Cooper also serves as an Executive Board member of the State Building and Construction Trades Council of California.

## San Mateo Bridge Wins Top Award

Northern California's San Mateo-Hayward Bridge has been selected as the "Outstanding Civil Engineering Achievement of 1968" by the American Society of Civil Engineers.

Designed to carry 50,000 vehicles a day, the \$70 million structure rises to 135 feet and 5,542 feet of orthotropic design (flanged tops of the girders from the roadbed) and boasts a 750-foot central span that is the longest unbraced girder span in the Western Hemisphere. The 6.7 mile long includes a 4.9 mile low level concrete trestle and 1.8 miles of high level steel bridge.

## Bay Bridge Beefing

Murphy Pacific Corp. is fabricating and installing a new truss member to replace the one damaged on the San Francisco-Oakland Bay Bridge by the crash of a Navy T33 jet last month. A special jacking frame and high strength steel rods will carry the load during replacement.

## VETERANS ASSISTANCE

President Johnson has called for the enactment of a wide variety of laws to aid America's 26 million veterans and their families. The President asked Congress for \$7.3 billion to carry out the program beginning July 1, 1968.



# New Tech Program

Continued from Page 6

## Guidelines For Procedure

### Apprenticeship Training

#### PREREQUISITES:

1. Has reached 18th but not 25th birthday.
2. Citizen of the United States.
3. High School level education.
4. Honorable Discharge (where applicable).
5. Physically fit for survey work.
6. Algebra and Geometry background.

#### APPLICATION:

1. Request application at the Employment Office serving the area of his legal residence.
2. Sign a receipt for the application.
3. Provide the requested attachments:
  - Proof of age.
  - Proof of Education (G.E.D.)
  - Proof of Honorable Discharge.
  - Records of previous Apprenticeship.

#### ENTRANCE TESTING:

1. At time, date and place indicated on application, file application together with all attachments.
2. Take Entrance Test (Algebra and Geometry).

#### INDENTURE:

1. Sign Indenture Agreement.
2. Name put on out-of-work list.
3. Dispatched.
4. Indenture Agreement activated.

#### WORK EXPERIENCE:

1. Specified work experiences required.
2. Monthly reporting of work experience.
3. Monthly grading of work experience by Employer, Supervisor, Journeyman.
4. Progressive wage rates to conform with period of training.

#### RELATED INFORMATION:

1. Required to attend apprenticeship classes.
2. Monthly report of School Attendance.
3. Graded on each topic completed.

#### PERIODIC REVIEW:

1. First review by sub-J.A.C. within 6 weeks of indenture.
2. Full review of progress by sub-J.A.C. at 1000 work hours (6-month) intervals.
3. Additional review where necessary for discipline, information, or at apprentice's request.

#### CERTIFICATION:

1. Final review by sub-J.A.C. of the entire record.
2. Recommendation to J.A.C. to certify.
3. J.A.C. takes action to certify.

#### TRANSFER FROM JOURNEYMAN TRAINEE PROGRAM

Transfer may be made upon being qualified by the J.A.C. to register for employment in Instrument Man or Chief-of-Party classification.

## We get letters!

## In Our Mailbag

Mr. Al Clem  
International Vice President  
International Union Operating Engineers  
Business Manager Local Union No. 3

Dear Sir and Brother:

Please excuse me for being so late writing to thank you for your kindness and consideration in sending me the 25-year emblem and scroll, both of which I will cherish as long as I live.

Thank you also for the Local Union No. 3 Calendar, which came at the time we needed one, not only for the register of days and months—but—those—recipes.

You know, during my later years I have become a swift hand with a skillet.

Thank you again—and at this time allow me to state—The best thing that ever happened to

LOCAL UNION NO. 3

was that you became Business Manager.

Sincerely and fraternally yours

EDWARD A. TROEST  
149-B Arkansas St.,  
San Francisco,  
California 94107

## "She's a champion!"

# Barbara Ray Wins Nationals

By GEORGE BAKER

The second young lady from the Bay Area to win a National Ice Skating title since 1914 is Barbara Ray, fifteen-year-old daughter of Brother Bob Ray, currently working as a *mechanic* on the Buzz Haskins *Standard Building* spread in *San Mateo* and an Operating Engineer for the past 26-years. Barbara recently won the Junior Ladies Ice Skating Championship before a crowd of 10,000 in Philadelphia, Pa.

Barbara had her first taste of ice skating at age eight when she began skating for fun at Sutro's in San Francisco. She showed early interest and promise and began taking regular instruction. At present, Barbara takes four lessons a week and practices some five hours a day, seven days a week.

Barbara is purely a Bay Area product having spent most of her time on ice in San Francisco, Berkeley and is presently a member of the El Camino Skating Club in Burlingame. Although Barbara has had several instructors during her seven years on blades, her father attributes her current championship form to her present teacher, Don Jacoby, her instructor for the past three years and a former National Champion and Ice Follies star.

In order to reach the Nationals Competition, Barbara had to compete against the best California skaters at Squaw Valley where a win sent her to the Pacific Coast Championships at Portland, Oregon. A win there sent her to the Nationals in Philadelphia, where Barbara took on the best skaters in the nation and won handily.

Brother Ray attributes his daughters phenomenal success to not only natural ability, but to hard work and an inborn competitive spirit. "A lot of girls her age get a little rattled under fire, but the tougher the going and larger the crowd, the cooler Barbara becomes," said Ray.

Supporting a young amateur champion can be quite expensive according to Brother Ray, "Skating shoes cost about \$100 a pair and a skater must have two pairs at all times. Lessons are about \$6.50 for a half-hour and then there are costumes and travel. These are all expenses that must be born by the contestant since the retention of amateur standing is rigidly watched."

Ray pointed out that his daughter was just on the first major rung of skating competition and would be shooting for the World's Team Contests in two years with very definite hope of making the Olympic Team in four years. Brother Ray said the Worlds Team carried almost as much prestige as the Olympics and was really much better for the skater since this was the only sport contested and allowed more concentration on a single sport.

Barbara's ultimate goals of the World's Team and the Olympics are high goals for a 15-year-old, but Brother Ray has every confidence his daughter will make it right to the top. "We have every confidence that Barbara will win a World's and Olympic title," says Ray, "she will then have to decide if she wants a future as a star with



"SHE'S A CHAMPION," Brother Bob Ray tells George Baker, Business Agent for Operating Engineers, Local Union No. 3 during a break on his job as a mechanic with Buzz Haskins. Brother Ray is pointing out a clipping from one of the newspapers showing that his daughter, Barbara, has just won the Junior Ladies National Ice Skating Championships. Barbara is fifteen and a member of the El Camino Skating Club of Burlingame.

one of the major ice shows and will always be able to do well in the future as an instructor in her own right."

Brother Ray pointed out that there is always some tendency to compare present day champions with skaters of the past and that Barbara had been compared to Carol Hesse former National and Olympic winner, and the current Olympic champion Peggy Fleming. "However, we feel that Barbara has a style of her own and though Peggy is her great idol, she will continue to perfect a style that will be uniquely hers."

Although Barbara is dedicated to her skating, she is still an all-around girl and maintains a B average in school as well as keeping up other social activities.

Barbara is currently in the seventh step of the eight tests it takes to be a gold medalist skater. She expects to complete her eighth step this summer. This will qualify her to compete in the Senior Ladies Skating competition.

In looking at the competition that Barbara will face in future years, Brother Ray feels that the best young skater he has seen to date, other than his daughter, is Janet Lynn of Rockford, Illinois, third in the National Seniors and a year younger than Barbara.

Brother Ray feels that skating has been and will continue to be a wonderful experience for his daughter. "Not only is it a clean and active sport, in Barbara's case it offers her an excellent future and provides comradeship with girls from all over the country, it is a great experience for a young girl."



BARBARA RAY



# Thermalito Power: A Progress Report

★ ★ ★

## Two Units Completed, Two To Go

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

During the past month we have witnessed snow, rain and extremely cold weather in the Marysville District. This has caused many of our contractors to not start new jobs; also many of the jobs now rolling have been shut down at times when the weather got real bad.

The out-of-work lists are not getting any smaller with the weather problem. We hope once the sun starts to shine this situation will change.

### THERMALITO PLANT

An award was made in August of 1964 to the Guy F. Atkinson Company of South San Francisco to construct a huge power generating and pumping plant, a part of the Oroville Thermalito complex of the state of California Department of Water Resources Feather River project.

The notice to proceed on construction was issued by the DWR on December 4, 1964, and the large undertaking was started. To begin, a giant hole had to be blasted in the earth and rock building site where the plant was to be built with approximately 150 feet of the powerhouse below existing ground level.

As the rock was removed, no one ever knowing exactly how the subsurface formation lay, a fault in the rock foundation was found, thus creating a problem. After tests were made, it was decided that the intake into the powerhouse would have to be moved back 30 feet and the hole be over-excavated to get everything on solid footing. In doing this the penstock draught tubes would have to be lengthened.

After the huge 21-foot penstocks were set into place, forms were built from lumber to make ready for pouring. The turbine discharges and the penstock extensions which are concrete and transposed into round metal pipes into the powerhouse and turbines.

During May and July of 1965 two rail mounted 50-ton Clyde Whirly Cranes were set up at the site to be used in the handling of building materials.

