

ADVICE TO YOUTH

Choose Career Wisely

By T. J. STAPLETON

Where will your son or daughter be tomorrow? What careers will those youngsters choose?

The decision is a most difficult one to make. It depends upon the desire and fortitude, education and capability of the individual. Nothing is more important to the youth today than that of intelligently selecting a compatible career.

The decision calls for a thorough assessment of the individual's ability and interest, of the fields available and of the qualifications demanded for the job.

We have, in recent editions, explained a bit about the availability

of scholarships and educational grants, but it is up to the student to decide what he will do as far as higher education is concerned.

Naturally, students should consider more than one occupation, getting all the facts and exploring the methods of making one's way in the world.

The vocational mural is in a constant state of flux—new products and patterns, new methods and developments have changed the kinds of jobs available.

Therefore, an attitude of curiosity and alertness is essential if the student is to make the proper decision.

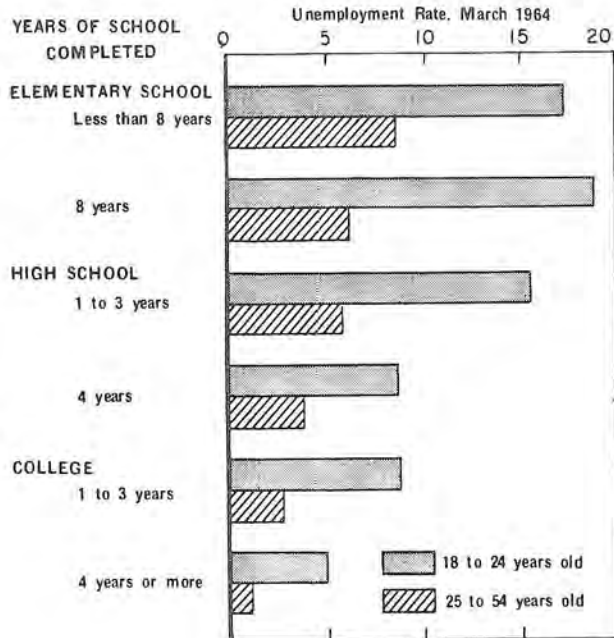
Parents can be of valuable assis-

tance in this area. They have time, generally, to learn more about what the future will offer, and can pass that knowledge on to the youngster.

Schools constantly offer career guidance to students, and employers are continuously providing information about the new and exciting jobs being created and refined.

How does a person wade through the forest of jobs? He stands back and looks at the trees—the similar groupings. He looks at the entrance requirements, the earnings and other factors.

He learns something about
See INTELLIGENT on Page 2



UNEMPLOYMENT RATES ARE HIGHEST FOR YOUNG WORKERS AND FOR THOSE WITH THE LEAST SCHOOLING

Retirees Smile—Bigger Checks

SAN FRANCISCO—The just rewards for long years of toil and devoted service by Local 3's Old Timers established equal billing with the "signs of the times" April 1 when healthier pension checks began arriving in hundreds of mailboxes.

The approval in increasing the Pension Benefit to a \$200 maximum came Jan. 9 after a review of activities by the Pension Trustees. The increase became effective April 1.

Al Clem, Business Manager, said the old timers truly deserve the increase, because without their untiring efforts the gains in wages, fringe benefits and working conditions would have been much more difficult to obtain.

Since 1960, when first benefits were paid, payments have increased in value nearly 200 per cent. The maximum payment in that year was \$60, a rather humble beginning.

In that six years, more than 1,000 members have received \$5 million in benefits, an outstanding achievement for the efforts put forth through the teamwork of members and officers.

"We are confident our growth and development will continue for we know that what we have, we have truly earned, and without the efforts of our Old Timers, these gains would not have been possible," Brother Clem stated.

The increase in benefits will make it possible for retired members to enjoy a leisure life in dignity.

The benefits are guaranteed for three years. Members with maximum pensions (age 65 with 25 years service) or their beneficiaries will collect at least \$7,200.

An increased life span will permit increased over-all benefits. A member with 25 years of pension credits receiving the maximum benefit for 10 years will collect \$24,000, and if he lives to age 85, that annuity will reach \$48,000.

Until the meeting of the Board in January, beneficiaries of those who may not live to retirement age had little to look forward to, but they will now receive a pre-retirement death benefit.

Beneficiaries of members who are vested (10 years service credits and 55 years of age) or



Old Timers and wives in meetings throughout Local 3 were given information about the Pension Plan and its advantages some time

ago. These same members were further rewarded for their untiring efforts April 1 when the maximum benefit climbed to \$200 a month.

members with 25 years, irrespective of age or who are active with 10 years' past or future credits, irrespective of age, will receive an amount equal to the pension drawn at age 65 times the 36-month guarantee.

As an example, a member in the top classification with 10 years' credits will receive \$80 a month for 36 months, or \$2,880.

The benefit will be paid in monthly payments to a designated

beneficiary or spouse if living, or a person who is the object of natural bounty or to the estate.

If the member has 25 years' future service and does not live to retire, his beneficiary will receive \$200 a month for the 36-month guarantee, or \$7,200.

However, the program is prorated according to the classification donation and the amount of credits earned.

As new contracts are nego-

tiated and as new companies reach agreements with Local 3, benefits should continue to improve, but it will take a continued team effort by every individual to bring about these improvements.

It is our opinion that the man who spends his lifetime improving the public facilities so the entire population may more fully enjoy life, is entitled to the same retirement and health programs

so many professional people have.

Local 3, as stated earlier, began rather humbly in getting its retirement program started, but since 1960, it has grown steadily.

To this has been added the pensioners' Health and Welfare Program, which has been of invaluable financial assistance to those who have experienced illness during their later years. We hope these gains will continue.

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SAN FRANCISCO, CALIFORNIA



April, 1967

Memo

from the

Manager's Desk

By AL CLEM

Easter has come and gone but the rains are still with us. The out-of-work list continues to climb, but we hope that with a few days' sunshine, we will begin to dispatch men again.

During March, I attended the Northwest Central States Conference in Albuquerque, New Mexico. Most of the General Executive Board was there to give interesting reports. The Board looks forward to a good work season throughout the central part of the United States but in talking to the various delegates we note that our problems are similar. Operating Engineer jurisdictional encroachment is prevalent there as well as in our jurisdiction.

I was in Washington, D. C., regarding a training program in Guam, and also discussed the establishment of a pre-apprentice training program in California. We are still holding conferences with the various government agencies and by the end of April, we should know if we will be able to implement these programs.

We realize that while we have a great number of people out of work, and while our hiring regulations protect job opportunities for our members, we must continue to train and retrain people coming into the industry.

I attended District Meetings in Fresno, Salt Lake City and Reno where Grievance Committee member elections were conducted. We met many of the Brothers and discussed the problems in the various areas. Everyone is concerned with the work picture, not only in his area but other portions of the jurisdiction of the Union. Unless some politicians change their ways of thinking, it looks as though the coming season will be approximately the same as last year—hopefully, it will be as good.

We were able to consummate a construction agreement with Kincaid Construction Company who has a \$3 million dock job in Guam, and contracts with Foremost Dairies and Honolulu Roofing. Our organizing endeavors in Guam are making progress. We have nine certification elections scheduled for April, and if successful we should be well on the way with our organizing campaign in Guam. We have much to do in raising the living standards there, but we are confident with the help of the people in Guam, we will be able to accomplish this the same as we did in Hawaii.

The Apprenticeship Program is now a reality in Utah. Brother Merle Bowman is a coordinator working under the direction of Brother Danny Dees who is Apprenticeship Administrator for Local 3.

We anticipate holding a series of meetings with the employers in Hawaii to lay the groundwork for formation of an Apprenticeship Program there.

Brother Frank Hanley, Assistant to the General President, visited California. We met with Brother James Twombly, Regional Director and the representatives from the Laborers International regarding some of our jurisdictional problems. We are hopeful that we will be able to resolve the majority of these problems.

We were successful in winning a certification election in Fresno with more than 200 employes involved. We hope to negotiate a contract that will be satisfactory for all employed. We also won an election with the Bartley Pump Company in Santa Rosa.

Our Systems Analyst and Programmers have been busy re-programming our 360 IBM computer so that soon we will be able to render additional and better service to the members. The computer is a very complex piece of equipment that takes considerable time to adapt to our use.

Intelligent Career Selection

Vital In Youngsters' Future

Continued from Front Page

where and how the work is done. And too, job growth occurs more rapidly in some areas than in others. Areas are broken down into categories of production, such as goods, or services.

In recent years, service industries have shown the most rapid growth, and in this area, government has shown the fastest growth, nearly 74 per cent since 1947, with local and state governments offering the greatest advances. In 1964, total government employment was 9.5 million.

We are also in the midst of a management revolution. The computer has created a "system" approach, more closely coordinating production, warehousing, sales, finance, personnel and purchasing which has permitted organizations to reach goals at less cost and effort.

Industrial changes breed manpower requirement changes. A new machine or process requires new working ways, skills and characteristics—even to the point of creating a new occupation.

Projection has, therefore, become an integral part of selecting a career. Students must estimate what future requirements will be, based on the best information available.

But not all industries will grow. Some will decline. Among them, agriculture and mining.

Farm work is expected to be one-fifth lower in 1975 than it was in 1964, and mining is the only non-agricultural industry where manpower demands will decline.

White-collar careers—professional, managerial, office, and sales are on the increase, and now outnumber blue-collar careers—craftsmen, operatives and laborers, for the first time since 1956, and the trend is expected to continue.

White-collar job growth reflects expansion anticipated in service-producing industries, and the demands for personnel capable of doing research and scientific application.

Although blue-collar jobs will increase at a much lower rate,

Fed Scissors

Discount Rate

The Federal Reserve Board on April 6 voted unanimously to reduce the discount rate from 4½ to 4 per cent, the first cut in more than six years.

The cut could signal an easing of credit throughout the economy, especially for businessmen who borrow money, and for consumers who purchase automobiles, homes and other goods on installment plans.

The discount rate is the charge made by the Federal Reserve on funds borrowed by its member banks. Other interest rates are pegged upwards from it.

Money obtained by banks in this manner cannot be used to make loans to customers. It only represents short-term borrowing to keep bank reserves within legal limits, but it could have a psychological effect on the banks, prompting them to lend money more freely, since they can maintain their reserves more cheaply.

craftsmen occupations will grow at about the same rate as total employment.

But most important to every job opportunity is the demand for more education and training, and the need for education and upgrading will not be confined to professional and technical skills.

It will be all-inclusive.

Today, a 20-year-old man can be expected to change jobs six or seven times in his work-life expectancy of 43 years.

That means retraining, and retraining and retraining to match the changing technology. Today's job may be obsolete tomorrow.

Decline	Major Occupational Group	Projected employment growth			
		No change	Less than average	Average	More than average
	Professional, technical, and kindred workers				→
	Service workers				→
	Clerical workers				→
	Skilled workers			→	
	Managers, officials, and proprietors			→	
	Sales workers			→	
	Semiskilled workers		→		
	Laborers (nonfarm)	→			
←	Farm workers				

JOB OPPORTUNITIES GENERALLY WILL INCREASE FASTEST IN OCCUPATIONS REQUIRING THE MOST EDUCATION AND TRAINING. . . .

Washington

News Desk

From the International Union of Operating Engineers

The irresistible force of public opinion and the beneficial effect of solid organization seldom have been more clearly demonstrated than by the actions which recently persuaded President Johnson to modify drastically the cutback in federal highway expenditures.

Shortly after it became known that the administration intended to apply a \$1.1 billion slash to the federal aid highway program in the last half of this fiscal year, President Hunter P. Wharton of the International Union of Operating Engineers, AFL-CIO, advised his staff, all local unions and their members of the situation.

They were urged to make their views known to the White House and congressmen and to cooperate with legislators in seeking a restoration of funds.

At the February General Executive Board meeting of the I.U.O.E., a resolution was passed pointing out that the cutback would not only seriously jeopardize the construction industry, which is so important to the national economy, but also would contribute to the staggering loss of life and crippling injuries which result from unsafe highways.

This resolution prompted the Executive Council of the Building and Construction Trades Department, AFL-CIO, to adopt a similar measure, copies of which were sent to each member of the Congress.

Within two weeks, the United States Senate and House Public

Works Committees held joint public hearings. Strong statements criticizing the cutback were made to the legislators by the Building and Construction Trades Department and also the National Joint Heavy and Highway Construction Committee, chairman of which, at that time, was Paul A. Askew, assistant to President Wharton.

As the fire of protest started to burn, President Johnson reviewed the situation. He first ordered the release of \$175 million in restricted funds and, a day later, announced that an additional \$225 million would be made available by July 1st. In addition, his administration promised that, effective July 1st, the \$4.4 billion program would proceed as originally scheduled—before any restrictions were applied.

The joint Senate-House committee recessed the hearing to see what the administration now does about carrying out its promise.

President Johnson's decision to "delay" a proposed merger of the Departments of Commerce and Labor, has, probably without exception, pleased labor leaders.

The consensus in Washington is that the plan, advanced by the President as a surprise in his January 10 State of the Union message, is now as good as dead.

Labor could never see any good reason for the merger, although it followed a "wait and see" attitude and expressed no public opposition until the administration had a chance to give details. Ultimately, the proposal collapsed of its own impractical weight, or, at least, is now on the shelf.

EDITORIAL

Hey—How 'Bout Marin?

In spite of the controversy surrounding the Bay Area Rapid Transit, and the criticism on planning and high costs, one can be certain that the project will be completed, and that commuters will be speeding to and from San Francisco in the subway speedway.

And in spite of an earlier freeze on highway spending by the government, which has been partially thawed, the Junipero Serra Freeway will eventually be completed, providing peninsula commuters with another thoroughfare to go with the Bayshore Freeway and El Camino Real.

But what is being provided for the north bay commuters?

Last chatter we heard was a proposal to double deck the Golden Gate Bridge, a plan which would accomplish little in the way of commuter relief, since there is presently just one route Marin County residents can take to get to San Francisco.

If there happened to be a disaster and the Golden Gate Bridge was severely damaged, where would Marin's commuters go to get to their jobs in the city?

They would have to circle around through Richmond and Oakland, further tying up traffic on East Bay freeways, and creating a serious jam that might not be unraveled for days.

The only practical solution to the problem, as far as North Bay commuters are concerned, is for the state to construct a second and separate system into the city.

Our recommendations for a second route would be a subway tube system, capable of handling half again as many automobiles as do presently clog Highway 101.

We recommend a tunnel under the bay in order to preserve what beauty remains on San Francisco's waterfront, and on the Bay itself.

Superb highway systems can be constructed without destroying an area's natural beauty. These are the types that should be built to handle Marin's Commuter traffic.

"Sorry about that, fellas."



Need For San Jose Blood Donors

The San Jose District is in dire need of blood donors, primarily because of new Red Cross requirements, which say 200 pints must be PLEDGED for the year in order to maintain a blood bank.

At present, the District has only 39 pints pledged, far below the necessary total.

It is urgent that potential donors contact the San Jose office to pledge that pint of blood. We can't afford to let the system we have struggled to establish be dissolved because we don't have the necessary volume on hand, or pledged. We must make every effort to retain our blood bank,

vital to the Brothers who may need our services.

Donors who contributed March 27 include James A. Berlin, George A. Elliott, David G. Emery, Mrs. David A. Emery, Larry A. Gapuz, Charles N. Giguera, Anthony A. Medinas, Gerald Mendes, Edward J.