As the building began to rise, approximately 10 million pounds of steel rebar was used in the reinforced concrete structure. One hundred thirty thousand cubic yards of concrete was used, being mixed at the job site and hauled by locomotive dinkies from the batch plant, then dumped into the large pouring buckets. The first actual structure pours were started in August of 1965.

Continuous work was done and the last structural pours were made in April of 1967. During the construction period of the building, there were no critical injuries other than a few minor ones. This job had a very good safety record for as many employees as were concerned.

At this point, the sub-contract  
See POWER on Page 11



THERMALITO START shows operation of two 50-ton Clyde Whirly Cranes in photo being shown pouring concrete at Thermalito

powerhouse in early 1966. Also huge draught tubes have been installed in place in preparation for penstock intakes.



HUGE ALLIS CHALMERS Synchronomus motor hydro generator rotor being placed into position with 150-ton American overhead crane. Overall diameter of motors are 36 feet developing 40,000

h.p. when used as pumps to return water to forebay for regenerating purposes at Thermalito powerhouse.



# Expect Early Work Start In Santa Rosa

By RUSS SWANSON  
and BOB WAGNON

As of this writing the sun is shining brightly and we hope the weather is turning once again to favor those who have to work within the elements.

We do anticipate a work year which should start well ahead of the last because of the various jobs which were in progress at the close of last season, plus the fact that there are quite a number of jobs to be bid. Some of the jobs which were in progress are as follows: Guy F. Atkinson Company, who had just started their 11 million dollar road job located near Cummings at the close of last season, should go with a bang as soon as it is dry enough.

Morrison Knudsen also working in the Cummings area on Highway 101 work, but somewhat different than Guy F. Atkinson because the main amount of dirt has been moved and M&K are in the final year of their 6 million dollar job. They will be in the finishing stages throughout 1968.

The Western Pacific Pile Driving Company really hasn't stopped on it's Noyo Mooring basin project and have kept a few of the brothers busy throughout the winter season—Lühr has been the subcontractor working on the levees, etc., and even though the work has been spotty—at least the work has progressed somewhat.

Wunderlick Company will be completing their Warm Springs road relocation work soon, but will continue to keep their office on the site in hopes of being low bidder on the next job in that location. It should be bid early in the Spring. The job in question is the 2½ million dollar road relocation job to the coast which is in conjunction with the forthcoming main 72 million dollar Warm Springs Dam project to be bid in the next few years.

Bragato Paving still have plenty of work in and around Santa Rosa. The new job is their half million dollar river road job and the old one has been quite obvious to anyone passing through Santa Rosa—the Freeway—sure has been chopped up for a long time. Maybe this year will be the completion year?

Art Siri Company just starting on their expressway job from 101 to Sonoma State College. The yellow equipment has been idle for some time but let the sun shine for a short time and the equipment will be rolling again.

Harold Smith from St. Helena in final stages, at this writing, with their road work in Snell Valley.

All of the rock, sand and gravel plants have had a scattering of work during the winter months, but as soon as the river is down and stays that way for a short period, full production should be the rule of the day.

We are looking forward to further work at Brooktrails which is a big sub-division located just out of Willits. The project is similar to the one done at Shelter Cove—at least the same type of radio advertising and promotion has been started. The present work has to do with the clearing of roads for about 55 miles and that work is being done by Joe LaMalfa and Triangle Construction. The future work has been bid, but at this time the successful bidder is not known even though the bids have been opened. The story as we hear it is that the contractors were all

aware that the owners had the prerogative of awarding the job to whom they wished. There were seven bids on the various phases of work—underground, roads, paving, etc. and their bids totaled in the vicinity of 3 million dollars. The eighth item bid was for an overall bid on all the items and the low bidder on the overall project was McGuire and Hester. Now the owners have extended their time to announce their decision for a 2 week period so next issue we will give you all the information available. At least now we do know that work will commence as soon as weather permits.

The Lake County Area report has not changed since the last few issues and we find Lange Brothers busy on various jobs throughout that area.

As has been stated in the past issues of this *Engineers News* we have an excellent relationship with the various Department of Employment offices in this area. However, questions still arise where a little better communication between the union, employees and the Department should exist.

A recent question had to do with a brothers initial signing date. He filed one week and his benefit was \$38 per week, but if he had waited just 2 weeks to file then a different quarter would have been included and his weekly benefit would have amounted to \$65. Again we say—keep a good track of the time and when you do have to sign up for unemployment insurance, check the quarters involved and it may mean money in your pocket. Check with our office and we will be glad to help you if there are any questions.

Those having to do with the apprentice program sincerely appreciate the cooperation of the Engineers in the Santa Rosa area. Lee Hunter, as most of you know, is the co-ordinator so when you see him in the field we would certainly appreciate your continued co-operation.

Remco Hydraulic employees still appear to have an ample work load. In fact, we keep hearing rumors of an increase in manpower because of the increase in contracts. Sure hope the rumors are right. Incidentally, the work done by Stewards Steve Harkins and Stan Kisor is certainly appreciated. Also the advisory committee, namely Gene Lindley, Ken Cox and Jerry Brimhall, are helpful in answering many of the problems that arise. Sure a lot of talent arises from a group of employees such as those who work at Remco Hydraulics. One talent in question has to do with John Snoddy who, on the side, operates the rock house located near Cloverdale. John, your collection is excellent—with one exception—the district business agent now wears a string tie which he purchased from your collection at the Cloverdale Fair, thus making your collection minus one excellent stone.

Bergland Tractor is progressing with a lot more vigor than during the last winter in that the work load appears to be large enough to insure a goodly amount of employment.

Bouquets to Andy Keck and Larry Hunter who have had the Stewards positions in Napa and Willits plant respectively and have been able to bring to the attention of the business representative, the various questions.

Many thanks to the near over-

flow crowd of Engineers who showed up for the last Credit Union meeting held in Santa Rosa. Treasurer (Brother) Red Ivy sure went all out in answering the many questions and also giving a full report on the activities of the Credit Union. Certainly a most informative meeting and well received by the Brothers.

An NLRB election was held a

short time ago with Les Petersen Well Drilling, with the employees voting for Local #3 to represent them. We appreciate the vote and will do what ever possible to reach an agreement with the employer. A lot of contractors read this publication so we wish they would take note of the above information and when drilling is required in your contract, please consider not

only Petersen but also Keyt (Bartley Pump) Drilling and Weeks Drilling and Pump Company with whom we have agreements and Operating Engineers operate the various equipment.

Remember Brothers, the office in Santa Rosa is open each Thursday evening until 8:00 P.M. and the grievance committee is in session.



COMPLETED THERMALITO powerhouse taken early in September 1967. Overhead cranes on intake and exhaust sections of system are used for raising and lowering of debris gates to keep obstacles out of turbines. Rip-rap was completed

in tail channel, but one crossing was being removed at lower left of photo. Note transmission towers under construction on barren rock area above intake to powerhouse.

## Power: Progress Report

Continued from Page 10

work was started towards the installation of the massive pumps and generators that were constructed in York, Penn. and Milwaukee, Wisconsin by the Allis Chalmers Company at a cost of about \$500,000.00 per unit, with there being 4 units altogether.

Three of the units are combination pump and generators which revolve at 112.5 rpm's. When they are used as generators, they have an output of 30,555 KVA each and when they are used as a pump, the direction of rotation is reversed and the huge windings become a 40,000 horsepower electric motor, thus pumping the water back to the forebay for regenerating uses when need for electricity is slack. Power which is made at this plant will be sold to private utility companies in the state.

The No. 1 unit differs from the other three to the extent it is a generator only with a Kaplan type turbine which is built to rotate in one direction only.

The rotors are the heaviest segments of the units, weighing 125 tons each. Total output of all four units when in operation is 115,000 KVA, enough power to light a city with a population of one million people. Each unit's motor generator is 36 feet in diameter including the air housing. These units

are air cooled from their own rotations. The runners inside the turbines are 17.2 feet in diameter which require a 100-foot drop of water elevation to operate at full efficiency during generating.

At the time of this writing there are two completed units. No. 4 which was the first to be finished has been put into operation both ways has to be checked out and balanced which was done after rotation so that vibration can be eliminated.

Completion of the last two units should occur in the fall of this year, barring unforeseen problems with the complete complex being in operation in January 1969. Power will then be sent through the new buss line to the P.G.&E. transmission switch yard on Cottonwood Road north of the town of Oroville, which will be connected to the main north and south transmission lines coming from the Columbia River in the State of Washington.

The contract bid on this job was \$15,248,000; however with all the additional change orders the cost has risen to \$16,500,000. At the peak of construction we had 80 of our brother engineers working on this job, and still have 15 working rain or shine.

*It's Official: Lake Oroville*

The California Water Commission has officially chosen Lake Oro-

ville as the name for the reservoir behind Oroville Dam.

The commission, which tried for two months to take action, swiftly approved the name in a unanimous decision. There was no discussion other than a remark by Chairman Ira Christman that the struggle had been a "revealing and interesting experience."

Other suggested names included Lake Pat, after former Governor Edmund G. "Pat" Brown, Smiling Spirit Lake, and Indian tribe names such as Lake Maidu and Lake Yahi.