APPRENTICE CORNER

'High School Degree Is Vital To Program'



Bobby Lee Goforth
... need the Journeymen

By DANNY O. DEES

STOCKTON—"If I hadn't finished high school, I doubt if I would have been able to complete the Apprenticeship program."

Bobby Lee Goforth began his training in 1964, when he had to travel some 40 miles to Sacra-

mento for his classroom study, because the Stockton program hadn't gotten going.

"It was a rough go for awhile, but when classes got going here, it was much easier," he said.

He said he could not express strongly enough the importance of completing high school before getting into the Apprenticeship program.

There is a matter of mathematics, used a great deal by gradesetters, and by everyone else in the field, even if it only involves reading a micrometer or set of calipers.

"What is surprising is how valuable English is. If I hadn't learned some of it, I wouldn't have been able to understand some of the words in the textbooks. Even in our industry, English is important."

Bobby had high praise for his instructors, who did their best to give each Apprentice a comprehensive background in all phases of heavy equipment and its operation.

He said a briefing on different types of equipment was most beneficial to him, because he had not seen most of it before, and it gave him a chance to become a little familiar with it before he actually saw it.

"I found most journeymen were good to teach, if the Apprentice had the right attitude. No man is going to take time to explain something to a smart alec.

"Yet, it's almost impossible to learn without the assistance of the Journeymen. They have been around a long time, and they know what's going on, but they have to be approached humbly, not with a wise guy attitude," Bobby stated.

He said the program is a good one, and one he gained a great deal from.

A man can make of the program what he wants. It can be an excellent program or a poor one. It's all a matter of attitude.

Bobby worked for three employers during his training, and is presently working for PCA in the rock, sand and gravel industry. His employer has plans of making him a foreman in the near future.

Bobby is married. He and his wife have two children.

'Quit Smoking and You'll Live Longer'

According to the American Cancer Society if a person quits smoking now, even after smoking for years, chances are good that he will enjoy a longer and healthier life.

Remember the man who wasn't worried about his marriage until he moved from New York to California, only to discover he had the same milkman?

Middleton, Herschel D. Pence, Robert E. Sandow, Robert S. Skidgel, August J. Suess and Glen E. Wilson.

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Crab Feed 'A Smash' In Eureka

By RAY COOPER and
LEONARD YORK

EUREKA—It was a night to remember as the crab made its way from the sea to the broiler, then to the dining tables where some 400 Operating Engineers and their wives devoured it in an orderly and festive manner.

The annual Eureka Dinner-Dance, held at the Shrine Park March 18 was another success, and a huge one to be sure.

The event is sponsored by and for the members, their wives and guests, and affords them the opportunity of renewing old acquaintances and to maintain close relationships with the fellow Brothers.

The cocktail hour began at 6 p.m. with dinner being served at 7:30. The main course consisted of the traditional world famous "Humboldt Crab" along with spaghetti, salad, garlic bread, coffee and beer.

A short program was held, opened with a welcoming address by District Representative Ray Cooper, who introduced the guests of honor and others.

Guests of honor included Don Kinchloe, Local 3 Treasurer; Fred Thevinen, Eureka Mayor; Sam Mitchell, County Board of Supervisors Chairman.

Both Mayor Thevinen and Supervisor Mitchell praised the Engineers members for the type event held and expressed their thanks for the close relationship and cooperation each has had with the Operating Engineers.

Guests representing Local 3 included Mr. and Mrs. Lake Austin, Redding District Representative; Mr. and Mrs. Joe Ames, Redding Executive Board member; Mr. and Mrs. Joe Reinert, Apprenticeship Coordinator, Marysville; Mr. and Mrs. Roy Scarborough, Apprenticeship Coordinator, Stockton; Clifford Martin, Apprenticeship Coordinator, Eureka; and Redding; Mr. and Mrs. Aster Whitaker, Business Representative, Santa Rosa; Mr. and Mrs. J. B. Jennings, Labor Relations Consultant, San Francisco; Mr. and Mrs. Lou Barnes, Business Representative, Redding; Mr. and Mrs. Curley Spence, retired business agent; and Mr. and Mrs. Don C. Dillon, Eureka Executive Board member.

Special thanks and appreciation must be given all the Brothers and their wives who donated time and effort, and who so fully cooperated to make this another successful event.

To those unable to attend, we hope to see you next year.

Dancing from 9 p.m. to 2 a.m. climaxed the evening.

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Dredging



By AL HANSEN

The Impossible: BART's Trench

The difference in accomplishing the possible as compared with the impossible can only be found in the determination of the people involved.

Dredgersmen working on the BART trans-bay tube trench are a determined lot, performing a near-impossible task—that of gouging a precision open excavation under water so murky the ripples stick to the barges.

"The trench is the key to the success of the tube," said E. D. Grandle, Tran-Bay Constructors project superintendent.

HANDS FULL

Dredgersmen on this job have their hands full, fighting choppy water, wind and changing tides while trying to control a free-swinging bucket on a 100-foot boom.

They have to know just how deep to go and how far the bucket will drift in order to make the proper cut. They can't see what they are digging; they do it all by feel.

A little bit of everything is used to measure grade and side slope. It is amazing how consistent these men are.

No matter what instruments or measurements are used, the final and ultimate result depends on the skill of the operators. Instruments can't make a bad job into a good one, nor a good job into a bad one. Only the operators can do that.

NO DIVERS

Divers are not used to check grade on the BART trench because of the muddy, colloidal condition of Bay waters. They wouldn't be able to see the trench once they got to it.

Three basic instruments are used to check grade, each of which contributes a piece of the puzzle. When the puzzle is complete, so is the picture that tells the dredgersmen what they have.

A lead line, a soft line with a flat plate on the end tells the dredgerman how deep he has dug.

A profiler, built by Honeywell, sends out an impulse, which returns a signal to the barge and records a cross-section profile of the trench, including the side slope, on a graph.

BOTTOM GRADE

A boat with a fathometer attached to its bottom is used to check bottom grade. It sends out a signal, much the same as the profiler, which records the grade on a graph. These three readings give a detailed account of the trench contour.

All three instruments must be corrected to the tide.

These instruments are used to detect any material that may have

sluffed off the sides or may have been missed by the bucket.

'IT'S THERE'

"The instruments will tell us that it's there, but won't tell us what type material it is—if it's soft or solid, so we use a probe for this," he said.

In this operation, the dredgerman's sense of touch and time-tested skill are vital. Men on the BART trench job are hand-picked.

These deep-water magicians are excavating a trench 60 feet wide at the bottom, with an average depth of 100 feet and depending on the bay location, up to 454 feet wide. Contract drawings indicate that depths of 133 will have to be reached.

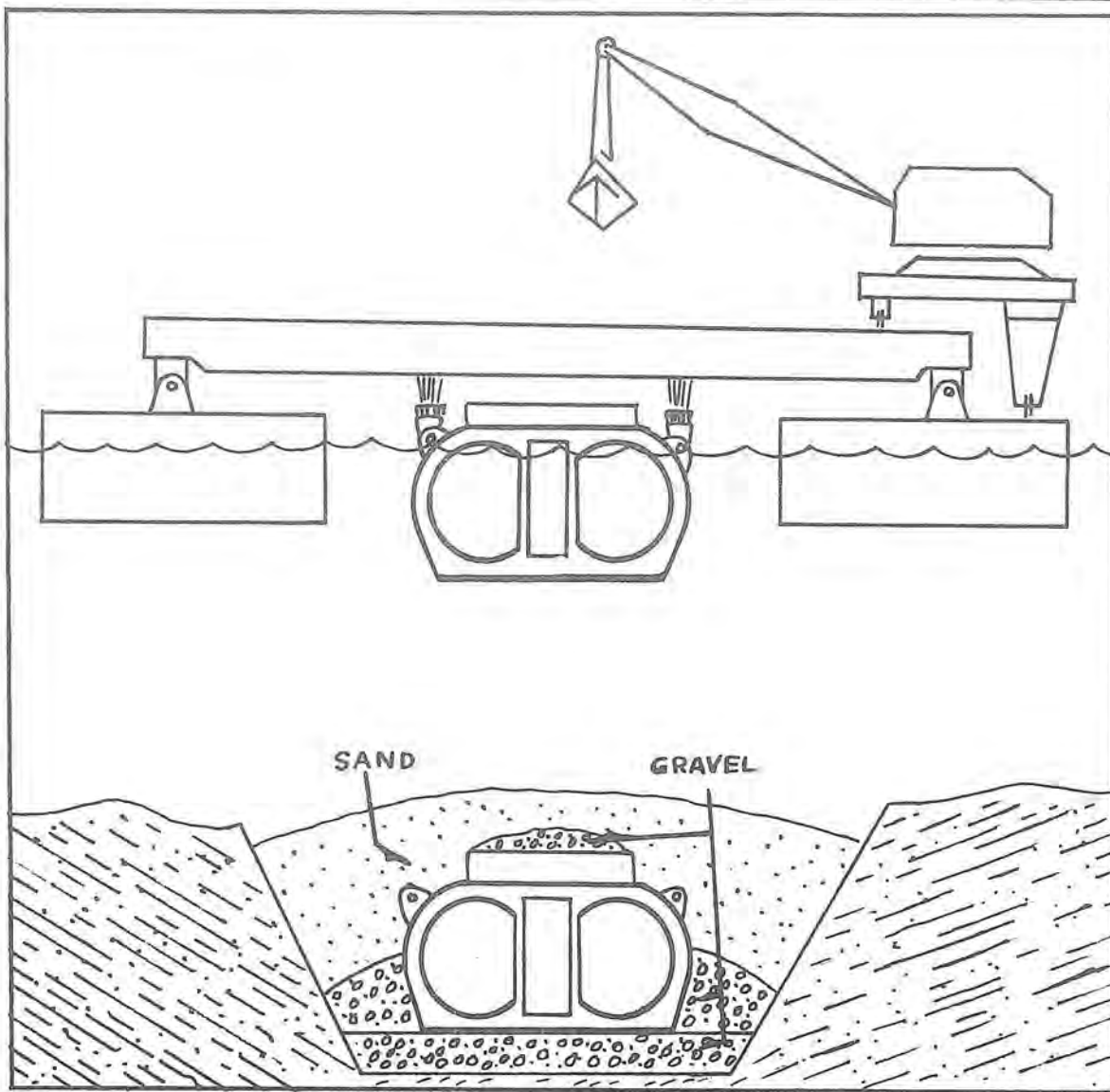
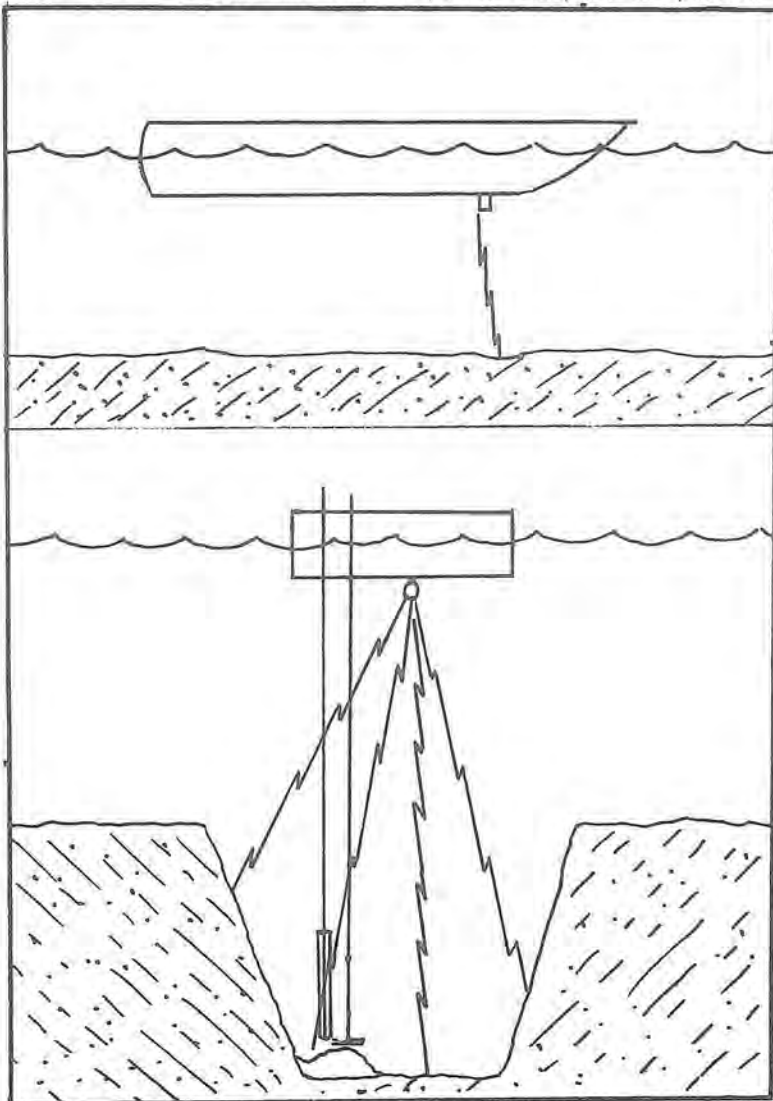
CLOSE TOLERANCES

Tolerances must be kept very close, with side slopes at 1.5 to 1 and at final grade, the bottom must be .15 high or low.

"It's difficult enough to grade a road bed where the operator can see what he's doing, but it becomes increasingly difficult when the operator can't see what he is doing and the surface on which he is riding constantly changes.

"These men are a proud crew performing an extremely difficult job with a tremendous team effort," Grandle told the *Engineers News*.

A fathometer (top) will check trench bottom grade while the profiler, lead line and probe (bottom) will record cross section profile, material type and water depth, to complete the picture.



Catamaran barges will float tube sections into place over trench. Crane will load ballast gravel

into tube hoppers, sinking the tube, which will be let down by heavy cables, then sanded over.

Once the trench is complete, two feet minimum of gravel base will be placed on its bottom, and screeded to a final grade of .15. The tube will rest securely on the base.

USE GRAVEL

According to George Murphy, project manager for Parsons, Brinkerhoff, Tudor and Bechtel, one of BART's consulting engineers, gravel is being used because sand, normally used, has a liquefaction tendency, especially during earthquake conditions, and engineers were looking for a material that would not rail with

tides and current flow.

Because of the earthquake threat, the rock area at Yerba Buena was carefully avoided. Alignment on the trench is being controlled with use of the reliable but relatively new laser beam.

With the gravel base screeded and the concrete liners installed in the 57 separate units, which will make up the Trans-Bay Tube, the segments will be floated to the trench area where they will be sunk into place.

CATAMARAN BARGE

A catamaran barge arrangement will float the huge tube sections to the area, load the hoppers with gravel for ballast, and lower them into the precision trench.

There, tubes will be welded together from the inside, and gravel will be placed alongside them to keep them from washing back and forth, and a heavy layer of sand will completely bury them.

"From San Francisco to Yerba Buena current and tide flow has caused the designers some concern because the trench is fairly shallow there. The contract requires a layer of riprap over the sand," Grandle stated.

NOT ALL CLAMSHELLS

But all the dredging is not being done with clamshells. At Oakland, Utah Dredging is using the "San Mateo," a suction dredge for the sandier and less dense material, which is being pumped into the 140-acre Seventh Street Terminal.

Practically all the equipment used in construction of the Trans-Bay trench has been built specifically for that job, including two dredges, the "Thelma," a 65- by 160-foot steel hull rig with a 13 cubic yard Owens bucket on a 100-foot boom capable of lifting 150 tons, and the "Tuny," a 50- by 160-foot steel hull dredge with a 4600 Manitowoc and a six cubic yard bucket on a 90-foot boom.

Anything else concerning the BART project is rather anticlimactical after viewing this operation.

'Rejuvenation' Hits Madera

MADERA—This small city in the southern San Joaquin Valley has taken "Gulliver" strides to upgrade its commercial districts.

On the velum sheets is a plan for a \$1.5 million shopping center to be constructed on 11 acres at I Street and Olive Avenue.

The new center will be known as Bethard Square. It will be the first complete shopping center in Madera other than the downtown business district.

Anthony R. Mangano, Inglewood development firm of Mangano-Joseph Company, said occupancy will take place by June 1, so shoppers will have access to a super market, a bank, a variety store and a drug store.

Additional businesses including a service station, and a restaurant are planned for the center.

The city has gone a bit further with its building plans than will be noticeable in the new center.

The area has been devoid of adequate hospital facilities, so a new \$3.6 million, 110 bed structure will be built to serve the county. A 40-acre plot has been leased at Madera's southern city limits for the hospital.

The city also hopes eventually to construct a \$2 million sewage treatment plant, but officials expect it will take some three years to gain design plans and federal funds, which have been applied for.

In addition, a move is afoot to consolidate County Road Department facilities by constructing a new office and yard on property owned by the county at Avenue 13½ just north of highway 145.

Plans have been submitted by W. J. Hanna and Son, civil engineering firm from Gilroy. Cost is estimated at \$446,335.

Building permits issued in Madera last year totaled \$1,529,096, including 62 new homes and a super market, but the total was \$701,588 below the 1965 figure.

An 'Export' Plan?

SURVEY NOTES

By
MIKE
WOMACK



built could be established, there would have to be firm commitments in regard to funding of such expansion.

Bond issues have been authorized for the existing districts to finance the current program. Douglas County's issue was for \$3 million, Round Hill's for \$3.5 million.

Bids for the export line over Daggett Summit will be asked in the near future.

In other news, two more survey firms have signed Local No. 3 Tech Engineer agreements. Henderson and Guili, San Jose and Samuel E. Crabtree, Oakland, agreed to terms, and are now under our collective bargaining agreement.

With the combined help of the members we will be able to expand our service, until one day, all surveyors will enjoy the benefits of collective bargaining.

Lyford Drive in Tiburon recently became known as "spy-glass hill" when a surveyor saw a car stop at 8 Bartel Court, and the driver enter the house, then return minutes later carrying a white sack—apparently full.

The attentive surveyor wrote down the car license number and telephoned the Tiburon Sheriff's office.

Lt. George R. Barnes checked the house owned by Charles H. Knight Jr. Sure enough, the door had been jimmied. The alarm went out.

Minutes later, the car was stopped in Sausalito and its occupants booked at Marin County Jail.

The Tech meetings for April are scheduled as follows: April 25, 404 Nebraska St., Vallejo; April 26, 76 Belvedere St., San Rafael; April 27, 1527 S. "B" St., San Mateo. All meetings are at 7 p.m.

News items or correspondence of interest to surveyors should be mailed to the Oakland Office, 1444 Webster St. If problems arise after regular hours, my home phone is Area Code 415-522-5959.

STATELINE, Nevada—Douglas County Commissioners have asked for research into an "export" service, which they believe, would trigger a building boom of unprecedented magnitude in the Nevada South Shore area, that of exporting sewage.

The project involves a sewage treatment and export system, from Cave Rock to Stateline, including the Kingsbury General Improvement District and excluding the existing Douglas County Sewer Improvement and Round Hill General Improvement Districts.

Firms involved in the request are Creegan and D'Angelo, George S. Nolte Engineering Ltd., and Ken Glantz, Stockton, who have been asked to prepare proposals for drafting a sewage disposal master plan and the estimated cost of its construction.

The new district would tie into the treatment and export facilities now being constructed by DCSID and RHGID.

The plan was disclosed by Ernest Gregory of the Nevada Division of Environmental Health.

Presently, construction of new subdivisions, hotels, casinos and commercial establishments is prohibited because of the lack of sewage treatment facilities.

The treatment-export-collection system now under construction is designed to be expanded so it could ultimately serve the suggested area.

Directors apparently are sympathetic toward the proposal, but have said that before expansion of facilities now being

FIRST PRESIDENTIAL VISIT

LBJ And Guam Cheers

By TYKE WELLER, TOM
SAPP and JAIME
VILLANUEVA

AGANA, Guam—This small south Pacific Island was the center of an historic event the latter part of March, when for the first time in history, the President of the United States paid it a visit.

The people were extremely excited as they pressed against the cordons and resisted the Secret Service to get a chance to touch the Man from Texas, with an outpost in Washington, called the White House.

Lyndon B. Johnson was greeted with a great deal of fanfare before his visit with Premier Nguyen Kao Ky, South Viet Nam, began.

The Operating Engineers Local Union No. 3 joined in the festivities. Two 16-foot-long banners were draped over the front of the Guam office, and half-page ads in local newspapers welcomed the President.

Now that things have calmed down somewhat, the day-to-day

process of Union operations have resumed uninterrupted.

The Dairy Queen Division of International Dairies employees voted unanimously recently for Union representation. They are now working under a three-year contract combining International with Foremost Dairies, covering approximately 75 persons.

Certification has been received from the National Labor Relations Board on an election recently won for employees of Singer Sewing Machine Company. Negotiations are now in progress.

A and C Refrigeration Company has renewed its first contract, and employees are now under a three-year pact, insuring increased wages and fringe benefits.

In a recent Labor Relations Board election, Local 3 also won a decision to become the collective bargaining agent for employees of Honolulu Roofing Company. Negotiations were stalemated for a time, but when a three-day picket line was placed

around the company, with support in Hawaii, the company reconsidered and a contract was signed covering all employees.

Employees of Sani System Cleaners signed for Union representation on authorization cards, but before an election could be held, the company terminated all employees. This firm is presently being picketed pending National Labor Relations Board decisions.

A contract with Atkins Kroll (Guam) Ltd., the General Motors dealer, has been renewed, giving three years of protection to employees, guaranteeing additional fringe benefits and substantial wage increases.

National Labor Relations Board elections have been filed on the following companies: Sani System Cleaners, Layug Construction Company, Baltazar Construction Company, Audije Construction Company, Hawaiian Rock Products, C and R Builders and Heide and Cook, Ltd.

Business Manager Al Clem recently completed negotiations with D. R. Kincaid for construction of a new Commercial Port in Guam, to cost \$3 million. The contract should brighten the employment scene in the island.



Two 16-foot-long banners grace the front of the Operating Engineers Office in Agana, in welcome to President Lyndon B. Johnson.

The Glimmer Is Glummer

One of the largest goldmining operations in the United States has begun to run the course of all glittery objects—the "gold in them thar hills" apparently is running low.

The Yuba Consolidated Gold Fields has dropped off to operating one dredge.

It seems the high cost of operating and the same gold standard in effect that has been since time began, the diggins just ain't profitable as they once were.

Although there is the possibility of "striking it rich" in this core drilling operation, the chances seem rather dismal.

Yuba still employs about 45 Engineers working on one dredge, and around the clock. Some of the old timers working there have dates of hire running back as far as 1933.

Rumors are that the last dredge shut down here is being sold to a South American organization. It will be dismantled and shipped.

The cost of constructing a new dredge would be astronomical, but the present one can be moved as the new company plans to do, and still pay its way in the gold fields.

It's a far cry from the old familiar sluice box.

Lockheed Wins Hydro Plant Job

By HAROLD HUSTON, W. R. WEEKS, BOB WAGNON and DAN CARPENTER

MARYSVILLE — Lockheed Shipbuilding and Construction Company, Seattle, Washington, recently won the award for construction of the \$32 million

Belden Hydroelectric project on the Feather River.

Lockheed crews have begun installing facilities and officials say they hope to get underway with tunneling on the first of three portals by May 1.

The project, including the tunnel work, is expected to employ

some 80 Engineers at peak activity. The powerhouse is slated to be completed by Nov. 1, 1969.

The contract calls for approximately 6.5 miles of 15-foot diameter pressure tunnel in two sections which will connect with a steel pipe siphon, not a part of the contract.

Also included will be intake structures at the existing Belden Reservoir, serving as an afterbay to two upstream powerplants, and a concrete lined surge chamber at the downstream portal.

The 36-foot diameter chamber will rise vertically 200 feet to the surface, surmounted there by a 30-foot-high steel tank, 100 feet in diameter.

Belden powerhouse will generate 117,000 kilowatts. Located opposite it is the Belden resort, at the mouth of Yellow Creek.

A steel penstock, 1,125 feet long will extend down the mountainside to the plant.

In other news, House members in Washington gave a friendly reception to a proposal to increase the size of the Tehama-Colusa Canal, now under construction.

No opposition was expressed to

the \$17 million proposal in bills introduced by Harold "Bizz" Johnson, D-Calif., and Rep. Robert Leggett, D-Calif.

Assistant Interior Secretary Kenneth Holum and Reclamation Commissioner Floyd E. Dominy testified that the increase would save nearly \$6 million in proposed future construction on the \$166 million West Sacramento Canal unit.

They said that by spending \$17 million now is addition to the original estimate of \$66.6 million, the canal could be enlarged to provide enough water for the future project demands. If construction continues as originally planned, a second parallel canal would have to be built to serve the West Sacramento project.

At the Oroville Dam, Wismer and Becker Construction Company has started the second phase of underground work on the powerhouse. Crews have begun installing the huge turbines and generators.

The multi-level structure will house six turbines, which will control water flow in the powerhouse tunnels as well as turn the

generators, which will supply power to Oroville and the surrounding area.

Morrison-Knudsen Company was hit by a heavenly deluge (rain) during canal-digging, to bring water from the Oro Dam spillway to the second powerhouse under construction by Guy F. Atkinson.

Company officials are hopeful that concrete-lining operations can begin in the near future. That operation should take most of the summer.

ENGINEERS NEWS

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U. S. FEE AREA

'Eagle' Marks The Spot



A golden eagle on white background with dark blue lines, lettering, designates Federal areas.

WASHINGTON—The word has gone out that this year, all Federal land managing agencies will use one official sign to designate federal recreational areas where user and entrance fees are charged.

A golden eagle on a white background with a silhouetted family of four under a wing will designate the fee areas.

The plan, called "Operation Golden Eagle" is to provide more outdoor recreation opportunities across the nation through the land and Water Conservation Fund program.

The sign will be posted at Federal recreation areas to indicate where the \$7 Golden Eagle passports and short-term permits are valid for entry by private automobile. The 1967 permit is valid an unlimited number of times between April 1 and March 31.

Bowls High Series

Operating Engineer Sandy Slack, San Anselmo, blasted the pins last week and came away with a 687 series in the 840 Scratch league at the Country Club Bowl in San Rafael.

Sandy is a 181 average bowler.

He is the son of District One Executive Board Member Guy Slack.

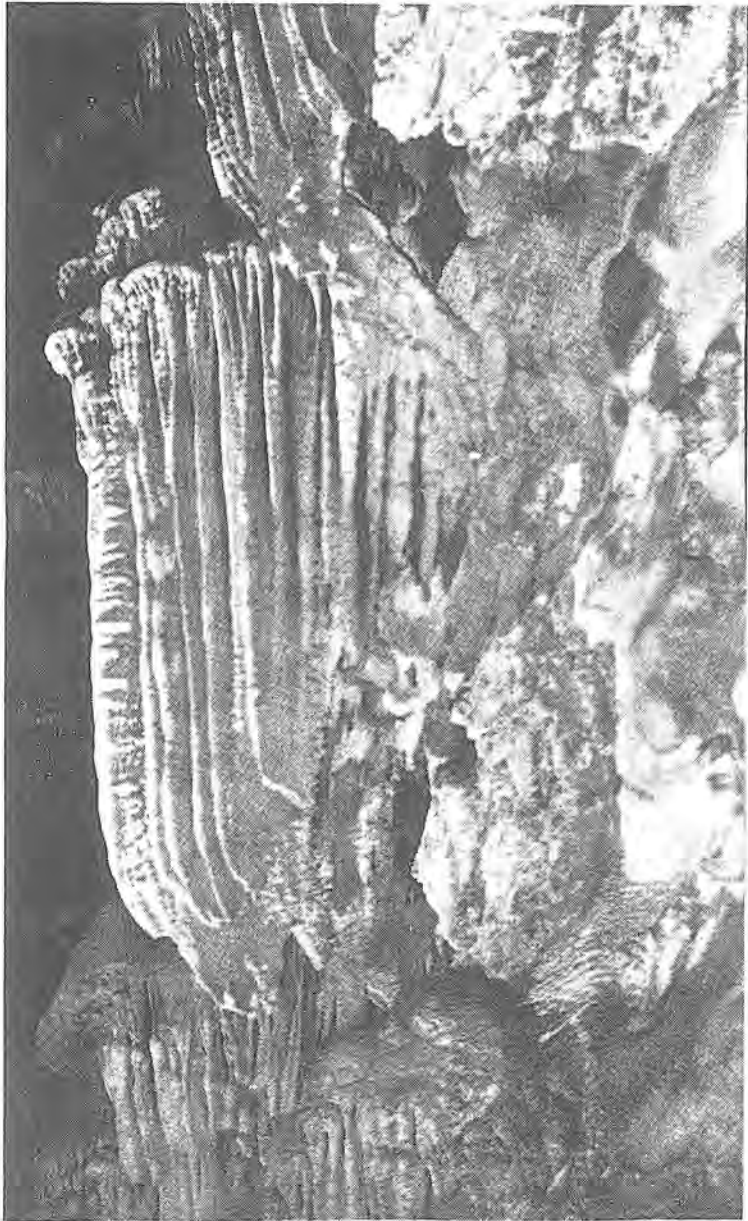
When Sandy isn't bowling, he spends his time operating equipment for Soiland Company, Novato.

In the series highlighter, he had games of 239, 223 and 225.

He outraced Emmett Hyland, a director in the Marin County Bowling Association for the week's high honors. Hyland had a whopping 674, with games of 222, 246 and 206.

Sandy also scored high in the 900 Classic, with a combined score of 587.

900 Classic—George Mezzara, 215, 226, 232-673; Jack Parsons, 223, 214-638; Gene Helbing, 214, 223-632; Ray Miller, 245-632; Phil Dorr, 248-620; Earl Blennerhasset, 265-604; Rich Curry, 218-597; Lee Stetson, 597; Lou Beucher, 266-595; Butch Bowden, 212-591; Sandy Slack, 211-587; Charlie Valsecchi, 584; Fred Ness, 243-583; Ray Brusati, 210-578; Ray Kemp, 242; Bud Kimmell, 226; Frank Bernardi, 221; Walt Silva, 219; Joe Filippo, 215.
840 Scratch—Sandy Slack, 239, 223, 225-687; Wayne Tobin, 221-630; Mike Curry, 216-620; Earl Hoffman, 220-617; Rich Akers, 211-595; Pete Buono, 233; Jim Carroll, 225; Bill Durham, 211.



Unique stalactites and stalagmites grace the colorful and beautiful Shasta Lake Caverns, until 1964 seen by a very few persons.

Shasta Caverns: 'Exhibit' of Mother Nature's Sculpture

What Carlsbad means to New Mexico Lake Shasta Caverns mean to northern California.

The attraction is the same—a chance to see one of the peculiar feats of nature.