### TEICHERT LOW BIDDER

A. Teichert and Son Inc. of Yuba City was the low bidder when bid were opened on a project to reconstruct the intersection of Highway 162 and Larkin Road four miles west of Oroville in Butte County.

The Yuba City firm submitted an offer of \$216,298.25 on the project, which will involve widening two sections of the highway and removal of a concrete overpass across the abandoned Sacramento Northern Railway tracks.

During construction, expected to take about three months, it may be necessary at times to route traffic through a single lane. In talking with the company, they plan to get started within two weeks, that is if weather permits.



# Fresno RA Okays \$1,735,709 Garage

★ ★ ★

★ ★ ★

★ ★ ★

★ ★ ★

★ ★ ★

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

Construction of a seven-story above-ground parking structure at the south end of the Fulton Mall has been approved by the City Council and the Fresno Redevelopment Agency.

The estimated initial cost of the 632-car-capacity garage is \$1,735,709.

The parking authority budget adopted several months ago suggested \$1.6 million could be allocated to the garage.

Several alternate schemes since were evaluated in an effort to reduce the cost.

The plan adopted will allow at some future date either an underpass or a tunnel underneath Van Ness Avenue and/or Inyo Street to separate garage traffic from central core loop surface traffic.

The price tag with all alternates completed is estimated to be \$1,924,896.

The timetable calls for architectural drawings to be completed by June 1, bids opened July 8, and garage completion by Nov. 8, 1969.

The garage structure will cover the existing public parking lot adjacent to the south end of Gottschalks, extend across the Fulton Mall—Van Ness Avenue alley and also occupy the parking lot adjacent to the Hotel Californian.

There will be five full levels of parking. Originally, it was contemplated the loop traffic flow would be depressed under the Van Ness-Inyo intersection but that has been dropped because of cost and is included in the design as an alternate for the future.

Another possibility would be to provide garage entrance through a tunnel under either Van Ness or Inyo, and that also is included as a future possibility in the design.

It is estimated the bids will be opened July 8, 1968 with the garage completion on about Nov. 8, 1969.

A contract to widen the bottleneck portion of Shaw Avenue between Fresno State College and Clovis has been awarded to Fresno Paving. The 2.3 mile portion of Shaw Avenue involved in the contract services as State Highway 168. Estimated cost of contract, \$312,000, with work due to begin immediately. The contract calls for completion of the job within 125 days.

A project calling for ultimate construction of some 600 low and moderate income housing units around Edison High School was put forward in the West Fresno General Neighborhood Renewal Area. The initial project will be financed in part by 2.7 million in Federal funds already earmarked by the Department of Housing and Urban Development for the first project under the GNRA.

Fresno's Fashion Fair, the 58-acre, \$28 million shopping center project at North First Street and Shaw Avenue is about 8 months behind schedule. The problem is in meshing the construction plans of the major department stores which will be the backbone of the development. There is no intent to expand the center beyond the present site and the three major department store concept. Construction is expected to start early this fall.

The way has been cleared to go ahead with the conversion of Mariposa Street into a mall between O

and P Street within the Civic Center. An agreement has been reached to make \$38,000 in federal funds available to match city allocations for the project. It is hoped construction can start in early July.

A low bid of \$181,929 for the widening of Shields Avenue between Cedar and Chestnut Avenues has been awarded to Allied Paving Company, Inc., of Fresno. The Shields project also includes the formation of an improvement district to pay for sewer house branches, curbs and gutters.

Robert G. Fisher Company of Fresno is the apparent low bidder for the construction of the Merced College Gymnasium in the amount of \$817,000.

The first reach of the Pleasant Valley canal, according to the Invitation for Bids issued last week by the bureau of reclamation, will be 6.3 miles long.

Both the PV canal and intake channel connecting the pumping plant with the San Luis canal will be concrete lined. They will each be 12-feet wide across the bottom.

The pumping plant will contain nine main pumps: three with a capacity for pumping 225 cubic-feet-per-second, three with a 125 cfs capacity, and three with 45 cfs.

About \$1,000,000 will probably be spent on the canal between now and July 1, when the 1968 fiscal budget ends. That would bring to around \$8,000,000 the funds already assigned to the project.

Total cost of the 12-mile canal has been estimated at slightly under \$15,000,000.

The canal, to be built by the bureau solely with federal funds, will provide the vital link between the main San Luis canal to the east, and the Coalinga-Oilfield Import Pipeline that will transport fresh water to the city.

These latest developments are expected to facilitate sale of \$2,800,000 in bonds for which the city must find buyers in order to finance the pipeline. Another \$2,271,000 toward the pipeline is already assured in a federal grant from the Economic Development Administration.

The city is shooting toward a completion date of December, 1969, for the pipeline so that water will be flowing in the pipes the instant it flows in the canal. For a time it was feared the war-inspired economy drive against domestic spending would endanger the December, 1969, target date. Already three months have been lost on the PV canal schedule, but the bureau apparently feels confident it can make up for the lost time.

The Pleasant Valley canal is to be built in two stages. It is the first reach, extending 6.3 miles, that is due for completion in December, 1969. It may actually make it by mid-July or August.

The next six miles of the second reach will probably be completed in 1970 or '71. It will be the source of supplemental irrigation water for area farmers. The first reach of the canal will be concrete lined and will be 12-feet wide at the bottom, according to the bureau's bid invitation. Specifications will be mailed to bidders Feb. 15 and bids will be opened at the bureau's office in Los Banos March 14.

Work on the canal must be completed within 450 days from the "notice to proceed." Yenter said such notice probably would go out in mid-April.

That would mean the first reach may be finished sometime in July

or August, 1969, not December. However, it takes pumps to move the water along.

Specifications on the pumping plant, to be constructed 1.6 miles east of the San Luis canal, will go out Feb. 7. They will be opened, also in Los Banos, on March 12.

Completion date is 700 days from the notice to proceed, that means the pumping plant will not be in full operation until sometime in March, 1970.

Yenter assured the Record, however, that a pump to push sufficient water for Coalinga-Oilfield needs would be in operation by December, 1969. He said extra time is being allowed to install the additional pumps for irrigation water.

Oil companies in the area plan to buy large volumes of water from Coalinga for use in their steam injection secondary recovery program.

Peter Kiewit & Sons Interstate #5 job at Kettleman City is moving along rapidly with 2 spreads of rubber working one shift. There are 60 members on this job.

Hood Corp. at Three Rocks has been forced to shut down, due to lack of pipe. This has been a very good job for the brothers. Lets hope the pipe will be on its way shortly.

Vinnell Corp. at Three Rocks have cut their work force down and have one finish spread going. This job should be finished by May 1st.

Fred J. Early has completed their pumping plants at Los Peralis and Badger Hills except for minor cleanup.

Sequoia Rock of Porterville is still going strong, lets hope their good fortune will continue for a long time.

Darkenwald Company was low bidder at \$442,000 on the first

section of the interceptor drain. It will be 7 miles long with 8 ft. bottom. The job will begin at San Mateo and Adams Avenues, and run towards California Ave.

Dravo Corporations Pacheco Tunnel job is finished, nothing remains to be done in the tunnel itself with just dozer and scraper cleanup work to be done on the outside. Elmer Wendt Company from Rio Vista has a crew of finish grade artists taking care of this part of the project which involves sloping the intake channel to the tunnel and removal of the plug at the mouth of the intake channel within a few days. The pumps will be started to finish filling the reservoir behind San Luis Dam, of which the Pacheco Tunnel will be one of the outlets at some future date. Dravo Corporations job was 2 miles of the tunnel with the starting date for work on the other 8 miles as yet unknown.

Brewer, Wunschell & Small on Highway 152 near Chowchilla need only a week or so of good weather to complete this piece of Freeway into Los Banos. They are busy trying to start the recently awarded section of Freeway on Highway 152 starting at the south edge of the City of Los Banos and ending just south of the Dos Palos "Y." This will be a good job for several of the brothers.

Although due to rainy weather they are having trouble getting the job opened up at the present time.

This leaves just one remaining length of highway 152 to be widened. Bid date for this last section of Freeway is expected to be set in the very near future. Preliminary survey work is completed and building removal is in progress so it shouldn't be long 'til this job is let.

Vinnell Corp. on their Tollhouse road job have started pioneer work

with two dozers on the job at the present time. At this writing the job is only about two days old so it will be awhile before the job is opened up and rolling. This is very rugged country with plenty of hard rock and not much else to work with but like the boys say "that's the way we like it." The terrain in this vicinity has a record of being somewhat unstable so we will probably see several slides on this project.

Crooks Bros. & Wunderlich Bootjack Road job near Mariposa is nearing completion. The scraper work is finished, with a few days work left for loaders and the sub grade will be completed. Three fourths of the oil base in down with just a break in the weather needed to start laying asphalt.

Another section of this Bootjack Road is to be let at a future date but so far no definite date has been set.

Also planned for Spring is an enlarged visitor and recreation area at Cedar Grove in Kings Canyon National Park with a service station, overnite cabins and campground, new administrative buildings, parking areas and some roads planned. This is rugged and beautiful country, so it should attract many more vacationers in the future.

Also planned for the near future are tourist and vacationers recreation facilities (boat ramps, picnic areas, with tables and Bar B-Q pits) at several locations in Merced County, including Exchequer Reservoir and McSwain Lake, and the way the Merced area seems to be expanding they can use more recreational facilities.