Until 1964, the Caverns were seen by just a handful of hardy "spelunkers" who inched their way through steep, restricted natural fissures to view its startling formations.

Today, the Caverns remain just as natural as nature made them, but conveniences such as paved walkways, guardrails and stairs and indirect lighting have been added, making tours just that much more interesting.

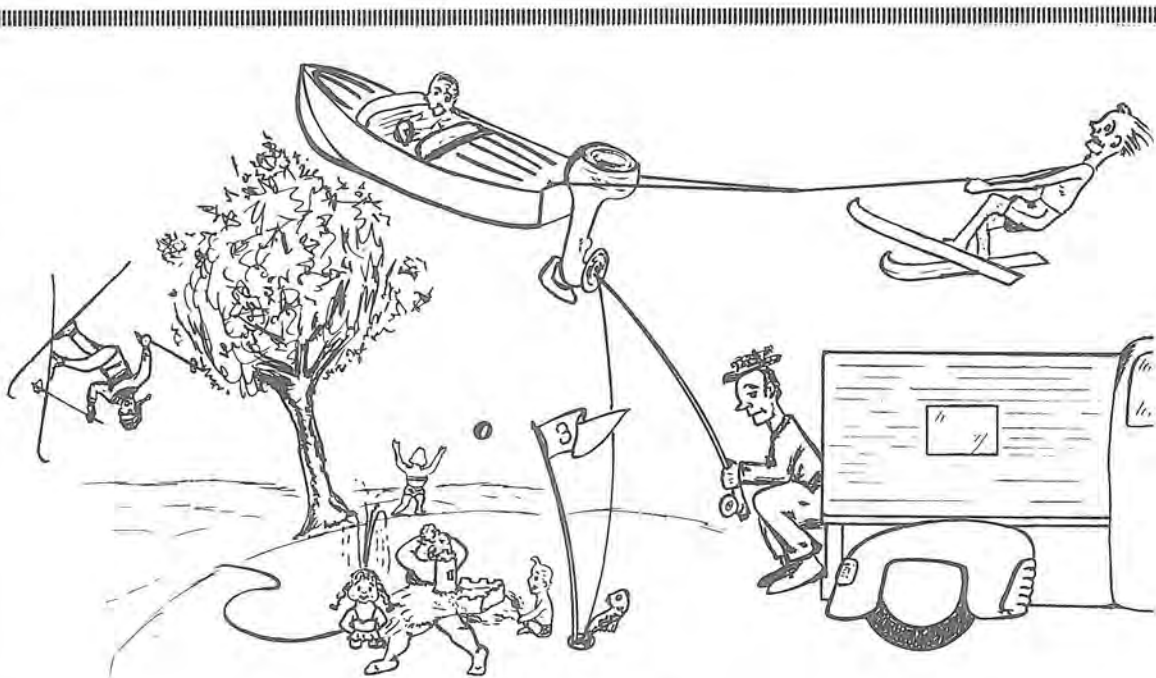
There is no moisture condition requiring special or protective clothing, and the temperature remains a comfortable 58 degrees.

Guide service is available May 15 through the first Sunday in October from 9 a.m. to 5 p.m.

In the caverns, visitors will see multi-colored fluted columns, 60 feet high in symmetrical folds.

Brilliant milky white flowstone deposits in miniature waterfalls and other unusual and graceful forms, create one of the most colorful geological wonders in the nation.

The area is just a few miles from Redding, and just two miles from O'Brien Recreation area.



At Your Leisure

Like To Fish? Try Smith River



Al Harms, Novato mechanic, and bride and joy on vacation.



Cliff Percy wrestled 50 pound salmon into captivity on Smith trip. Cliff spotted Al Harms' year pin, and a friendship was formed.

cross overland from the Mississippi to the Pacific.

He led the first party into what is now Del Norte County in 1828.

Up river, the Smith develops into crystal blue-green waters, with many holes and riffles, easily located by the Doctor Fine Memorial Bridge and the Hiouchi Bridge, famous landmarks.

The fishing season begins the last week in May and extends through last week in February.

Native cutthroat trout can be found from April through July in

the lower river mouth, with steelhead and salmon coming later in the year. Salmon begin entering the river mouth in September, but bank fishermen appear in October, using anchovies, roe, Oakie Drifters, Spin'n Glo and spoons as bait. Fly fishermen have also caught their limits.

Steelhead begin their upriver run in November, and can be caught into January, depending on the rainfall.

At any rate, for some of the fin-
See FISHING'S on Page 7

STILL NEED TITLE

Hawaii—Popular Retreat

EDITOR'S NOTE: the following travel article appears at the courtesy of Travel Tours, 1217 Market Street, San Francisco, Calif. 94103, Charles W. Marx, owner-manager.

The gentle trade winds perennially carry the fragrance of Pikake, white ginger and plumeria while the sound of rustling palm trees and soft music drift over the sand.

The sea rushes beachward to play on a colorful coral reef and the sun casts blithe shadows through the International Market Place.

The hands tell the story of ancient kings and of the Polynesian wedding. You're in Hawaii.

In recent years, this tropical paradise has become a favorite place for a 10 or 17 day vacation.

Huge four-engine jets whisk the travelers to Hilo or Oahu, depending on the arranged tour, where the fresh and fragrant flower lei is part of the traditional Aloha welcome.

Tours have become extremely popular in recent years. Berry Tours, for instance, has two packages, one for 10 days, the other for 17.

From Hilo on the Island of Hawaii, the visitor is given a sight-seeing tour, then spends the night at one of several fashionable hotels. Here, you will see the Orchid Gardens and famous Rainbow Falls.

Jungles of giant tree ferns, luxurious vegetation and rare plants, the National Volcano, and the Black Sand Beach at Punaluu, backdropped with one of the largest coco palm groves treats the eye.

Then visitors travel overland to Kona on the other side of the "Big Island." Here, the fishing wharf and multi-colored coral are spectacular to view, and native divers bob in and out of the water.

At Maui, the Valley Island, travelers are greeted at Haleakala, House of the Sun, Mark Twain's Lao Valley with its Volcanic Needle and Lahaina, the Island's first whaling capital.

Next day visitors arrive at Beautiful Kauai for sightseeing and a cruise down the Wailua River. Scenes to see include Sleeping Giant and Hole-in-the-Mountain. Waimea Canyon's beauty is unmatched.

After an overnight at Kauai, six glorious days await at Oahu.

Here, one has a chance to view a bit of disastrous history. A cruise takes guests to Pearl Harbor, where the 1941 Japanese bombing sank the U. S. Ships Arizona and Utah.

Peacetime operations and the historical narration create high interest.

Honolulu also offers Sea Life Park, Punchbowl and downtown Honolulu.

Costs of the 10-day tour (excluding meals) is \$319 (twin basis) including hotels, sightseeing, inter-island flights and jet fare to and from San Francisco.

Weekly departures will begin May 19 and will run through November 3.

But other tours are available, with details available upon request. United Air Lines and Pan American World Airways fly regularly to the Islands. Fares round trip from San Francisco are: first class-\$285., tourist class-\$220., and economy class-\$200.

We have not yet selected a title for the travel column but we have received several excellent suggestions.

There is still time, so mail your title suggestion to Charles Marx, Travel-Tours, 1217 Market Street, San Francisco, California 94103.

The winner will receive a one-nighter at Lake Tahoe for two.



Fishing's Great In The Smith

Continued from Page 6
est in angling and a chance to "rough it" in some of the most scenic country around, sportsmen would do well to try the Smith.



Glen Buckmaster, river guide, was a happy steelhead angler.

Sailing Race Slated April 29-30

On April 29-30, Vallejo will host the largest sailing race in the world, the traditional Shakedown Cruise, which will open the competitive racing season.

According to officials of the Yacht Racing Association, some 800 sailboats will leave San Rafael on the morning of the 29th. They will leave in groups, arriving at Vallejo, where they will dock for the night, and return to San Rafael the following day.

Security and transportation from the anchored boats will be provided by the Vallejo Power Squadron.

ATTRACT THE TOURIST

'Bypass' Blues? Not In Cedar City

CEDAR CITY, Utah—What does a small community do when it is faced with the threat of being dumped off a major route as the result of freeway construction?

Sometimes the city officials weep, wring their hands and swear at progress, but sometimes they take things in stride, as they have done here, and rely on the community effort to provide something to bring the tourist into the area.

Cedar City, its Chamber of Commerce and a few far-sighted private citizens have decided to exploit the surrounding natural resources, and to add a few extra touches just to brighten up the place.

The city, population 8,000, lies beneath massive 10,000 foot-high Square Mountain, near the shore of once-mighty Lake Bonneville. To the east rises Markagunt Plateau, its face grooved and scored by weather and wind, and by the giant wash known as Cedar Breaks.

Cedar Breaks offers a breathtaking view of white and red sandstone formations which create one of the deepest and most scenic canyons in the entire Mountain West.

The canyons east of town have been used frequently in the production of John Wayne western movies. The lakes and slopes have been developed for water sports and skiing.

Brianhead Ski area will soon offer some of the finest in overnight facilities, restaurants and

other attractions for the out-of-town skier.

But more than that is taking place. The community has mounted a drive to raise money for development of Iron Mission Park. It would include replicas of the original "beehive" smelters and cooking ovens built under Brigham Young's direction nearly a century ago.

One of the major attractions would be the fascinating collection of vintage horse-drawn carriages, owned by Gronway Parry, reportedly one of the most complete and well preserved in existence today. The collection is valued at more than \$100,000.

The scenery surrounding the city has attracted wealthy Nevadans and Californians, who not only come there to hunt deer and other game, but who are building homes in the mountains.

Iron production was a major factor in settling the city, but has slumped during recent years. But its history will be preserved.

The city has done a good job of attracting other industry, such as the Coleman Company, which produces sleeping bags. Production cannot keep up with demand, even though more than 12,000 bags are produced daily by 200 employees who generate a payroll of \$325,000 annually.

Of course, tourists wishing to visit Zion National Park and Bryce Canyon will naturally visit Cedar City, known throughout the west as the Gateway to the Parks. Stop by on your way either north or south. It's friendly.

High Hopes For Huega

For several years, the United States chances of winning gold medals in the Olympic Ski events have been rather dim.

The country has stood steadfast in its determination to keep the competition on an amateur basis, even though other competing countries have given special privileges to athletes participating in the games.

Since the tragic death of Colorado's Buddy Werner, America's hopes in the men's ski events have ridden on two youngsters, Billy Kidd and Jimmy Huega.

This year, Huega, son of Local 3 member Pasquel Huega, Squaw Valley, has been impressive, although he will have to improve to beat France's Jean Claude Killy, who has proven to be almost unbeatable during the 1966-67 ski meets.

But time remains before the 1968 Olympics get underway, so we keep our fingers crossed, hoping that Jimmy Huega will be a member of the team, and that he will come home with the Gold Medal, once again proving that amateurs are superior in the United States.

Aides Approve Rec Plan

MARYSVILLE—Offshore recreation facilities totaling \$2.66 million for the Oroville-Wyandotte Irrigation District have been approved by the Department of Water Resources.

The Department said, however, that the granting of funds is subject to a public hearing on the District's application and the execution of a contract.

The allocation will be divided among Little Grass Valley, Sly Creek and Ponderosa.

The district proposes to construct facilities in three stages at Little Grass Valley and Sly Creek,

and in one stage at Ponderosa.

Camping, picnicking, waterskiing, swimming, boating, fishing, riding, hunting and sightseeing are among the activities which will be provided when plans are complete.

The three new reservoirs will total 2,300 acres in a locality that experiences little recreational use, according to Reginald C. Price, acting water resources director.

"The reservoirs will provide a great stimulus to the local economy by attracting nearly 200,000 visitors from the Sacramento Valley during its first year," Price stated.

STRICTLY HYDRO-PHOBIA



Jesse Wayne has been building and racing hydroplanes for nearly 25 years. He has had his share of victories. Wayne has entered such events as Seattle's Gold Cup, the Lake Yosemite Power Boat Regatta and others. His boats have had such names as "The Flying Fink" and the "Firefly." His latest, a Chevrolet-powered craft, will be entered in the Modesto Reservoir Hydroplane Race May 21. The craft, named "Hydro-phobia," is capable of 130 miles an hour.

Student Gains Spark Junior College Boom

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

SAN JOSE — Since 1940, the population in the Foothill School District has increased from 46,000 to 315,000, and with that increase has come an added burden of providing facilities for those youngsters wishing to further their education.

Under California's school system, school districts shoulder the responsibility of providing higher education through the sophomore year.

The state has, therefore, managed to construct new junior colleges, and in the near future, will have a total of 84 throughout the state.

Foothill District will open the new and esthetically beautiful De Anza Junior College next September, with an initial enrollment of 3,000.

According to Wayne A. Smith, public information officer for the

district, educating students was an expensive proposition before the present system was devised.

"Until our present system was developed, we had to pay the cost of educating a student even if he went to San Jose City College or San Francisco City College. It got rather expensive," he said.

The cooperation among colleges has been tremendous in areas of career program needs and the exchange of students.

Junior colleges throughout California are careful not to duplicate areas of career planning.

Now when a student goes to a different area because only that area offers the desired career, there is no actual exchange of money.

De Anza College will offer courses in applied arts and sciences, business, engineering technology, health services, management and supervision and public and social services.

"There are areas where programs taught there will overlap with subjects taught at Foothill College, but they are in the more popular careers, such as secretarial skills and nursing, and in the ever-increasing social services. We are also offering courses in airline pilot training," Smith said.

In 1961 the district approved a \$14 million bond to construct De Anza College. Last year the Federal Government provided a \$3.7 million grant, with added funds to come from a community services tax. Construction of the college is \$20 million.

The buildings are set in a natural landscape area with palm trees and rolling hills on Stevens Creek Boulevard, Cupertino. The

architecture is Spanish with a slightly modern touch.

"We have planned some rather unusual things there," Smith said. "Our swimming pool is large enough to handle any type swimming meet now sanctioned by the Olympics Committee or the NCAA."

The pool is beautifully situated in the center of the campus. With it, is a 17-foot-deep diving pool with a 10 meter platform, artistically sculptured to blend with the surrounding architecture.

Seating for 5,000 will be provided.

The auditorium will be the largest between San Francisco and Los Angeles.

"We are constructing a large and elaborate auditorium because our guest artist programs are a vital part of the over-all development of the student. We are providing enough seating to be able to keep the individual costs down, so our tickets never exceed \$3 in cost," Smith explained.

He said any of the buildings on campus are available to the public free of charge, so long as the activity does not interfere with school activities.

The college will serve primarily the residents of Cupertino and Sunnyvale located within the Fremont Union High School District.

It will include, in addition to the Olympic swimming pool and Fine Arts auditorium, a 100,000 volume library, a data processing center, 200 capacity planetarium, the latest in listening rooms and language laboratory facilities and complete air conditioning.

Fees for the year (excluding books) will run about \$20.

Out-of-state students, slightly higher, thank you.



Olympic-size swimming pool and 17-foot-deep diving pool will give De Anza College facilities for hosting the largest of swim events.



Spanish architecture blended with a bit of the modern will present an attractive atmosphere for new students entering De Anza College this fall. The campus is located in natural landscape area.

Napa Dunks Water Shortage

For years the potential threat of a lack of water has been a sticky problem for Napa County, but will soon cease to be.

North Bay Aqueduct water will soon be available from Jamieson Canyon, and the city of Napa has signed contracts for construction of its treatment plant and pipelines.