We wish to take this opportunity to thank all the Brothers and their wives for the fine attendance you have shown at our Credit Union Meetings.

## "United We Stand!"

# Staunch Unionist Retires At 73

EUREKA—Chester W. Dryden, age 73, has announced his retirement as an active member of the Operating Engineers Local Union No. 3.

A member of the Union for 28 years, he was presented with a Certificate of Achievement from the AFL-CIO affiliated organization, a 25-year pin, a check in the amount of \$800, which was retroactive to October and he will receive a continuing retirement income of \$225.00 from now on.

"When I lost my first wife, Fay, Ray Cooper talked to me and informed me of my benefits. I received \$1,000 life insurance settlement, a benefit I had no idea that I had coming. At the time of my loss, I failed to express my appreciation for the Union's help. I would like to do so now," Dryden said.

Dryden worked for the Chicago Bridge & Iron Co. as a crane operator for several years during World War II. He prizes a meritorious service award he received from the U.S. Navy for his outstanding efforts at that time. He has also worked for Mercer Fraser Co. as a shovel and roller operator for more than 10 years. His most recent employment was at Shelter Cove, where he was a roller operator for Abco Paving Co. of Ukiah.

Dryden, who was a marshal here in the 1920's and city councilman of the city of Trinidad in the following decade, resides with his wife, Ann, at 308 Ocean Avenue, Trinidad. Ann Dryden has been Treasurer for the city of Trinidad for the past 8 years.

You have heard the old saying — Go West



Brother CHESTER W. DRYDEN

Young Man—Go West Young Man, well Chester Dryden's advice to any young man is, "I don't care if you go north, south, east or west, just go union, for united we stand and divided we fall."

"A strong union supporter, I want to thank all union officers and brethren, past and present, for all the benefits I have received," says Dryden.



## Rain Still Plagues Humboldt

By RAY COOPER

There has not been much work activity in the area since last month as the rainy season is still with us and will more than likely continue for another month. The Division of Highways are calling for bids on the projects for this year, so depending on the weather we should get off to an early start.

Healy Tibbets is back in the area and beginning work on the new effluent pipe-line for Crown Simpson Pulp Mill. This will be a complete new line extending 3,000 feet out in the ocean. The line will be welded together on the beach and will be pulled out to sea in one continuous operation.

Simpson Timber Company announced their plans for construction of a major new forest products paper plant at their pulp mill complex on the Samoa Peninsula. This will put a one-year delay for the Samoa-Fairhaven expressway that was scheduled for this season. Because of the location of the new plant, the expressway will require re-alignment and re-design.

The Humboldt Bay bridge is still in the designing stages and the latest word is that construction will begin early next year.

Most of the plants and shops are keeping a number of our Brothers working through these hard winter months. Brizard Matthews Caterpillar is having a busy work load and have even added a few new hands to their payroll.

**ANNUAL CRAB FEED**—We had hopes of being able to hold our annual crab feed and dance in March but we ran into the problem of obtaining a building large enough for that time. We are making arrangements for the month of April and as soon as we

## Wright and Oretsky Win Contract

# Marin Fair Site Bid \$1,903,251

By WAYNE (LUCKY) SPRINKLE

The intermittent rains have most of the jobs shut down at the present time—however, the contractors look forward to a good year. Many Brothers are on the out-of-work list at present. No major jobs starting as yet, however with the long range weather forecast, we predict that we will have an early season.

Beck-Utah has finally got the green light to go ahead with their 12 story building at Greenbrae. At the present time, we have 2 Engineers on the job. Brothers John Richardson, Party Chief and James Field, Tower Crane Operator. By the 1st of March, we should have at least two more Engineers on the job. This will mean steady work for the Brothers for quite a while.

The State has asked for bids on the 101 widening from the Golden Gate Bridge to Spencer Overhead. This will change the highway from three lanes to four. At the present

get a definite date we will let you know.

Brothers, as you all know there are all kinds of Union members—following is a few definitions:

- A lot of members are like wheelbarrows—not good unless pushed.
- Some are like kites—if a string isn't kept on them they'll fly away.
- Some are like canoes—need to be paddled.
- Some are like trailers—they have to be pulled.
- Some are like kittens—they are more contented when petted.
- Some are like footballs—you can't tell which way they'll bounce.
- Some are like balloons—full of wind and ready to blow up.
- Many, thank God, are like the North Star—there when you need them, dependable, loyal, and a guide to all people.

time, the State is getting ready to advertise for bids on 101—from Terra Linda Overhead to Marinwood Overhead. They will add 2 lanes and make the freeway 3 lanes north and south. This will mean after these two jobs are completed, Hwy. 101 will be 6 lanes—from Hwy. 37 Interchange to Puerto Suello Hill—and back to 4 lanes over the San Rafael Viaduct—and then back to 6 lanes to Sausalito turn-off.

A pre-job conference was recently held with Wright & Oretsky of Santa Rosa, who were awarded the contract for the Marin County Fair Building—Veteran's Memorial

Auditorium—including site development. The cost is \$1,903,251. This job will take approximately 550 days.

1967 Disability Insurance Refund now available. You are entitled to claim a refund if you: (1) worked for two or more employers, and (2) deductions for disability insurance were made from your wages, and (3) such deductions totaled more than \$74 for the year 1967. Application forms are available by requesting them in our office, or from the Department of Employment office. Remember: Early filing of your claim form will speed payment of your refund!

Final filing date: July 1, 1968.

Our Job Stewards and Safety Committee Meeting held on January 16th was well attended—and a very interesting program was conducted by Brother Jim Jennings.

Our District Representative and Financial Secretary Brother Buck Hope has notified us that beginning Monday, 18th of March, the San Rafael dispatcher will be on the job from 7:00 A.M. to 7:00 P.M. Previously we had kept the office open for these hours on Thursdays. Regular hours are 7:00 A.M. to 5:00 P.M. Office is closed from noon to 1:00 P.M.



## Operational In June?

# Sears Point Race Course Soon

By WAYNE "LUCKY" SPRINKLE

Northern California's first Grand Prix caliber auto racing complex—Sears Point Park—will soon be under development in Sonoma County.

James R. Coleman, general manager of Sears Point Properties, Inc., of San Rafael, said approval has been received from the Sonoma County Board of Zoning Adjustments. "We hope to be able to break ground in March," he said. "But even more important, we have already contracted with the Sports Car Club of America for a September 22nd Trans-American Sedan Race."

Plans for Sears Point Park call for a 3.1-mile road racing course, a 2.2-mile short road course, and a one-quarter-mile drag racing strip, with all the necessary participant and spectator facilities.

Sears Point Park, located about halfway between Vallejo and Novato at the intersection of State Highways 37 and 121, was designed from the ground up by the civil engineering firm of Murray & McCormick, Inc., working in close conjunction with SCCA drivers and officials.

"We have been in on the planning for this project since the outset," said Bill McCormick, regional manager of the SCCA's San Francisco Region. "And we are very enthusiastic about it. The sport of automobile racing is most definitely in need of a premier circuit located within the metropolitan San Francisco Bay Area."

Coleman and three other Bay Area businessmen—Gordon Blumenfeld, John B. Gibbons, and Robert D. Marshall, Jr.—are the principals behind the project, and the money raisers. They say that eventually the development will encompass about one square mile and include considerably more than the automobile racing operation.

Initially, some 300 acres will be developed, Coleman said, at an estimated cost of \$1.2 million for the road course, drag strip, and related facilities, with another 30 acres to become a major skeet and trap shooting area. Winchester Arms Co. is currently negotiating for a franchise on the gun project.

Later, a 25-acre commercial development will be built, including motels, restaurants, shops, and other service-type businesses.

### Racing in June

Fred Krabbe, manager of Murray & McCormick's Marin County office, said that if all goes according to schedule, the 2.2 mile short course and the drag strip should be operational by June.

The road racing course, he said, will vary in width from 40 to 80 feet, will include both banked and flat curves, and will vary in elevation from 20 to 340 feet above sea level, with maximum grades of 15 per cent. The paved track will be built to international race course standards, as set by the Asphalt Institute.

The pit area, often the object of bitter complaints from participants, will be elevated in the interest of safety and to provide a better view of the race course for mechanics and other pit personnel.

### BUILDING TRADES

The average hourly wage scale for union building trades workers rose 5.6 per cent during the year ended last July 1, the Labor Department reports. The advance was the largest since 1952. The average hourly scale was \$4.83, up 26 cents over 1966.

## S.F. Newmans

# Jack Howard To Top Post As Wirtz's Executive Assist.

SAN FRANCISCO — Secretary of Labor Willard Wirtz has named former San Francisco newsman Jack Howard as his executive assistant, a top-echelon post in the U. S. Department of Labor.

A native of Santa Ana, California, Howard was educated at University of California campuses in Berkeley and Los Angeles before becoming a newspaper reporter here. He went to Washington in 1957 as winner of a Congressional Fellowship awarded by the American Political Science Association.

In 1960, Howard became chief investigator for the Government Information Subcommittee of the U. S. House of Representatives.

He joined the Labor Department in 1963 as special assistant to the Under Secretary, the first administrator of the agency's new Manpower Administration devoted mainly to job-training and employment programs for the disadvantaged.