Contracts totaling \$3.5 million have been awarded to provide Napa with the needed water, and the call for contracts to be let within the next few months will provide the county with its demands.

The system will consist of the North Bay Aqueduct, now getting underway, many miles of pipeline, surge tanks, reservoirs and treatment plants.

Napa City voters approved an \$8 million bond to construct new sewer facilities, with that project now about 60 per cent complete.

In Suisun, 1967 could be a booming year, if the development of the Suisun Marina is realized.

The marina was purchased by John Burke, San Jose, who plans to spend from \$8 to \$10 million on its development, with construction to begin this year.

Many of the existing housing pads are completed with more scheduled to be built, including those for 286 single family dwellings. This project should continue for two and a half years.

Recent contracts awarded for construction and underground work in the Vallejo area include \$254,756 to Huntington Brothers

for construction of passing lanes on Highway 12, \$233,125 to Lentz Construction Company for sewer work in Fairfield, \$23,610 to W. D. Coen for sewer lines in Napa, \$998,689 to Lentz Construction Company for surge tanks in the North Bay Aqueduct system, \$260,550 for Unit I and \$505,149 for Unit II and \$194,622 to Lentz Construction Company for Unit III and \$405,920 to J. L. Hatcher for Unit IV of the Napa Water project.

The Jordan Company, Atlanta, Georgia, was low bidder at \$2,466 million on the Mare Island dry dock project. The improvements call for extending the 66-foot dock outward and deepening it 4.1 feet.

Obituaries

Name — City	Local Social Security No.	Register No.	Deceased
Baston, Elgon	3	347724	3/5/67
Paradise, Calif.	SS# 520-03-4901		
Clow, A. J.	3	284745	3/18/67
Stockton, Calif.	SS# 561-01-4877		
Crabtree, A. H.	3	592997	3/12/67
Modesto, Calif.	SS# 569-09-1138		
Cyr, Marion	3	826805	3/8/67
Vallejo, Calif.	SS# 566-44-9324		
Gaines, Charles	3	385999	2/27/67
Provo, Utah	SS# 529-05-2159		
Goto, Larry	3A	1175358	1/24/67
Halewia, Hawaii	SS# 575-01-6693		
Jarvis, Edward	3	240934	3/6/67
Lafayette, Calif.	SS# 573-14-9415		
Miller, Martin	3A	1189147	2/26/67
Haweila, Hawaii	SS# 576-12-2161		
Monahan, Robert	3	576374	3/7/67
San Francisco, Calif.	SS# 564-14-7980		
Morrison, Leo	3	518617	3/7/67
Oroville, Calif.	SS# 527-01-3796		
Ropp, Eli	3	1208774	3/17/67
Clovis, Calif.	SS# 569-50-6674		
Russell, Gordan	3	879537	3/18/67
San Jose, Calif.	SS# 504-07-6971		
Schwab, Leslie	3	234421	3/11/67
Oakland, Calif.	SS# 573-14-1023		

No deaths due to industrial accidents in March, 1967

58 Deceased Members Jan.-Mar. '67

4 deaths due to industrial accidents Jan.-Mar. '67

FOOD COSTS TO DIP— LIVING TO BE EASIER

By SIDNEY MARGOLIUS

The living will be easier in April. Some foods will be cheaper, and post-Easter clothing clearances will offer money-saving buying opportunities in women's, children's and men's clothing. Mortgage interest rates have come down slightly from last Fall's "near-panic" peaks, and are likely to fall further.

We're even getting a little price competition in the auto business at the manufacturer level.

New car sales have been running 15 to 25 per cent behind last year. The result has been a price drop on both new and used models. One help in this respect has been a recent reduction in interest rates dealers pay to banks and finance companies on loans to finance their inventories.

Perhaps the most interesting news to moderate-income families is the manufacturer price cut of \$200 on a U.S.-made compact model (the Rambler American). This cut puts the U.S. compacts more directly in price competition with imported compacts, while providing more passenger and trunk capacity and power, and more widely-available service parts.

The price cut also arouses new interest in the use of compacts, which save on operating costs and purchase price.

The six-cylinder U.S. compacts are now within \$200-\$300 of the four-cylinder imports, not including freight charges or optional equipment. You can expect some discounts on these prices although not as much as on the more expensive full-size cars. The dealers' own margin on compact and intermediate cars usually is about 18-21 per cent of the list price compared to the more typical 25 per cent on standard-size cars.

Significant in Rambler's announcement is that from now on it will not change its model each year except for actual safety and performance improvements. If other manufacturers pick up this idea, cars in general will be cheaper. The imported car manufacturers hold costs down by avoiding annual changes.

Oil companies have raised gasoline prices again and have been avoiding price wars. People in the Midwest pay more for gasoline apparently because of lack of competition. Car owners in the Far West and Southeast also pay more but those in the Northeast and Texas pay least.

Oil companies, who did not need the latest price increase since their "earnings" (profits) have risen in the past two years, argue that service stations need the additional margin, and that half the increase is going to them (one group of gas stations in California actually announced that it was raising its prices "to meet competition").

Here are facts that can help you keep down gasoline bills:

1. Most cars, unless they have very high compression ratios, do not need premium grade.

2. Unadvertised brands selling for 2 or 3 cents less are usually the same quality as advertised brands. In fact, the unadvertised brands are usually bought from the same suppliers and are the same gasoline, a major oil company admitted in testifying to the Federal Trade Commission several years ago.

3. Moderate, even speeds, avoidance of jackrabbit starts and of hard braking, holds down consumption.

FOOD BUYING CALENDAR: Eggs are the buy of the year. April is the month of heaviest supply and production is heavier than a year ago. Two large eggs contain the protein equivalent of an average serving of meat at half the cost.

In red meats, beef is more abundant than last year, with pork still in good supply, although supplies will be lower and prices higher when warm weather arrives. Fish filets and steaks are also in heavy supply. Canned salmon also is a good value this year. Orange juice concentrate is in heavy supply and priced low.

THAT FEMALE TRAIT

4 Seasons At Noon

By LAKE AUSTIN and
LOU BARNES

REDDING — One of the Brothers stopped by the office the other day and commented that

MEETINGS

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

1967—Schedule of Meetings Dates

SEMI-ANNUAL

Saturday, July 8, 1967

APRIL

Honolulu—Wednesday, April 19

MAY

Sacramento—Tuesday, May 2

San Jose (meeting at Watsonville)

Thursday, May 4

Stockton—Tuesday, May 9

Oakland—Thursday, May 11

Fresno—Tuesday, May 23

JUNE

Santa Rosa—Thursday, June 1

Provo—Friday, June 9

Reno—Saturday, June 10

JULY

San Francisco—Wed., July 5

Eureka—Tuesday, July 11

Redding—Wednesday, July 12

Oroville—Thursday, July 13

Honolulu—Wednesday, July 19

AUGUST

Sacramento—Tuesday, August 1

San Jose—Wednesday, August 2

Stockton—Tuesday, August 8

Oakland—Thursday, August 10

SEPTEMBER

Fresno—Tuesday, September 5

Ukiah—Thursday, September 7

Salt Lake City—Friday, Sept. 8

Reno—Saturday, September 9

OCTOBER

San Francisco—Wed., October 4

Eureka—Tuesday, October 17

Redding—Wednesday, October 18

Honolulu—Wednesday, October 18

Marysville—Thursday, October 19

NOVEMBER

Watsonville—Thurs., November 2

Sacramento—Tues., November 7

Oakland—Thursday, November 9

Stockton—Tuesday, November 14

DECEMBER

Fresno—Tuesday, December 5

Santa Rosa—Thurs., December 7

Ogden—Friday, December 8

Reno—Saturday, December 9

Meeting Places

San Francisco

Labor Temple, 16th and Capp

Oakland

Labor Temple, 2315 Valdez St.

Stockton

Engineers Building,
2626 N. California St.

Eureka

Engineers Bldg., 2806 Broadway

Fresno

Engineers Bldg., 3121 Olive St.

Marysville

Elks Hall, 920 D. St.

Redding

Engineers Bldg., 100 Lake Blvd.

Sacramento

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

San Jose

Labor Temple,
45 Santa Teresa Ave.

Watsonville

Veterans Memorial Bldg.,
215 3rd St.

Santa Rosa

Veterans Bldg., 1351 Bennett Av.

Reno

Musician's Bldg., 120 W. Taylor

Salt Lake City

1958 W. North Temple

Provo

125 E. 300 South

Ogden

Teamster's Hall,
2538 Washington Blvd.

Honolulu

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

this is the first time in many years that all four seasons have made an appearance before noon.

And so it is. The old gal called Mother Nature just can't seem to make up her mind, but that's par for the female population.

There is some construction activity stirring, however, such as Pine Street. Crews working for this company are getting in their licks when the ooze settles sufficiently.

the Fogle Construction project on This is a three phase underground job with only one trench open at any one time because of traffic being routed on two lanes at all times.

Another contract will be let when the present job is complete. It will be for lowering Pine Street two feet.

Meanwhile Comconex on South Highway 99 sloshes through the puddles whenever possible and everyone is hoping for the TV cable people to award a few contracts, which will permit more underground work.

The rock, sand and gravel industry has been hanging on, but there is optimism that things will improve as the year matures.

At the same time, bridges have made it into the spectrum. The Cypress Avenue Bridge widening job tops the list, with recommendations for prompt construction, as approved by the Redding Chamber of Commerce.

The Board's recommendations fall in three categories: construction of rights-of-way, surveys, design and commencement of right-of-way acquisition. There will undoubtedly be some long-term planning connected with the project.

Other projects recommended for immediate construction in-

clude four miles of four-lane freeway from Antlers Bridge to Crespos on Interstate 5, a 3.2 mile, four-lane freeway on U.S. 299 from Interstate 5 to the new Shasta College campus, and construction of an expressway on California Highway 44 from Marysville to Shingletown.

In addition, survey work and design proposals were high on the list of recommendations, including six miles of four-lane expressway from Redding to Whiskeytown Lake, Highway 299 from Tower House to Buckhorn, shoulder widening and passing lane installation on Highway 299 in the Round Mountain area, and turnoff lanes at Bella Vista, Round Mountain, Oak Run and Highway 89.

Long-term planning will include 30.2 miles of expressway on 299 from Old Oregon Trail road to Montgomery Creek; 11.4 miles of reconstruction on Highway 44 from Shingletown to Viola, seven miles of widening on 44 from Viola to Lassen Park and widening to four lanes on six miles of Highway 299 through Burney.

Another project which will bring on sunny skies, at least as far as Operating Engineers are concerned is the announcement by Mick Hennessy, Siskiyou County attorney, that bids will be let April 18 for construction of Box Canyon Dam, with construction to begin in June.

Government agencies have finally released the necessary funds as a result of pressure applied by County officials.

The bid will be for the entire package, including parking areas, sewage, roads, picnic areas and of course, the dam itself.

So smile a lot—the fresh air's good for your teeth.

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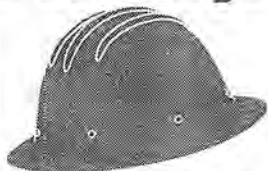
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Plan To Boost Open-Pit Production

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

RENO—The Bureau of Mines has disclosed plans to conduct technical research at the Carlin Gold Mine, aimed at enlarging open-pit production.

The plan was announced by Frank Hibbard, who said his agency is negotiating with Newmont Mining Corp. on the research contract.

Hibbard said the goal is to improve ore processing techniques to a point where it would become economically feasible to mine low grade ore.

He said such a program could extend the life of operations such as those at Carlin an extra five or ten years, and increase the total output by \$42 million or more.

Hibbard was questioned at length by a number of interested persons on research plans, and he

said several technical breakthroughs in open-pit mining could mean a "20th Century Bonanza."

The Carlin Mine has been almost entirely responsible in recent years for increases in U.S. gold production and is a major contributor to Nevada's resurgence in mining.

Anything that can be done to extend mining operations or to get others started can only benefit Nevada's economy and contribute significantly to the nation's dwindling gold reserve.

But all mining in Nevada does not concern gold. Some of it concerns copper. Duval Corporation is so involved. That company has taken over the mill from Stearns-Rogers, and with no breakdowns, should be in full production by mid-April.

At present, company officials say some 1.5 million tons of ore a month is being mucked out, but

when full operations are established, that figure should increase considerably, with some 3,000 tons a day going through the mill.

Concentrate ore will be shipped to Tacoma, Washington by rail and the precipitates to El Paso, Texas. Precipitate ore is ore produced through a leaching process.

On the construction side of the block, the state has programmed \$32.4 million for highway construction of which \$23 million will be for work on the Interstate Highway system.

It is our desire that the Division will consider letting portions of Interstate 80 in the eastern section of the state first.

In addition, the Federal Government has released \$1.23 million for highway work, but for preliminary engineering and rights-of-way on Highway 395 through Reno along Kietzke Lane.

An additional \$7 million was

released for use on Immigration Pass near Carlin. Bids will be called near the first of May.

The \$970,000 Newmont Mine road project will be advertised the first part of April, with the first part of the proposed Reno Ring Road project to be called near the end of the month. Estimated cost is projected at about \$1.2 million.

Another sizeable project, the \$1.19 million 17th Street underpass in Sparks is also on the May calendar.

Reno will ask for bids near the end of May on the \$2.5 million South Truckee Meadow Project. The city has also placed a bill before the legislature aimed at increasing bonding capacity from the present 7.5 per cent to 15 or 20 per cent, in line with other Nevada cities. If the bill passes, an accelerated construction program is imminent in the area.

Washouts—We've Had It

By RUSS SWANSON and ASTER WHITAKER

SANTA ROSA — Communities within striking distance of Russian River and Dry Creek have had their share of "wash-outs" in recent years, and from the ripples being created in the public opinion pools, it appears they have just about absorbed as much as their collective bilge pumps will stand.

The floods in recent years have saturated their patience and in spite of the so-called limited skirmish in Southeast Asia, Sonoma County residents are getting a little sick of the policy on domestic spending, and particularly when it comes to establishing adequate flood control.

MATCHED COST

Damage in recent years has almost matched the cost of constructing flood control systems.

According to Gordon Miller, chief engineer, Sonoma County Flood Control and Water Conservation District, damage costs of the 1964 flood alone were \$16.6 million, half of the damage cost since 1955.

Major cuts recently had been announced in construction of the Warm Springs Dam, to be built across Dry Creek at a total cost of \$70 million.

VIET VICTIM

He said the cut was as a result of the \$10 billion Viet deficit.

"Although the reduction was a severe blow to our plans, the Army Corps of Engineers has announced it will release some contracts for fiscal year 1967-68, but they will be of much smaller outlay than we had hoped for. We will have just \$1.8 million available, and that won't do much of anything," Miller said.

Locally, the officials would like to move the project on schedule, but those plans appear rather remote at present. The Corps of Engineers said it has a capacity of spending \$5 million in FY 1967-68, but the money just isn't there—yet.

According to Miller, his office has approached Congress with some figures on unemployment

which indicate the Administration's plan to stem inflation is faulty, at least in Sonoma County.

Up to December, 1966, 11.5 per cent of the available work force was unemployed, and in the construction industry, nearly 40 per cent were out of work.

Unemployment in Sonoma County has rapidly increased since the announced cuts in federal domestic spending, and the increase on the interest rate.

These figures may or may not have much of an impact on Congress. Rumors are that they won't.

ROAD LOCATION

With the \$1.8 million allowed for construction by the Corps, hopes are to get the Warm Springs road location underway during 1967. At the present construction cost index, there is about \$15 million in roads construction on the project.

Miller also said it is possible the Corps could spend more than the \$1.8 million, if it projects into next year, but cannot go beyond that figure. The contracts can be awarded on an anticipated basis.

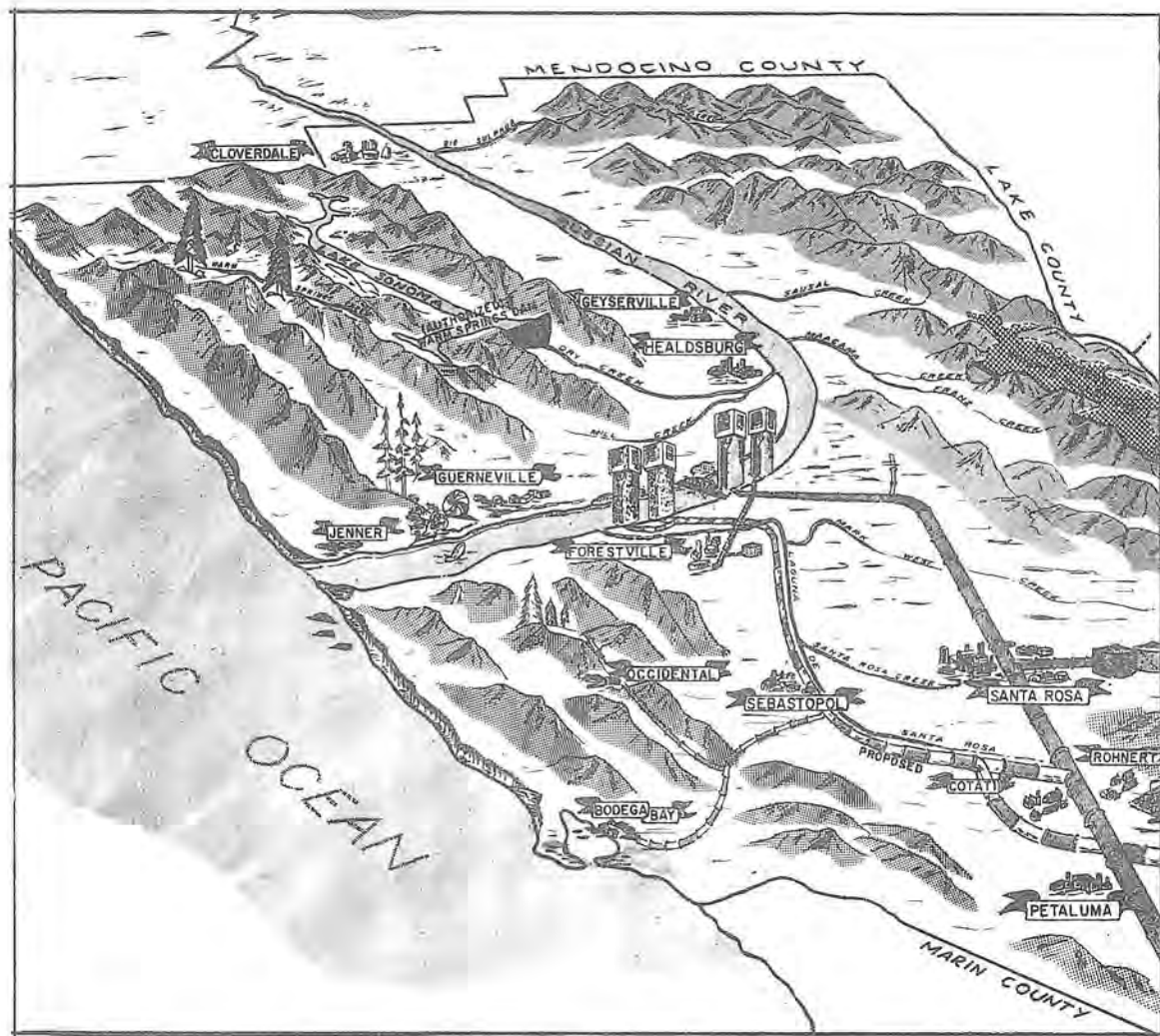
"We will try to get everything we can out to bid. We have already advertised two projects, and plan to advertise five more within the next 30 days, but these are comparatively small in relation to what needs to be done," Miller stated.

TESTIFY AT CONGRESS

In the near future, one of the flood control personnel will go to Washington to testify before the Senate-House Public Works Committee to see if some money can be loosened up.

"If the Senate-House Committee turns a deaf ear, there isn't much we can do, but we will certainly try to make our wishes known. In any case, we will plan for the next fiscal year," Miller told the *Engineers News*.

It appears the chances are not good that money will be released. There is much concern on Capitol Hill in relation to some Great Society programs, and that concern could spell doom for the inundation-prone areas in northern California.



Home For Aged

Senior citizens in the Ogden, Utah area have hailed the beginning of a 13-story multi-million dollar apartment complex as a culmination of "hoping and planning."

The new senior citizen complex will be located between 23rd and 24th Streets on Monroe, covering two acres.

Pinckard Company, Denver, Colorado, will build the 136-unit structure, under a contract which is being financed through a federal loan from the Department of Housing and Urban Development. Construction is expected to take about 18 months.

In Provo, moderate weather has stirred the sleeping construction industry, mostly for buildings and structures.

Geneva Steel has revived its activity and American Bridge has the contract to rebuild the No. 2 furnace. About 17 operators are on the present payroll. The job

will require about 90 days.

Furnco will be installing the brick lining in the furnace. That phase has just begun. The company will also build the new coke-sizing mill, which will take about four months.

Heckett Engineering is engaged in metal reclamation and slag processing, but are on a reduced schedule, pending contract renewals.

Highway work has also wiggled a bit. Cox Construction Company, Manti, has set up two surfacing jobs in I-15 between Spanish Fork and Santaquin. Crews are preparing gravel and road beds for finishing.

Just 150 working days are allowed, so some overtime is likely.

V. C. Mendenhall at Minersville has begun calling crews back for flood control work, and hopes to get started on the highway in the near future.

See UTAH on Page 11



Gordon Miller

... up to Congress

"We feel the 1964 floods cost could have been reduced by \$3 million if the Dry Creek Dam had been in. Naturally, the public is disappointed and concerned that the project is not moving ahead as fast as they believe it should. But then, so are we," Miller said.

Utah Home For Elderly

Continued from Page 10

But the big item is still Starvation Dam, with minor work now underway.

A pre-job conference was held with the Salt Lake Building Trades, Goodfellow Construction and the subcontractors in accordance with the provisions of the Utah Master Agreement.

The prime contractor intends to do the preliminary excavation for dam footings and to bring the fill above ground. He also intends

to complete the diversion tunnel and the grouting.

The bulk of the work will not begin until next year, with completion scheduled the following year.

The rolled earth-fill structure will be 2,920 feet long and 155 feet high, creating a 167,000 acre foot reservoir, 15,000 acre feet larger than the present Deer Creek Reservoir.

Water will be diverted at Knight Diversion Dam, five miles

upstream from Duchesne in the seven-foot diameter, two-mile-long Starvation Feeder Conduit to the reservoir.

Stored water will be used to supplement irrigation of 26,000 acres in the Duchesne River area and to replace some water presently used in that area, to be diverted into Bonneville Basin.

Recreation will also benefit through increased fishing, boating, and camping and wildlife conservation.

Salt Lakers Flee Open Gate—City's Fence-Menders Busy

By HUGH BODAM, JOHN THORNTON, VANCE ABBOTT, TOM BILLS, JACK SHORT and BILL METTZ

SALT LAKE CITY—Once the horse herd has galloped out of the corral, its too late to close the gate, but if the gate can be shut before all of them get away, perhaps some of the wanderers will return.

So it is with Utah's capital city, where the results of a five-year rejuvenation of the downtown shopping area have begun to emerge.

As in many cities, capital, business and people migration has alarmed the merchants. Consequently, the Downtown Planning Association, a group of businessmen, tradesmen, media executives and others, took it upon themselves to execute a survival plan.

REQUIRES MORE

Although the program is making progress, much is yet to be done before the "corral gate will be closed."

Happily, some of the obstacles have been overcome, and the plan is moving ahead with private and state industrial programs.

Recently the J. C. Penney Company broke ground on its new expansion program, calling for store enlargement and a spacious parking terrace. The investment will represent from \$8 to \$10 million.

The parking terrace is badly needed in the congested and sans parking space downtown S. L.

Shoppers will find the new Penney facilities to their liking. Modernization will eliminate some of the crowded areas on the street floor, permitting better and more attractive display and shopping possibilities.

Another project which will require the services of several Operating Engineers will arise on West Temple, between South Temple and Second South. There, the "Salt Palace," the city's all-purpose civic center will be built. It will replace the old Greyhound Bus Terminal, a furniture store, several small shops, service stations and other facilities.

PRIME ASPIRATION

The new civic center is a prime aspiration of Salt Lake's II Century Plan. It is designed to host conventions, athletic events, expositions and works of fine art. However, a controversy had arisen over the concert hall, since the Mormon Tabernacle, less than a block away, has been used for musical presentations for many years. It is the opinion of concert hall opponents that finer acoustics than found in the Tabernacle could not be achieved, and that the money would be needlessly spent.

Other phases of the II Century

Plan are on the drawing boards, and slated to be unveiled in the near future. Among those plans is a design for upgrading Main Street and Broadway.

EDUCATION BOOST

Education also received a boost when the city decided to construct a new technical school, with a proposed name of "Utah Technical College at Salt Lake." It replaces the old Utah Trade Tech. The new facility is now one third complete, with classes now underway. The second third will be completed by September, in time for fall classes.

Salt Lake Executives also met with representatives of United Air Lines, who recommended the city undertake a three year, \$11 million expansion program at the Municipal Airport.

United's recommendations include addition of second levels to the present north and south concourses, and new two-level concourse with 14 loading ramps to be constructed just north of the present concourse, expansion of the terminal's north side to allow for more waiting space, expanded ticket office and larger baggage facilities, extension and runway improvements and larger loading areas for supersonic and jumbo jets, slated to be in operation in Salt Lake City by 1980.

ALL FOR CONSTRUCTION

Rapid Transit 'Goes Under'

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

SAN FRANCISCO—Now that the skies have temporarily cleared and the spring fevers have infiltrated the work force, Bay Area Rapid Transit has made moves to go underground—not as a deterrent force, but to get its subway projects going.

On April 2, the District called for bids for construction of the Civic Center station on Market Street.

The project will call for construction of a cut-and-cover subway line east of 8th Street to west of 7th Street, construction excavation, support walls, excavation of the station area and bracing of the walls.

Also included in the \$12.5 to \$15.5 million contract will be temporary decking, reinforced concrete and steel structures for the station and backfilling the area.

Streets and sidewalks will have to be restored once the work has been completed.

Coupled with the Civic Center Station will be the beginning of other phases of the San Francisco District's system. Bids will be opened April 18 for subway structures on Mission Street, with 896 calendar days allowed for construction between 24th and Randall.

The project is estimated at from \$13.5 to \$17.5 million.

On May 16, two large contracts will be opened, including the Market Street Line, 1,570 feet of four-bore tunnel subway between Powell and Montgomery Station.

The contract calls for earthwork, tunneling, placing buildings and structures, and facilities at an estimated cost of from \$10 to \$13 million.

Also on May 16, bids will be opened for subway structures on

Montgomery Street and the station on Market Street, allowing 910 calendar days.

The contract will call for construction of the Montgomery Street Station, a three-level subway to extend approximately 785 feet along Market Street to midway between Annie and New Montgomery to the vicinity of Sansome and Sutter.

The station will be a cut-and-cover structure, principally of reinforced concrete with structural steel framework. Earthwork, underpinning of designated existing buildings, utility relocation, temporary decking, protection of existing buildings and structural facilities. Cost of this phase is said to be between \$12.5 and \$16 million.

With these bids being called for and opened, awards should come shortly thereafter, so construction phases should begin this year.

Personal Notes

REDDING

Our sincere sympathy to the family and friends of late Brother Marion Cantrell, who was killed on a job at Hornbrook.

Condolences to Hurley S. "Scotty" Clark and friends in the recent tragedy involving his wife Irene.

Our annual mobile blood drive was held March 16. Our thanks to those who helped make it an overwhelming success.

MARYSVILLE

Our heartfelt sorrow to the families and friends of late Brothers Leo Morrison, Elgan "Bud" Baston and Buel Conley.

In the hospital is Dan Johnson who suffered a back injury in an accident on the Thermalito Canal.

Our thanks to blood donors Robert E. Mayfield, Clair F. Bacon and Bill E. Gilson.

EUREKA

Our thanks to Brothers and friends of Local 3, G. M. Berghagen, O. J. Berghagen, John Franklin, E. W. LeRoy, Mable McCormick, Wallace Mitchell, Jim Murray, Floyd Okey, Danny Senechal and R. Tidwell who recently donated blood.

OAKLAND

Congratulations to Brother and Mrs. Buck Wentworth who gained an 8.5 pound son March 12. The proud grandfather is Brother Al Wentworth, long-time member and crane operator for Pacific States Steel.

STOCKTON

Our deepest sympathy to the families and friends of late Brothers A. J. "Pat" Clow and Abner Crabtree, who passed away in March.

Brother Cecil "Doc" Ford has returned from Thailand after completing his contract for Dillingham, Zachary and Kaiser.

Brothers Walter Job, Joseph LeBrun, Ezra Clifton and Ollie O. Connerley have been on the sick list during the past month. We wish them rapid get-wells.

Hospitalized during the month was M. E. "Ed" Hayes. We also wish him a rapid recovery.

UTAH

Brother Vern Petersen is back in Salt Lake City after spending several months in a Vallejo, California hospital.

Vern was injured when his blade rolled over on him.

He would appreciate a visit from his friends. He is at the Bonneville Convalescent Center, 165-10th East. Visiting hours are at two and eight p.m.

Sincere sympathy to the family and friends of Charles "Doc" Gaines, retired Brother who recently passed away.

Word has been received by Brother Randolph Ward that his 18-year-old son, Randolph Jr. was killed in Viet Nam.

Randolph Jr. had inspired to become an Operating Engineer as his father and grandfather, Roger K. Willims, on a construction project in Viet Nam. Our sympathy to the family and friends.

SAN RAFAEL

Best wishes to Brothers Ozzie Wilbor, Ken King, Haskell Thomas, Mel Hein, who have been on the sick list or hospitalized during recent weeks.