In the summer of 1964, Howard was appointed director of the De-

partment's Neighborhood Youth Corps, a major anti-poverty program he helped organize to help youth from low-income families continue their schooling or launch work careers.

Early last year Howard was named head of the Bureau of Work Programs for the Department, and last July he was promoted to be deputy manpower administrator. It was in this capacity that he worked very closely with Operating Engineers Local Union No. 3 to institute the pre-apprenticeship training program at Santa Rosa, California. This program completed its first six-month cycle on February 29th and graduated 37 culturally disadvantaged youths, with nine (9) held over for additional training. These youngsters will now take the Apprenticeship Entrance Exam for Local Union No. 3.

A onetime official of the American Newspaper Guild (AFL-CIO) here, Howard and his wife Margaret and their two children live in Washington, D.C.



# SWAP SHOP CORNER: Free Want Ads for Engineers

## FOR SALE

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

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

**300 AMP. SHOP WELDER.** 220, 3-phase Lincoln with leads. \$250. John D. Kelley, phone 323-4088. Reg. # 1076494. 1-1.

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

**'64 DODGE** crew cab, 4 door, 2 seated pickup, 4 speed-V-8, pos. track, R.H. Excellent cond. D. Lane, Rt. 1, Box 4117, Redding, Calif. Phone 916-243-5764. Reg. 635722.

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

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

**FOR SALE, PILE DRIVER.** Skid rig mounted on barge 20' x 35', powered by V-8 gas. Kohler 4 cyl. generator included. 28' diesel tug also available. George Landis, Box 403, Clearlake Highlands, Calif. Phone 994-2827. Reg. No. 461226. 12-1.

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

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

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

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

**SEBASTOPOL 6 1/2 acres** fenced, good water, trees (fruit, oak, fir and bay), split level house, 8 rooms, 2 baths, double garage, work shop, tool shed—\$34,750—or 3 acres, \$8,500, or 3 1/2 acres with buildings \$26,250. Thomas S. Browning, San Rafael. 415/479-7582. Reg. #779347. 2-1.

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

**1961—1/2 TON DODGE, 6—65,000 miles,** 4 speed box heavy duty. Perfect condition. 168 plates on truck. Phone after 4 p.m. 369-4390. All day Sun. One-half day Sat. Lena Lockett, 1903-11 Bayshore, Redwood City. 2-1.

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

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

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

**EVERT TRENCHER** bucket line & frame for Ford tractor. Make offer. 1960—3/4 ton G.M.C. pick-up w/4 speed hydro-matic. \$700. Gordon S. Johnson, 4000 East Ave., Hayward, Phone LU 2-3722. Reg. #267678. 2-1.

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

**MOBILE HOME** Transport Business, 1964 Dodge 8—1 1/2 ton. One owner—P U 1968 plates. Fully equipped. Can be seen at 1903 Bayshore, Redwood City, California. Phone 365-8843. Or 369-4390 after 4:00 p.m. Also tools for sale. Mrs. Harrell Lockett, Reg. #0335183. 2-1.

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

**WILL BUY** nonferrous metals—copper, bronze, brass, aluminum, etc. Small or large lots. John J. Bernhardt, 719 So. Fremont St., San Mateo. Reg. #0892424. 342-4596. 2-1.

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

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

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

**OLD WHISKIES.** Want to buy or trade embossed "Sole Agent" type whiskies, or trade for same or bitters. Give type, quality, wants, price, etc. Wendell King, Route #1, Box 385, Eureka, California 95501. Reg. #1194995. 2-1.

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

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

**6 ACRES** in Georgetown—4 Acres apples, paved road, spring water, pressure system, garage—livable, lights, telephone, septic tank, pine trees, \$15,000. Terms. Phone 465-3369. Arlon Farmer, 3568 Mariposa Road, Stockton, California. Reg. #296727. 2-1.

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

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

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

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

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

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

**1951 4 WHEEL DRIVE JEEP STATION WAGON,** '56 Chev. V-8 engine. 1967 Dodge pickup box. Leo Davis, 26648 River Rd., Newman, Cal. 95360. Reg. #824688. Phone 862-2282. 2-1.

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

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

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

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

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

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

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

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

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

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

**KENMORE AUTOMATIC** Washing Machine, \$40. General Electric Auto. Dishwasher, portable type. Mobile Maid, \$80. Boys Bicycle, \$15. Whirlpool Refrig., \$40. William Mulhair, 97 Southridge Way, Daly City 94014. 333-9006. 2-1.

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

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

**BLADE CAT 12, 1900 Series, 8-T,** oil clutch, sliding mold board. Excellent condition, \$6,000. Dan F. Heeney, 2068 Mento Drive, Fremont. 415-656-2818. Reg. # 482414. 3-1.

**EL CAMINO 1965,** deluxe cab, bucket seats, 4-speed, cover for bed, excellent condition, \$1,650. Dan F. Heeney, 2068 Mento Drive, Fremont. 415-656-2818. Reg. # 482414. 3-1.

**5 YD. CHEVY DUMP TRUCK,** 900-gal. International Water Truck. Back hoe and loader. Buckets—12" - 18" - 24" - 48". Scraper 2". Mud hen gas engine pump, 100 ft. suction hose, 100 ft. discharge hose, 17-ft. International Van. Loren E. French, P.O. 6437, Clearlake Highlands. Reg. # 623442. 3-1.

**1967 FAIRLANE 500 XL RANCHERO,** Cruise-O-Matic power steering, air, stereo tape. Assume payments, plus small equity. Contact David L. Johnson, 38167 Road 140, Yettum, Calif. 93670. Reg. # 1229853. 528-3696 or 732-6960. 3-1.

**1965 CHEV. 1/2-TON PICKUP,** Radio, heater, Bardon bumper, \$1,350 or will trade for property. Robert A. Crow, 6421 Lupine Court, Newark, 793-3239. Reg. # 811868. 3-1.

**NEW PARTS FOR DW 20, 67C and 88E** series. 50% off new price. Robert A. Crow, 6421 Lupine Court, Newark. 793-3239. Reg. # 811868. 3-1.

**HOUSE IN REDDING,** improvements include septic tank, water and electricity. 3938 Oasis Road in Buckeye District. \$4,500. Kirk McGowan, P.O. Box 656, Livermore, Calif. 94550. Reg. # 1076604. 3-1.

**BACKHOE CASE 530 Const. King,** One-ton Ford truck zeman 2-axle trailer, \$8,500. 991-5494, Elverta, Calif. Virgil Moore. Reg. # 752821. 3-1.

**LOADER, TD9 Drott International w/** bucket & dozer, \$1,850. Phone 209-826-0684. W. L. Maddox, Route 1, Box 1202, Los Banos, Calif. 93635. Reg. # 1043556. 3-1.

**2 HEATHKIT CITIZEN'S BAND** Transceivers. Model W-C B. 1. Total value approx. \$200. Will sell for \$100. E. Dean, 5492 Ruth Ave., Oakland. 532-1928. Reg. # 935609. 3-1.

**PLEASURE CRAFT, 15-ft.** aluminum insulated house trailer, butane stove, light, electric, ice box, sink. Sleeps 2 or 4, eating nook, lots of storage. No bath. Used very little. Awning with skirt available. New. Furnished. Joaquin Lemos, 721 Sunset Blvd., Hayward, 94541. Reg. # 490976. Phone 582-2199. 3-1.

**BUSINESS LOT, Industrial Park, 1 1/4** acres plus 2 1/2-acre Rancho for home. Kingman, Arizona. \$25,000 for both. \$500 down, \$30 per month. Or \$2,300 cash. Write Miles H. Carney, 123 Codo St., Moss Beach, Calif. 94048. Reg. # 787999. 3-1.

**1960 CHEV. 12-yd. Dump Truck,** \$8,000. 1961 Int. AC 180 6-yd. Dump Truck, \$3,500. 1960 GMC 3/4-ton Pickup, \$760. 1961 Chev. 1/2-ton Pickup, \$700. 1959 Int. 1-ton Flat bed, \$800. Roller 3-ton, \$350. Roller 3/5-ton w/trailer, \$650. 1948 Reo 1 1/2-ton flat bed, \$250. Tilt Trailer, \$350. Develbiss Air Compressor, \$175. Ph. 415-335-7991. Richard Liebenberg, P.O. Box 926, Felton. Reg. # 1098560. 3-1.

**TRUCK CRANES,** Lorain 20-ton, 115-ft. boom, WAU upper, Int. lower. S # 11381. Bay City 25-ton, 95-ft. boom, WAU upper, Continental lower, hyd. outrigger. S # 2557. Both 11:20 rubber. Don Lambert, P.O. Box 401, Woodland. 95695. Reg. 313329. Phone Woodland 662-2093. 3-1.

**1965—10x46 1-Bdrm. Frontier,** \$800. Equity or take over payments of \$63.34, or will trade for larger trailer with expanding living room. Reg 1143073. Phone 209-463-6980. Stockton. 3-1.

**1967 STRINGRAY, 4-speed, AM-PM** radio, 4-wheel disc brakes, 327 engine, 8,000 miles. \$3,950 or trade equity. Phone 388-6844, 111 Wisteria Way, Mill Valley. Reg. # 0987276. 3-1.