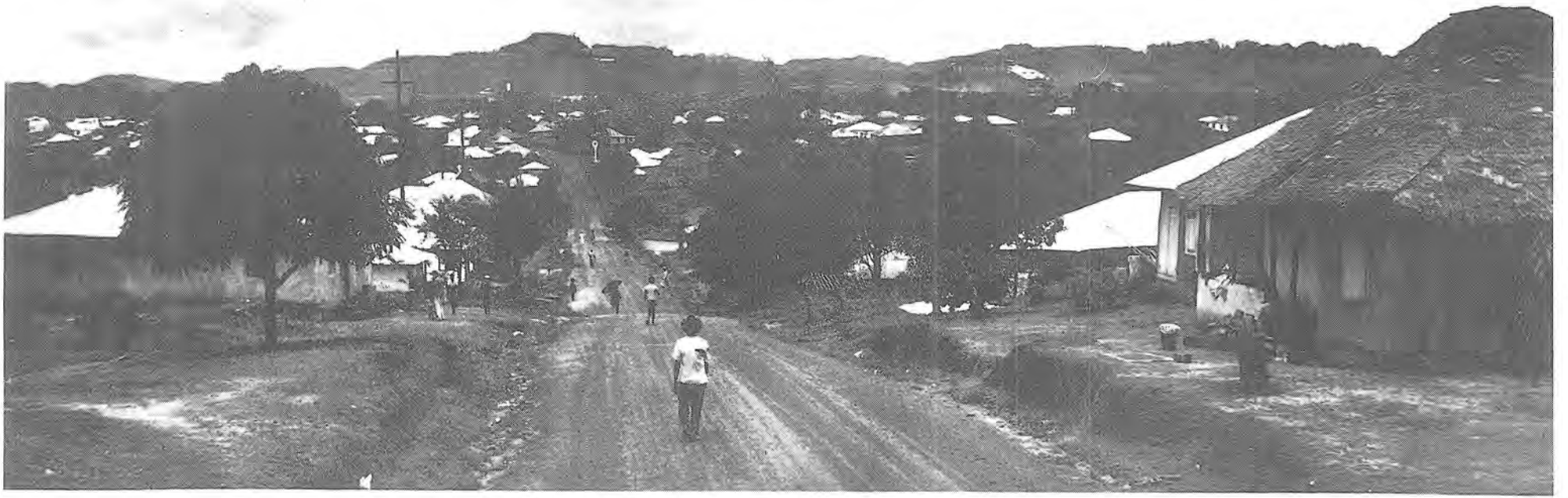
Congratulations to Brother Keith Schofield and his wife who gained a tax deduction (boy), March 25.

SACRAMENTO

Our congratulations to retired Brother Earl Williams and his lovely wife, who celebrated their Golden Wedding Anniversary Feb. 4.

Our deepest regrets in the passing of Brothers Arthur Sanders, Harold Lowry and Gordon Garner.

Our wishes for speedy recovery to Executive Board Member Bill Woodyard, recuperating at home after a stint in the hospital, and to Brothers Lewis Taylor and Horace Weir who have been ill.



Viatown is typical of the Liberian countryside. This view is toward the iron mine in Balmy Hills.

Africa's Ideal In Democracy

"This country is a showplace of African democracy, although it is one of the smaller ones."

So said Charlie Dees, long-time Local 3 member who just three weeks ago returned to Liberia, "a country of which Americans know very little."

Liberia, according to Brother Dees, is a clean country, which imports almost everything since there is no manufacturing there. Two rubber plantations, one owned and operated by Firestone that employs 27,000 people and a smaller one owned by Goodrich, are a major portion of the country's industry.

"Liberians are a meat, rice, oil and pepper-eating people, but most of their rice is imported from California and Texas, and there isn't a horse in the entire country," Charlie said.

He said the country is the brainchild of the United States, and through the leadership of William U. S. Tulman, one of Africa's truly great leaders, has maintained an open-door policy toward Americans.

There are about 1,000 Peace Corpsmen in Liberia, teaching agriculture and economics, and offering instruction in health and hygiene.

"There is much to be taught, and the people are eager to learn."

"They are receptive to the instruction, and they do their share

to become more knowledgeable in child care, feeding of newborn and sanitation, but the greatest development is taking place in education, where there is a critical shortage of teachers," he said.

There is also an urgent need for doctors.

Dees said plans are in the hopper to construct a \$5 million hospital in Monrovia, the country's capital. It will be known as the John F. Kennedy Memorial Hospital, in memory of one of Liberia's most revered persons.

"The country is doing a good job of unifying. It has 28 tribes speaking 28 different dialects, but there has been tremendous success in getting together. And integration has not been a problem," he stated.

Although Liberia cannot be considered a wealthy nation, it has contributed its share to world trade in exportation of diamonds and iron.

There is not a black market problem there, but law enforcement agencies have a difficult time controlling thievery at the ports, a problem faced at almost any port in the world.

With all the changes taking place, the people are retaining some of their customs, as they should.

One of the most colorful and interesting is that practiced by the Gola Tribe, wherein girls from ages



Benduma Dancing Girls of the Gola Tribe take a moment to relax. Third from left is Brother

Dees, who visited the tribe and viewed the ritual. The girls become women when they graduate.

eight to 14 are sent to a compound where they become Benduma Dancing girls.

They train for four years and when they graduate, perform outside the compound, at which time they become women.

After the graduation ceremony, the compound is burned down and a new program begins.

"I had the opportunity of observing one of these rituals. The Golas were extremely considerate of me, and treated me as one of their own. A man doesn't forget hospitality such as that," Charlie said.

There are a number of Operating Engineers employed at Liberia Mining Company, producing iron for export.



Villagers found a deadly Kasabe snake crawling about, so they killed it. The venomous reptile will be served for breakfast.

Local 3 Widow Is Grateful

Members and officers of Local 3 were shocked to hear of the death of Brother Charles Gaines, whose widow resides at 585 E. 3rd South, Provo, Utah.

In a letter to Business Manager Al Clem, Mrs. Gaines expressed her appreciation to the members and officers during the illness and ensuing death of her husband.

She said:

This letter is long overdue. The delay is not because my husband, Charles G. Gaines and I did not feel deep appreciation for all the kindness we have experienced from officers and members of the Union. It was a subject often discussed by us. However, I am sure you understand that the stress of his illness and death precluded getting down on paper what was in our hearts.

The local officers of the Union have been outstanding in their helpfulness not only during Charles' illness and death but from the very start of his relationship with the Union and when applying for his pension.

The officers and many members called on him at the hospital and while they may not have realized fully the benefit of this to him, it meant so very much to both of us. We felt they were not calling because they felt it was a duty. Their interest was only one example of the friendliness which has always pervaded this relationship. I shall always cherish the beautiful Bible which was given me at the service for Charles. This presentation was unexpected but so very appropriate! Many members attended the service and

called on the family prior to the funeral.

The lasting benefits which will come to me were of great concern to my husband. The monthly payments for the next year will help me so much financially. The insurance benefits will help pay for the costly illness and funeral.

Perhaps what has seemed most outstanding to us has been the efficiency of your operation and handling of paperwork that always comes up at a time like this. If this sounds like a testimonial to the Union, its officers and members, and for the financial benefits to us, so be it! This expression comes from my heart. My son and his family join in sending this to you.

Sincerely yours,
Anna M. Gaines

DOUBLE YOUR RETURN

Did you know that your Credit Union is paying a dividend on savings, and that most savers are provided an insurance policy equal to the amount of a share account up to \$2,000?

It's true! By saving in the Operating Engineers Credit Union, beneficiaries of most savers are provided an extra life insurance policy, without paying anything out in the way of premiums.

What's more, share accounts also pay interest, which gives the contributor two returns on one investment.

That's something to think about, isn't it?

See the loan officer or District Representative for further details.

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE

F-100 STYLESIDE, 1967 Ford pickup, 6 1/2 ft. bed, auto trans, custom cab, barde bumper, bucket seats, push-button radio, plywood bed. \$2,290. Ron Sturla, 130 Scotia Ave., San Francisco. Ph. 467-8515. Reg. 1208777. 2-1.

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

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

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

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

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

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

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

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

400 DIESEL CLETRAC, 6 cyl. Herc. Dbl. Drum West Coast PCU, rebuilt generator, new regulator, approx. 200 hours since motor overhaul, \$850. Gas Auto 24" low hours trailer. Small old but rugged, recent valve job, new new recaps on drivers, 5 main 3 aux. spring brakes, highway legal, \$1,000. John Meyer, P.O. Box 308, Valley Springs, Calif. Phone: 786-2224. Reg. 409005. 2/1

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

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

1965 DAVIS T78 Trencher with 24"x42" boom, all cutters for 3" to 20" wide, backhoe depth 100", 2 buckets, 16" and 24" low hours trailer. Small old but rugged, recent valve job, new new recaps on drivers, 5 main 3 aux. spring brakes, highway legal, \$1,000. John Meyer, P.O. Box 308, Valley Springs, Calif. Phone: 786-2224. Reg. 409005. 2/1

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

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

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

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

2 1/2-ACRES, 4 bedrm. home, 2 baths, elec. kitchen, Home 6 mo. old. Access to school bus. Four miles outside Yone, Calif. \$21,000. Bill Rice, 4337 Gina St., Fremont, Calif. Ph. 656-0370. Reg. 1146387. 2-1.

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

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

FOR SALE—3 BEDROOM HOUSE, two-story, two fireplaces, walking distance of schools, supermarket and postoffice, large lot, 140x140. Equity, take over FHA. Buck Howard, Box 783, Pollock Pines, Calif. Reg. 685928. 2/1

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

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

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

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

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

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

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

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

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

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

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

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

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

LORAIN MC 3 counterweight—\$10,000; 380 HY Hoe Ford diesel pwr., \$7,950; Ferguson hoe and loader comb. \$2,950. George Mosegaard, 2214 Dunn Rd. Hayward, Calif. Ph. 415-782-7972. Reg. 889055. 3-1.

INDUSTRIAL area, approx. 3/4 acre w. 3 bdrm. home, \$29,500. William Bailey, 2214 Dunn Rd. Hayward, Calif. Ph. 415-782-7972. Reg. 408342. 3-1.

TD-24 INTERNATIONAL dozer with logging winch and canopy, 241 series with 6,130 hrs. Charles Johnson, 4032 S. Hwy. 99, Stockton, Calif. Ph. 463-1243. Reg. 0782077. 3-1.

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

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

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

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

CAT 12 GRADER SN 8T 19372 motor just overhauled. Jack Dial, 20 Milicent Way, Santa Rosa, Calif. Phone: 546-9173. Reg. 354339. 3-1.

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

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

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

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

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

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

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

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

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

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

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

BEAUTIFUL VIEW LOT in Pasatiempo Pines overlooking Scotts Valley, building pad and driveway constructed. Picturesque 3/4 acre on Empire Grade, building pad and driveway constructed. Richard Lundtoft, 8472—Empire Grade, Santa Cruz, Calif. Ph. 408-423-6774. Reg. 679010. 3-1.

55 FORD Pickup Parts, bed, cab, fender, hood, engine, etc., make offer, all or part. William A. Johnson, 4000 East Ave., Hayward, Calif. Ph. 582-3722. Reg. 889186. 3-1.

66 GMC 3/4 pick up, 351 E. engine, 3-speed auto-trans, pwr. brakes, steering, custom cab, bucket seats, factory warranty, R-H other extras. \$200 my equity, take over pmts. \$89.83 a month. John N. Willey, 344 Beale Dr. Hayward, Calif. Ph. 582-0430. Reg. 541036. 4-1.

66.5 x 163-foot lot, Merced County, all undergrd. utils. for mobile home hookup, 220 V- natural gas, chain link fence, well, pressure system. \$3,000, \$1,000 dn. \$25 mo. Ralph L. Sloniker, Rt. 2-103 K. Space 27, Oakley, Calif. Reg. 0622796. 4-1.

55 GMC 1 ton w/64-283 cu. in. eng. New brakes, tires. Util. box, A-frame and hand winch. Yellow and black. \$600. '61 Corvair, \$350. '39 Chev 1 1/2 ton, \$175. Doyle Backman, 465 Myrtle Ave. Cotati, Calif. Reg. 1082310. 4-1.

SALE OR TRADE 2 1/2 acre building site on paved road, north of Fresno. Consider pickup with camper or camping trailer. \$4,500. Leonard Warner, 146 Linda Lane, Morganhill, Calif. Ph. 779-2900. Reg. 587051. 4-1.

GRADALL 2460 with buckets, 36, 60 and 24. \$4,300. Ernest Boyles, P.O. Box 1281, Sacramento, Calif. Ph. 456-9186. Reg. 970365. 4-1.

80 A IRRIGATES, permanent pasture, 2 wells, 30 H.P., 8" elect. pump, 3/4 H.P. pump, \$47,000. Lone Tree Rd. Herman C. Shields, 523 Nelson Ave., Oroville, California. Reg. 863930. 4-1.

3 BDRM. 2 bath, carpeted living rm. 14 x 18 storage bldg., close to school and store, 1 1/4 block off freeway, \$14,500. Herman S. Shields, 523 Nelson Rd., Oroville, Calif. Reg. 863930. 4-1.

1963 DODGE p/u Deluxe cab, 8 1/2 ft. box, excel. cond. \$875. Dan Heeney, 2068 Mento Dr., Fremont, Calif. Ph.656-2818. Reg. 482414. 4-1.

F-250 SERIES, 3/4 ton 4x4, 8 ply tires, winch, brush guard, deluxe etc. \$3,200. J. Hollinger, Van Hotel, P.O. Box 889, Willits. Reg. 1216304. 4-1.

LATHE, LE BLOND 6 inch, geared head, "V" belt, 2 horse motor, quick change, threads down to 226 thds. to inch. Built 1933. new parts, many tools. \$1,350. J. Hollinger, P.O. Box 889, Willits. Reg. 1216304. 4-1.

5 CAR GARAGE, in Burbank, Calif., 50 foot open span, many electric outlets, Bldg. 23 x 64 feet lot adjoining for similar, all \$7,900 or trade on northern Calif. land or property. J. Hollinger, P.O. Box 889, Willits. Reg. 1216304. 4-1.

LOTS 60' X 100', Crest lane, near Della St., \$350 down, \$30 a month, sewers in. All II, #10,000, \$2,000 down. J. Hollinger, P.O. Box 889, Willits. Reg. 1216304. 4-1.

PIERCE ARROW parts: 1933-1937, transmissions rebuilt, etc., a truck load, \$850. auburn trans., La Salle parts. J. Hollinger, P.O. Box 889, Willits. Reg. 1216304. 4-1.

54 JEEP, engine in excellent condition, runs like a top. \$750. Wesley Hightower, Box 824, Weaverville, Calif. 96093. Ph. 623-6650 or 623-3241. Reg. 1219606. 4-1.

EL DORADO County mountain subdivision bordering national forest. Secluded pine-cedar studded 1 1/2 acre lot with utilities and paved streets. Minutes to rivers, lakes at 3,200 elevation. Sell or trade equity for late model self-contained travel trailer, Lloyd L. Love, 2887 Lincoln Ave. Richmond, Calif. 94804 Ph. (415) 232-2693. Reg. 0660974. 4-1.

TWO CORNER, homes Cameron Park. 4 lots. Equity for sale \$24,500. Balance on homes: \$15,900 and \$15,600. On lots: \$1,200 each, payments \$40 Mo. each, homes now rented \$150 and \$135 Mo. I. Proto, 3971 Burckhalter Ave., Oakland, Calif. Phone: 562-4922. Reg. 643156. 4-1.

FOR SALE—3 hand held 55 lb. Worthington Jack-hammers: 1 Atlas Copco Jack-leg tunnel drill complete; Assortment of new carbide rock-bits, in. treads; 3/4 in. air hoses, 4 blasting batteries. Good condition. Oscar Peterson, 511 Diehl Ave., San Leandro, Calif., Phone: 632-4879. Reg. 738773. 4-1.

58 INTERNATIONAL dual drive 8-10 dump truck 401 gas engine, \$3,200. Fred Caviness Jr., P.O. Box 437, Blue Lake, Calif., Phone: 707-668-5721. Reg. 1137641. 4-1.

1962 MOTORCYCLE, Matchless Scrambler 650 cc. Excellent condition. Will trade for 1963 to '66 Chev. engine 327 in good condition. Loren Rush, 1529 Sonoma Ave., Sacramento, Calif., Phone: 925-3179. Reg. 1229928. 4-1.