**1915 MODEL "T" FORD** Roadster, Warford speedometer, all good brass, red body, black fenders, white undercarriage enamel. Ready for parade. Al Hakanson, 1695 Chaska Place, Reno, Nev. 89502. Reg. 1187207. 3-1.

**BUSINESS LOT—And Trailer Lot** in "Christmas Valley, Oregon." Ernest C. Hardin, 3415 Mayfair Boulevard, Fresno. 93703. Phone 209-268-6724. Reg. # 307297. 3-1.

**BACKHOE** with loader bucket on 1954 Jubilee Ford tractor. Clean and perfect running condition. Moving and must sell, \$1,995 or best cash offer. 209-826-0684. W. L. Maddox, Route # 1, Box 1202, Los Banos. 93635. Reg. # 1043556. 3-1.

**FOR SALE—10 acres** on County road near boat launching and recreation area on Oroville Dam. \$10,000. Phone 324-0485. Mr. Fred Jury. Reg. # 751281. 895-15th Avenue, Menlo Park. 3-1.

**CLEAR LAKE OAKS COTTAGE—For** sale. Ideal for summer home or retirement. Large living area with full fireplace; all electric modern kitchen; beautiful view overlooking lake; fully enclosed porch; two bedrooms. Owner will finance. Dn Kinchloe. Ph. 933-4811.

**CAT # 44, Front Hyd. P.C.U. 2-spool** valve, 37 GMP cartridge, surge tank, \$300. Flat truck bed, H.D. const., pressed steel channels, oak deck covered with 3/16" steel, 8 ft. x 14 ft. r. side 21 ft. long. Cab guard, rear roll, 4 cable boomers. Steel side stakes and pickets, \$350. P. Hantzsche, 4320 Paradise Drive, Tiburon. 94920. 435-4727. 3-1.

**FORD—292 engine** short block, has 500 careful miles. 1 set 3 2-barrel carburetors with 312 stormburg 97's on edelbrock aluminum manifold. Swinging pedals for hydraulic brake and clutch. Chrome nice for roadster with slave cylinder. 1964 Yamaha 55 cc, needs piston. Will sell all or part, cheap. Noel Wingfield, 3410 West Daisy Dr., Phone 266-4302, Fresno. Reg. 798796. 3-1.

**TRADE 2 gentle saddle horses** for Model A Ford sedan or coupe, Harry Syar, Rt. 1, Box 142, Fairfield, Calif. 94533. Reg. # 688955. 3-1.

**14" METAL LATHE** with 6' base. Old but in first-class shape. Call evenings 707-484-3267. Vacaville. Erwin Olivera. Reg. # 848296. 3-1.

# Dirt Moving Slow But Cranes Busy

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

Due to the rain the work load at this time has slowed down.

Most of the Crane & Rigging companies are fairly busy. Bigge have several jobs underway. At the present they are working on the Welfare Building and on the Santa Clara County Juvenile Building on the Hensil Phillips Job.

San Jose Crane & Rigging have a crew at the new Emporium Shopping Center. They are also doing the crane work for Western Contractors at the Crown-Zellerbach Paper job in Gilroy.

Peninsula Crane have cranes on the new Granite Hot Plant on Berryessa Road. They are also working on the University of California Campus at Santa Cruz. They are complete on the Penny's Building at Westgate.

The Building Contractor's are moving along slowly. Williams & Burrows were the low bidders on a contract for addition on the West Valley Hospital but they will not start until they finish on O'Connor Hospital Job. They are making good progress on the San Jose State Building. Dinwiddie is progressing nicely on the Macy's Shopping Center.

Pankow is putting the finishing touches to their Penny's Building in Westgate. They are also moving along well on their job at San Jose State College.

Carl N. Swenson & Co. have three good jobs going in the downtown area, San Jose Hospital, City Library and the addition to the County Jail.

The underground Contractor's have slowed down due to the wet weather.

The Paving & Grading are likewise. Most of the shops are keeping a number of the mechanics busy in the shops.

As the Urban Redevelopment Agency expects money from the Federal Government by April 1st., they can get started on some of the High Rise Buildings in the San Jose redevelopment center and the downtown mall.

Harms Brothers received a bid of \$95,766 for widening and re-

surfacing 0.7 miles on Highway Rt. 152 at Hollister.

Pellegrine Paving Company received a bid of \$169,249 for development at Coyote Park at Hellyer Avenue.

A. E. Mullin Construction of Mountain View received a bid of \$134,170 for construction, San Tomas Creek Improvement, Westmont Avenue to Pollard Road.

K. J. McGranahan of Santa Cruz were low bidders on the job at Big Basin Redwoods State Park in Santa Cruz County for \$252,800.

Awarded to Huettig & Schromm, Menlo Park, \$119,898 for Julia Pfeiffer Burns State Park, Monterey County, for site development.

F. B. Stearns Construction Company of Aptos will begin work on the Barracks, Mess Hall and Warehouse for the division of Forestry, Monterey Ranger Headquarters in King City. \$124,448 was their low bid.

Granite Construction Company were low bidders in the amount of \$261,296 for the County Road Job in Natividad.

Low bidders for the construction of a fence in Santa Cruz City limits, \$16,610, was Coggins Fence & Supply Company.

Awarded to D. J. Hallgren Pipeline for low bid of \$63,290 was the Marina Water Main.

Stanton & Biggs low bid, \$68,473, for the retaining wall at Lucia Highway #1.

Awarded to E. A. Buttler of Salinas for \$62,794, construction on Russell Road between State Highway 101 & 0.8 mi. easterly in Monterey County.

## BART Contracts Will Be Reviewed

Bay Area Rapid Transit Contracts representing some \$8.6 million will be reviewed early this month at a board of directors meeting.

Three contracts representing \$3.6 million for the Central Contra Costa line, the San Leandro Station and the Bay Fair Station were deferred at the last meeting and will be reviewed.

Advertising schedules on five other contracts totaling \$5 million will be reviewed.

## COLLECTIVE BARGAINING

Collective bargaining will continue at high levels in 1968. Contracts will expire or be reopened for about four million workers, compared to 4.6 million in 1967. A number of key industries will be involved, including basic steel, aerospace and construction.

## MINIMUM WAGES

The federal minimum wage law automatically increases the hourly wage floor to \$1.60 on February 1, 1968—up 20 cents. The minimum wage for newly covered workers brought under the terms of the law last year goes up 15 cents to \$1.15 an hour.

## ADMINISTRATION

The Labor Department has named Kenneth C. Robertson to a new post in a major move to give additional impetus to the overall manpower program in the far western states. Robertson, of Berkeley, was named regional manpower administrator with offices in San Francisco.

## 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 Notes

## NORTHERN NEVADA

Brother David R. McEvers is in The Veterans Hospital convalescing from a broken back. It looks like he will be there for another year.

Brother Joe Hussla is going into St. Mary's Hospital for a back operation.

Brother Ralph Bishop is in Washoe Medical Center for an eye operation. He will be there for about two weeks.

Brother Stan Baker is in Washoe Medical Center having his ulcer "overhauled." We wish all the good Brothers the best of luck and a speedy recovery.

Brother Frank McVitty passed away on February 12 1968. Frank was 70 years old and still a fine Crane Operator. We will all miss him. Our sincere sympathy to Mrs. McVitty.

## MARYSVILLE

Brother George Morton from Yuba Gold Field Dredger is home recuperating after breaking two toes on the job. Also recuperating at home is Brother Bob Workman from Tenco Tractor, after a serious illness.

Brother George Kimberley is still in the Rideout Hospital in Marysville. We hope he continues to improve.

Recent blood donors include the following: Judy Lee Ward, Ruth Ann Ward, Veronica McJunkin, Lorraine Dolce, Elmer Finwick, Raymond Dolce.

This past month our Blood Bank was used to help the family of Wes Lewis during his son's surgery. This morning we received a call from one of the Peterson Tractor Brothers that the Brothers in that shop had replaced those used with a surplus of four pints and they also plan on contributing even more during the month of March. Thanks a lot! This kind of spirit helps all of us.

## HAWAII

Sincerest condolences to the family and friends of Brother Daniel W. Nahinu who had passed away on January 31, 1968. Brother Nahinu was formerly employed by Demolition Engineers, Inc.

## REDDING

Best wishes for a fast and speedy recovery to Brother Hank Munce and Brother John Lell—we hope they will be ready to go when the Contractors are.

We wish to thank all the Brothers and their wives who took the time and donated blood at our Annual Blood Drive. We hope to have the names and pictures in our next edition. As usual we had a terrific turnout.

## STOCKTON

Our deepest sympathies are extended to the families and friends of our late Brothers Alex Kulig, George Wilson, Kenneth Howard and Sherman Allen.

Our thanks to Brothers Lloyd Herring and Stanley Francisco, who recently donated blood to the Engineers Blood Club.

Brothers, who have been hospitalized or under a doctor's care since our last report, are: Dale Clifford, Elmer Thorpe, Alva Fellows, Joe Baxter and Haskell Thomas. A speedy recovery is wished for all.

## SAN MATEO

Apprentice Brother Graham Thomas and wife Juliana are the proud parents of a new son named Colin Nathan Graham, born just before Christmas.

December and January, though full of holiday goodness, were quite sad for many Engineers and their families. We lost some good journeymen to the big spread up there including Brother Mathew Santino, Lewis Walker, Harrell Lockett.

Also our sympathies to Brother Jim Treadway in the tragic loss of his wife.

On the lighter side, numerous Brothers are or have recuperated from serious illnesses, i. e., Lloyd Kurtz, Robbie Robinson, Olie Olsen and Joe Burnside.

Sorry if we missed some. Don't forget to vote in the coming election for delegates to the convention.

## EUREKA

We wish to thank the following Brothers who donated blood this last month: Lewis Bailey, Denton Hollifield and E. W. LeRoy.

## SAN JOSE

We would like to take this opportunity to thank the following for their donations to the Blood Bank: James Kelly and Bob Robinson to the San Jose Chapter, and Barney Boyd to the Santa Cruz Chapter.

Our best wishes for a speedy recovery to Brothers Red Matzick and Clarence Webb, who are confined to a local hospital and to Brothers Dewey Canon and Robert Morehead who are reported to be convalescing at home.

Congratulations to Brother Stanley Darnell who is the proud father of a baby girl.

## SANTA ROSA

Our deepest sympathy to the widow and relatives of Brother Emery Brooks who had been ill for a long period and passed away on January 14th.

Our sincere thanks to the Grubaugh family—Shirley, William and Charles—who all donated blood recently. Thanks also to Mrs. Darlene King and Stanley Denney for their donations. Incidentally, the blood supply is limited and we would appreciate any further donations.

Jess Workover hasn't been seen in the office lately because of a

# Four Large BART Projects Keep Oakland Booming

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

A 320 foot deep shaft, dug in the foothills south of Livermore from San Francisco's Hetch Hetchy water supply system, now is being plugged by the Ausum Company as part of a new water project.

The shaft, built during the depression years, soon will be covered by the backwaters of the Del Villa Dam. The company is pouring alternate 10 foot sections of concrete and 30 ft. sections of gravel to fill up the hole. The job should be finished in the next few days.

The shaft is located several miles behind the recently finished dam. It was used for excavation during construction of the Hetch Hetchy Aqueduct, then kept open for inspection purposes.

Work being done on the dam by the Green Winston Company is nearing the end. Grouting operations still are being performed in tunnels and mechanical and electrical installation is continuing but the contractor expects to wrap up work by early June.

After that, the only remaining jobs will be the completion of a pipeline and pumping plant to exchange water between the Del Valle Reservoir and the nearby South Bay Aqueduct. These jobs are being let under a separate contract.

A large hole below the dam already has been excavated for the pumping plant, which will contain four pumps capable of moving 30 cubic feet of water per second. The pipeline is scheduled for completion in January 1969.

Rock, Sand and Gravel industry in Clayton and Pleasanton Areas is moving along very well. Stockpiles are very low which means steady employment for the Brothers in the Rock Sand & Gravel. They also have to get caught up with the maintenance work in all the plants. With work as it is plants can't shut down for repairs.

The Scrap Iron Industry in the

area boomed for a short time but all the ships have been in and out, the work has slowed down again.

Equipment dealers are moving along well but business has dropped off again for a few. The weather will be playing a big part, with some sun and wind things may look up.

At this time the grading and paving work in the area is shut down, but some of the jobs are able to get back to work after a week or two of sunshine.

The BART work in the area has lost very little time due to wet weather. At this time there are four large Rapid Transit projects in the Berkeley and San Pablo Area. Three of these jobs have reached the point near completion where they are laying off instead of adding to their crews.

Shea Macco recently holed through on the first of the twin tunnels from Hearst Ave. to the Shattuck Ave. station in Berkeley. The second tunnel is scheduled to be holed through sometime in May.

Two more large BART Projects will be let the last part of Feb. or early March. One of these jobs will be the overhead section going into Richmond and the other will be the underground section on the south end of Berkeley.

The Scrap Iron yards have shown some increase in activity in Feb. and several ships are scheduled to be loaded starting about the middle of March.

The BART Job at Walnut Creek was just very recently let and went to Polick-Benedict Const. Co. Inc., and Price & Harris of Rosemead, Calif. The bid price of this job was \$3,727,148.00 and it hooks on the Peter Kiewit & Gordon Ball jobs, so, with these three contracts now let and going this makes approximately 35 million worth that is presently under construction in the Orinda-Walnut Creek Area.

Further East in the County, Martin Bros. and Robert Bros. both have very nice dirt jobs in progress and they will both work all winter as the good weather-man will permit.

Vincent Rodriguez is about half

done with his pipeline job in Concord and has had for the most part, worked rain or shine.

Underground Constr. has jobs of various sizes scattered throughout the county and keeps a good crew of Engineers busy at all times. Other pipelines going at this time in the county are being done by Frank Beach Constr., M.C.M. Pipeline, John Bowen Pipeline, Weber Pipelines, and several locations being completed by Cabildo, Inc.

Some shut down and new construction presently is going on in the Shell Refinery in Martinez and C. Norman Peterson Co. still has a fair size area and from time to time have been getting quite a bit of overtime. Also, in the refinery, Chicago Bridge & Iron are getting started on a fair sized shut-down job. Winton Jones has had lots of Crane rental here plus some new constr. consisting of grading a site for a new large storage tank.

Another job that is moving along very nicely is the Robert McKee job on Concord, and according to supervision, will complete this 6 million water treatment plant about May of this year.

## Spring Holds Hope Up North

By LAKE AUSTIN  
and LOU BARNES

Work in the southern area of District #7 is still down due to the weather. When spring does arrive the work will be ready and so will the Brothers.

Rivers-Wesco-Purtzer and Dutton canal job in Gerber is still going except the dirt spread-weather permitting. The syphon system crew is at full capacity and so far this winter they have been able to work most of the time.

W. Jaxon Baker's shop crew and crusher crews are working getting ready to go on the finish work on hiway #44.

Trisdale and Hill are working next to the lake and have up to ten Brothers working most of the time. Their project is far from being completed.

Glen Shook is still going strong on his underground job off Parkview Street—this should be very near completion by the time this article is printed.

Comconex's telephone job south of town is down again due to weather. D. B. Stutsman is also down waiting for good dry weather.

The future looks somewhat brighter for the north area for the coming season. Peter Kiewit and Sons' were low bidders on the Anderson Grade job and will be starting around the first of March. This project will be going two shifts unless plans change. The job will be 4 miles in length with 5 million yards to move and two bridges to build across the Klamath River. This job will keep several Brothers busy for the next two years—this is another section of freeway thru the Siskiyou.

Fredrickson and Watson were low bidders on the Weed to Yreka section of interstate 5 freeway—this will be starting around the first of March also. This project is 21.8

See REDDING on Page 16

## Personal Notes (cont.)

short stay in the hospital due to a heart condition. We are happy to report that Jess is well on the road to recovery.

## SAN RAFAEL

Congratulations to Brother Peter Thornton on his recent marriage—lucky girl's name is Jeannine.

Best wishes for a fast and speedy recovery to following Brothers: John Gibbons confined at Marin General—last report received, he is out of the hospital and now at home; Doug Rowland—recently hospitalized, but is now out of hospital. J. F. McLaren, who was in an auto accident in Martinez.

Congratulations to Brother Len Genetin—it's a girl, born on January 20th—6 lb. 8 oz. Brother Len now has 3 cheer leaders and 1 football player!

Our condolences to family of late Brother George D. Smith of Petaluma, who passed away on February 3rd. Brother Smith had been on retirement with Local 3.

Brother Fred R. Hicks and his wife are happy to announce the marriage of their daughter, Bonnie Susan, to Larry J. Gordon on February 3rd. Fred has been an Operating Engineer since 1951, and Larry is an apprentice in the East Bay. They are both employed by Watkin and Sibbald Associates of San Anselmo.

Our thanks to E. A. Forde Company for the use of their truck to obtain Class I Driver's Licenses for our Apprentices!

## FRESNO

Our Blood Bank is completely depleted. We need donors as soon as possible. Please contact the Fresno office for further information.



# Hawaiian Construction Progress Is Steady

★ ★ ★  
By HAROLD LEWIS, BERT NAKANO, WILFRED BROWN, KENNETH KAHOONEI, WALLACE LEAN and JOE REINERT

We are presently going into our third major transition which you may say is the most important transition in the future of our brother members in the State of Hawaii. Although the first two master agreements were both significant within itself, it is not until this newly negotiated master agreement that our brothers will become fully aware of the tremendous impact the union plays in their lives from the day they become union members until they retire.

The newly negotiated master agreement provides a complete new concept in fringe benefits as follows:

**Health & Welfare Trust Fund**—The employer will contribute 18¢ for each hour worked effective March 4, 1968 and 21¢ for each hour worked effective September 3, 1968. You may not realize the value of this now plan; however, let us call your attention that instead of the employer contributing by the month as was previously done in the past, the employer will now contribute for each hour worked. When terminated from employment, your medical protection will overlap several months ahead and be continued automatically for a longer period than just one month.

**Vacation and Holiday Pay**—The employer is presently contributing 5¢ per hour and effective 9-2-68 will contribute 11¢ per hour. Under this newly negotiated trust, once each year any member who desires to have his vacation and holiday pay paid directly to himself may do so upon request or may have it transferred into his account with the Operating Engineers Credit Union.

**Journeyman and Apprentice Training Fund**—The employer is presently contributing 2¢ per hour and effective 9-2-68 will contribute 3¢ per hour.

**Pension Trust Fund**—Employer presently contributes 15¢ per hour; effective 1-6-69 27½¢ per hour and effective 9-2-68 40¢ per

hour. This will provide retirement benefits upon retirement.

## ★ ★ ★ APPRENTICESHIP TRAINING

The apprenticeship program which was once just a topic of discussion has become a reality for Local 3 in the State of Hawaii. Apprenticeship Coordinator Joe Reinert has reported that our first indentured apprentice has been placed with Royal Contracting Company of Honolulu. Presently there are seven apprentices placed throughout the industry.

We all know the value of apprenticeship training for the heavy construction industry. The apprenticeship training program is in its infant stages in Hawaii, therefore, we urge all of our brothers to give the apprentices their full support.

We urge all young qualified men to apply for apprenticeship training. We need a considerable amount of apprentices to replace our senior brother members who will soon be retiring and also to fill jobs that will be available through an increase in job availability. The following are the qualifications required:

1. Eighteen years of age.
2. Willing to work and learn the trade.
3. Passing grade on G.E.D. examination (high school level).
4. Contact Joe Reinert, Coordinator, at 2305 South Beretania St., Honolulu, Hawaii; Phone: 949-0084.

## HIGH RISE BUILDINGS

The City Building Department has recently reported that 36 developers have submitted plans for building apartments or hotels on commercial property. The rush is on to acquire the building permits before a city ordinance designed to plug a loophole in the law goes into effect February 7, 1968.

Under Ordinance 3082 which will go into effect on the above date, developers who wish to build hotels or apartments on commercial property will have to follow the setback and density requirements already in effect for hotel-apartment zoned land.

As a result of this loophole, developers have been able to utilize business property with a density as high as 800 percent compared

to a 200 percent density permitted under hotel-apartment zoning.

The new developments on commercial land are mostly on the Ala Moana and Waikiki areas already the most congested on the Island of Oahu. Of the 36 permits asked, 16 range from 15 stories on up to 38 stories.

## ★ ★ ★ DREDGING

Hawaiian Dredging & Construction Co., Ltd. was recently awarded a one million dollar dredging contract by the corp of engineers. The dredging project will be located at Fort Kam. Estimated one million cubic yards of coral will be dredged and stockpiled for military use. The dredge L. S. Dillingham has recently returned from Asia and will be used on the Fort Kam project. There are a few minor repairs to be done before this dredge will be ready for dredging February 15, 1968.

It will be good to see some of the old dredge hands back in action again, especially old timers like David Kakalia, Allen Watson, Rennie Pagtulingan, Frederick Keamo, John Silva and Dan Kaopio. The dredge is scheduled to run three shifts six days a week.

## ★ ★ ★ ASPHALT PAVING

Agreements for the Asphalt Paving Industry has been negotiated and ratified unanimously by the membership. These companies include: Hawaiian Bitumuls and Paving Co., Ltd.; Nanakuli Paving & Rock Co., Ltd.; Oahu Paving Company; F. T. Opperman, Inc.; McCabe Paving Company, Inc.; Pacific Paving Co., Ltd.; Wahiawa Paving & Grading Company and 50th State Paving. Our brothers employed in the asphalt paving industry will enjoy the same employee fringe benefits that are established in the master agreement for the State of Hawaii.

A vote of confidence goes to the following stewards who serviced brother members employed in the asphalt paving industry: William Ko and Nobu Yamauchi of Hawaiian Bitumuls & Paving Co., Ltd.; Jacob Afong from Oahu Paving Company and Clement Miha of Pacific Paving Company.

## ★ ★ ★ TRUCKERS

Negotiations have commenced with the trucking companies. We are in hopes of having a progress report available soon for our brother members who are employed by the trucking companies.

- **Tandem Axle Dump Truck**  
Private rate—\$12.75 per hour. \$15.00 per hour Sat., Sun. and Holidays.  
Davis Bacon—\$13.50 per hour. \$16.15 per hour Sat., Sun. and Holidays.
- **Tractor and Semi Dump Trailer Truck**  
Private rate—\$15.50 per hour. \$17.75 per hour Sat., Sun. and Holidays.  
Davis Bacon—\$16.25 per hour. \$18.90 per hour Sat., Sun. and Holidays.
- **Slip-Ins**  
Private rate—\$18.50 per hour. \$20.85 per hour Sat., Sun. and Holidays.  
Davis Bacon—\$19.25 per hour. \$22.00 per hour Sat., Sun. and Holidays.

## HONOLULU'S HIGHWAYS

Highway construction on the Lunalilo H-1 Freeway is steadily

progressing rapidly from Waialae, Kahala overpass to Kahi on the leeward side of the island. After four years of construction, many sectors of the Lunalilo Freeway have been completed. Many general contractors were instrumental in the construction of the highway. There are several sections to be completed and there is still a large number of brothers who are engaged in work.

The busiest highway construction project in full swing is Hawaiian Dredging & Construction Company's project at Waialae, Kahala. The west sector of this freeway was previously completed by Moses Akiona, Ltd. and is presently in use by the west bound traffic.

E. E. Black, Ltd. is presently engaged in the seventh phase of the construction of the overpass extension on Waialae and Harding Avenues. Hawaiian Dredging & Construction Company, Ltd. had partially completed the overpass approach.

Gordon H. Ball, Inc. and Royal Construction Co., Ltd. are both presently constructing several overpasses between Keeaumoku and Piikoi Streets. This section will take about another year before completion.

J. M. Tanaka Construction Co., Ltd. has just about completed the portion of the freeway in the Kahi district. This freeway will become Oahu's finest highway upon completion.

## HONOLULU'S SUBDIVISIONS

Subdivision development is considered to be the next largest construction on the Island of Oahu. The Mililani Town Estate will be the largest ever undertaken. It is estimated that 70,000 homes will be constructed and will take better than ten years before completion. Ben Hayashi, A. C. Chock, Ltd., E. E. Black, Ltd. and J. A. Thompson & Son have already begun excavation on increment one.

Another subdivision under consideration will be the Makaha Valley resort adjacent to the Golf Course. Hercules Construction Co., Ltd. and Pacific Construction Co., Ltd. will command its full operation.

## ISLAND OF HAWAII

Resort developments will be a big thing for the Island of Hawaii according to announcements of the developers. The areas to be developed will be Kawaihae adjoining the Mauna Kea Beach Hotel and in the Keouhou Beach area in Kona; areas all located on the west side of the island.

According to Dilrock (Dillingham-Rockefeller), who will be developing the Kawaihae area, they will build 2,000 hotel rooms, a golf course, condominiums, residential units and a civic center in an area comprising some 12,000 acres which were formerly cattle grazing land. The plan covers a period of 10 years involving \$100 million.

The development of the Keouhou Beach area by the Kamehameha Development Corporation involves some \$50 million. If this plan goes through, it will be competing with Kailua, Kona as a tourist center.

Stewart-Berg (joint venture) a Seattle contracting firm is constructing an observatory at the peak of Mauna Kea mountain at a height of 13,860 feet. A huge

telescope will be installed and will be used by the University of Hawaii. A camp has been built at the 9,000-foot elevation for the workers at Hale Pohaku. The workers will be housed in this camp to enable them to get accustomed to the high altitude. A rough road has been cut from the 9,000-foot elevation to the peak to move equipment and men to the job site. Work on the project has been hampered by heavy snow fall which makes work almost impossible.

## ★ ★ ★ ISLAND OF KAUAI

We would like to report that E. F. Nilson has signed their agreement. This agreement will soon be available for distribution to our brothers employed by this company. We are happy to report that the employee-fringe benefits are the same as the rest of the construction workers throughout the State of Hawaii.

Hawaiian Dredging & Construction Co., Ltd.; Haas & Haynie Corporation and Hercules Construction Company are all engaged in construction work on the Island of Kauai. Their work entails road and bridge construction, subdivision and hotel construction and improvement of small boat harbors.

We are unhappy to report at this time that negotiations with L. K. Rego Trucking has reached an impasse. We have filed an unfair labor practice charge with the National Labor Relations Board against the company. However, we are still trying to get the company to continue negotiations.

## Redding Slow

Continued from Page 15

miles in length running thru the lava flows. Most of it will be rock. This section will be the sub-grade, the paving will come later in separate bids. Fredrickson and Watson are about finished on their Mt. Gate Project with another month of clean up yet to do.

State Center Construction is the sub on this project—they still have considerable amount of work to do in the recreation area. Lots of underground and base, also paving, to do and several buildings to complete.

Dillingham Construction has asked for a Pre-Job—they will be starting in the very near future. This is strictly a bridge job and will be a good job for 4 or 5 Brothers.

Kizer and Heintz Company are somewhat stymied at the present time—they can't move muck until John Vickery gets the paving finished on the north bound lanes, also Kimbrough-Mack-Hart still have the deck to pour on one of their structures. The weather being what it has been makes muck moving something less than normal—but come Spring and Summer we will have another 4 miles of new freeway.

Vinnell Corporation have solved some of their problems and are making headway despite the snow. The rock has been blasted and removed on the face of the canyon and they are sub-grading in the channel now—they hope to be ready for concrete in about two weeks but this is still about 60 days away yet and of course, weather is a factor. The 2400 Lima has been assembled and will finish the slurry trench.

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