57 DODGE, hardtop, good work car. Runs good, cheap. Needs license. D. J. Ryan, 4305 Margery Dr., Fremont, Calif., Phone: 656-1729. Reg. 719530. 4-1.

WANTED TO BUY

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

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

RULES FOR SUBMITTING ADS

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

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

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

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

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

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Rec Important To Merced's Development

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

expect water deliveries from the San Luis unit late this spring.

30,000 ACRES

These officials say that there will be enough water to irrigate about 30,000 acres in the district's north end, the largest water distribution agency in the Central Valley.

The earth-fill structure is 300 feet high, and for months, the reservoir behind it has been collecting water from creeks draining into it. It also receives water from the Sacramento-San Joaquin Delta. 100 miles to the north.

When totally complete in 1970, the San Luis Unit, through its system of canals, will make available more than 1 million acre-feet each year for irrigation and 45,000 acre-feet for urban and industrial use.

SPEND \$300 MILLION

The Westlands Water District plans to spend \$300 million for distribution lines to carry water to farms, and to remove subsurface return flows to the master drainage system, according to M. Clifford Boyer, natural resources coordinator, Fresno County.

To add to the economic impact, farmers will spend about \$140 million on distribution and drain facilities.

Irrigation in this region now depends entirely on ground water.

BECOMING DEPLETED

That supply is rapidly becoming depleted, and cannot meet the rapidly increasing demand of the rich agricultural lands which it serves.

But a two-year agreement between the City of Fresno and the Fresno Irrigation District will provide another water supply.

It provides for use of the District's canals to transport supplemental water from the San Joaquin River, for which the city contracts from the reclamation bureau.

FEED CITY

Plans call for conveying the water to a filtration gallery of 1 million gallons a day in Mill Ditch. There, the water would be fed into the city's distribution system after chlorination.

Boyle wants the county to harness surface water resources in the foothills. He explained the possibility of using a small series of reservoirs for culinary, recreation, fire protection and stock water.

EAST SIDE FIRST

He said the reservoirs cannot be developed until the long-sought East Side Division of the Central Valley Development has been built.

Earlier this year, Rep. B. F. Sisk reintroduced a bill to authorize \$775 million for the division.

In its final phase, it would bring 1.5 million acre feet of water into the central and southern San Joaquin Valley.

The division would also create five lakes, two of them, the Fig Garden and Little Dry Creek, in Fresno County.

FRESNO—Merced County has a group of far-sighted and adventurous leaders, who are convinced that recreation is a vital part of any community economy.

After the end of World War II, these energetic planners realized that the county would either have to keep pace or lag behind in California's over-all progress. They chose to move ahead, so outdoor recreation is no accidental happenstance.

The County has come a long way since its birth in May, 1855, when 3,000 residents made their livings there. Today, the population is nearly 110,000.

DUE TO DEVELOPMENT

Much of the development is due to development of water projects, resulting in the massive recreation ventures.

In 1962, the late President John F. Kennedy triggered the device that spewed forth the first blast of earth, signaling the beginning of construction on the San Luis Project in the Pacheco foothills.

The \$750 million project, when complete this spring, reflect the accomplishment of a determined and dedicated County society.

Coupled with the San Luis project is the Merced River Development north of the historic village of Snelling.

MAIN FEATURE

A SOAP (LESS) OPERA

Amateur What Night?

By WAYNE "LUCKY" SPRINKLE

SAN RAFAEL — It wasn't so much like a Cecil B. DeMille or John Huston production. In fact, it resembled more closely what one would see on day-time television.

But it was an effective production, nonetheless, and without time out for soap commercials or toothpaste testimonials.

The production was under the direction of Brother Fran Walker — and dealt almost exclusively with safety—with the skit turning out to be a "howling" success.

THE STARS

In the leading roles, Walker cast Lorn Huddleston, Charles Snyder, Dick Connell and Bob Nugent, apprenticeship coordinator. Outstanding supporting performances were given by Al Hansen and Jay Hoffman, state safety engineer.

Yours Truly exercised his expert talent as cameraman.

The meeting was held March 30 with 51 Brothers in attendance, who provided a "Tonight Show" atmosphere to the "live" production. But viewers can be sure of one thing—there will be no summer reruns, just new shows.

The skit unraveled the hazards

which exist on any job. The continuity was rapid, the plot exciting, and the acting surprisingly Hollywood.

THE GUESTS

Guests included Stan Nordstrom, San Quentin Fire Chief, and Jay Hoffman.

In all, it was an exciting and interesting evening, and one which we hope will create more interest in a life-saving subject.

In other news, contracts have been let, or advertised, which will offer some employment opportunities for the coming season.

In San Rafael, the Board of Education has awarded a \$154,730 contract to Fillippo Construction for an addition to Coleman School. It will be a two-story, six-classroom structure, expected to be completed for the start of the next school year.

THE CONTRACTS

Also awarded was a contract for \$315,442, to Ira W. Coburn, Inc., for construction of White Hill School, contingent on approval by the State Department of General Services.

Big news was also welcome from the Mill Valley City Council who presented E. A. Forde Company with a contract totaling \$262,295 for widening and improving Blithedale Avenue.

The bid was \$15,680 below engineers' estimates, according to City Engineer Stanley Bala.

Work will get underway in May on the seven-month job.

Four lanes will be installed from Camino Alto to Alto Wye except for the curve around Enchanted Knolls which will be regraded and resurfaced.

Rather than acquiring an easement, city councilmen decided to purchase a strip of land east of Blithedale.

The Council also said a hearing would be held April 17 at 8 p.m. at city hall for the amended proposal on Blithedale Park Assessment District. Contractors' bid will be opened at 11 a.m. the same day.

According to officials, this is a one-owner assessment district to install public facilities in a subdivision of some 20 homes between West Blithedale Avenue and Manzanita Place.

At San Quentin, \$283,500 will be spent for construction of a refrigeration building. The contract went to De Narde Construction Company, San Francisco.

In Corte Madera, Vincent Rodrigues Construction, Inc., received a contract totaling \$199,274 from the Marin Municipal Water District for construction of Ross Reservoir and line, phase I.



Safety Representative Fran Walker (back showing) directs cast in amateur production, with plot involving accidents and their causes.



A "Tonight Show" atmosphere prevailed as "live audience" took in the classic stage production put on by highly talented operators.

The Freeway Maze And The Public Gaze

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

SACRAMENTO — State Highway officials may drastically improve their vision by the year 2020, but the public's stare may still be trying to find its way through the unfinished maze of freeways in this state's capital.

Although motoring into and out of Sacramento became somewhat easier in 1966, because of new freeways and bridges, much remains to be done.

The prospect for more bridge and expressway progress in the next three years is clouded by the \$10 billion Viet War deficit and the big question mark hanging over the state's ballooning budget, and the spending slash of Gov. Ronald Reagan.

SOME PRIDE

But we can look with pride at what has been done in recent years.

Most spectacular of the Capital City's bridges is the Pioneer Memorial, bringing Interstate 80's traffic into the city, touching the lives of drivers from far and near. It was opened Aug. 30.

It has brought to a dramatic end the traditional frustration associated with passing over the 32-year-old Tower Bridge.

This summer should bring the completion of the first segment of the elevated freeway from 5th Street to 18th Street and the 18th Street to Alhambra Boulevard segment should be opened in the summer of 1968.

A SETBACK

But the unfinished business at hand has caused a severe setback in the over-all network of asphalt ribbon, including the gigantic in-

terchange with Interstate 80, scheduled for completion in 1968, to link with 5th Ave. to P Street. The big earth-shaker came when the Atomic Energy Commission snubbed good old California in favor of a site in Illinois. That disastrous turn of events spelled virtual doom for on-schedule completion of Highway 50 east of Sacramento.

Coupled with that was the most unwelcome news that the Administration on Capital Hill in the city of D.C. had decided the war was getting a bit too expensive, and that Uncle Sam's purse-strings would be drawn shut before any freeway money got out.

LOOSENS GRIP

But Uncle's proverbial grip has weakened slightly lately, so some funds may creep into our freeway budget, but the fate of Highway 50 is still rather lusterless.

Construction of Highway 5 north and south of the city along the Sacramento River, scheduled to begin in March, has been hampered by wet weather, but traffic should be rolling along and bending a few fenders in 1969.

The southern extension from south of Broadway to J Street will begin any time now providing no other cut in funds occurs with a third portion, from 43rd Ave. to just south of Broadway to be started thereafter.

Bridges will become a common sight at Sacramento's gateways early in 1970, if progress is allowed to develop.

The Elvas Freeway over the American River was widened to six lanes. This fall the new American River Bridge is scheduled to open near the present 16th Street Bridge.

Another Bridge, this one nearer the confluence of the American

7 Solano County Cities Optimistic in Expansion

By AARON SMITH

VALLEJO—The seven cities of Solano County are taking on a rosy glow as far as development is concerned. Optimistic predictions for vast expansion have been made by Bay Area developers.

A glowing future has been forecast, primarily because of an upswing in development, both industrial and residential—in the past two years.

Ample land is available within and Sacramento Rivers will begin serving I-5 traffic by 1968, carrying an anticipated heavy load of trucks to the new jet age airport.

TWIN SPANS

Two other bridges will change the approach to the state's city of laws. Twin spans will be erected over the Sacramento River at Bryte Bend.

The twin parallel steel and concrete structures will form part of the 16.5-mile Route 880, the so-called belt route freeway which will allow traffic to cut off I-80, bypass Sacramento proper and rejoin I-80 past McClellan Air Force Base.

The Bryte Bend spans will begin to form up with construction scheduled to begin in 1968, if funds are not waylaid or detoured into other areas. The entire feeder route could be completed as early as 1970 if all goes well.

But not all the bridge work this year was done by the state. The County finished its \$1.15 million Hazel Avenue Bridge and has almost completed finishing touches on access roads.

So get your bifocals checked, the scene gets clearer and clearer, and by 2020, who knows—the stigmatism may have cleared up.

the framework of established planning guidelines for creation and expansion of commercial and industrial facilities.

NEW DEVELOPMENT

The recently updated plans for central and south Solano areas call for development around Benicia, Cordelia, Vallejo, Suisun City and Fairfield.

Potential industrial sites exist near Vacaville and Dixon due to full freeway status of Interstate 80, the availability of railroad facilities and relatively low land cost. Industrial expansion around Rio Vista has exceeded the normal rate in the past five years.

The financial situation in 1966 affected the entire Bay Area, but with the easing of interest rates, Solano County is expected to more than hold its own in the opinion of qualified consultants who deal with development and growth factors.

REFINERY TO RISE

In Benicia, a modern technological marvel, Humble Oil's \$100 million refinery, will soon be rising on part of 405 acres of land purchased in 1966.

Despite some delays caused by unusually heavy rains, site preparations are nearing completion. Foundations have been laid for many of the installation's storage tanks.

The first steel will be erected this month, to be followed by foundation work for the main processing unit.

Target date for refining operations is early 1969.

The huge plant will use the most advanced methods for refining crude oil at a rate of 70,000

barrels a day. Products will include high grade gasoline, jet and diesel fuel.

The refinery will obtain its crude oil from the company's offshore wells in southern California, with some coming from the Middle East and other areas.

Refined products will be shipped via sea-going vessels, rail, tanker trucks and the Southern Pacific pipeline serving areas of central California and Western Nevada.

AVOID "SPRAWL"

Although Solano County is expected to have twice the population it has today, officials are hopeful that "urban sprawl" can be avoided through good planning, and that both industrial and agricultural activity can continue to expand.

The population is expected to rise from 176,000 today to more than 350,000 by 1987.

The seven Solano cities, excluding Vallejo, which in 1947 were mainly dots on the map are expected to develop into large urban complexes by 1987.

PROTECT "GREEN BELT"

But in spite of urbanization in some areas, and demands for industrial and residential growth, experts are hopeful the area will continue as a major food producer and that the valuable "green belt" will be protected.

Through cooperation of cities, planning commissions and others, orderly guides for residential and industrial expansion have been established, which have not engulfed valuable agricultural land.

While there have been some intrusions into the "green belt,"

See 7 SOLANO on Page 15

BART AND DETOURS

Oakland's Chiefs Wary

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

OAKLAND—Detour, there's a muddy (or disintegrated) road ahead, and it's bound to get worse.

The Rapid Transit byways, put into use on Broadway, so far have been adequate, but what will happen in the future is uncertain.

City officials have been watching the system, which went into use in January, with "interest and apprehension."

Broadway had been closed to northbound traffic between 22nd and 15th Streets, and in February, the detour was extended down 9th Street, assisting the traffic flow on Franklin St.

City Traffic Engineer Arnold Johnson and Capt. Charles Hansen, traffic division commander, Oakland Police Department, say the arrangement has worked out satisfactorily to date, but both are worried about what will happen when BART work reaches peak construction.

They point out that heavy trucks hauling dirt from 70-foot deep excavations and heavy equipment and building materials being moved in, will cause some hectic developments.

"Nobody knows how we will handle traffic. It will be trial and error for awhile, but we will try to develop a satisfactory circulation system to keep disruptions at a minimum," Hansen said.

Both Hansen and Johnson are hopeful more people will ride buses to keep as many automobiles as possible out of the downtown area. Lots of luck.

Now, onto encouraging matters.

Prepakt Concrete is engaged in a rather interesting experiment on the Western Pacific Mole, reinforcing the rotted-out piles under the pier.

A diver takes a grout pump into the wet with him, places a wire mesh around the pile which will serve as reinforcing for the grout.

Over the mesh the diver places a nylon sack joined together with a zipper.

When the nylon sack is in place, grout is pumped into it, and the pressure forces the material into the cavities.

Although it can't compare with some of the leading toothpastes in reducing cavities, it is hoped that the grout will delay pile replacement for a few years.

As far as work is concerned, a few bids have been let and others are in the prospective limelight.

A contract for \$228,671 in flood control improvements in southern Alameda County has been awarded by the Board of Supervisors.

Silva's Pipeline, Inc., Hayward, was successful bidder on installation of new storm drains west of Mission Boulevard in Fremont at a bid of \$120,981.

Construction of two additional lanes on Bernal Avenue from Interstate 680 to the Pleasanton City Limits went to Oliver DeSilva, San Leandro.

In Livermore, \$13.7 million for an 8.6 mile section of Interstate

580 for doubling its width and lowering the Altamont overpass grade has been announced by the Division of Highways.

Low bid was submitted by Fredrickson and Watson, Oakland. Nine bids were submitted.

Traffic lanes will be increased from four to eight, with east and westbound traffic separated by up to a half mile in some sections. Interchanges at Greenville Road, North Flynn Road and Grant Line Road will also be constructed.

Freeway features will also include ample truck-climbing lanes, which will be additional to the

eight-lane traffic system, truck stops at the summit and new truck scales and a scale house near Laughlin Road.

The project will extend from one mile west of the San Joaquin County line to just east of Vasco Road, near Livermore.

Another widening job will take place on Highway 24 (the Tunnel Road) between Lafayette and Orinda, according to the Division of Highways.

Bids for the eight-lane job with BART lines running down the median strip will be opened May 10. Construction is expected to begin shortly after that.

Hot Hands Prompt Invention

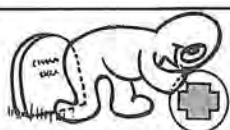
By FRAN WALKER

Ouch! That smarts! say those preoccupied individuals who grab hold of a radiator cap before they take time to let off a little steam.

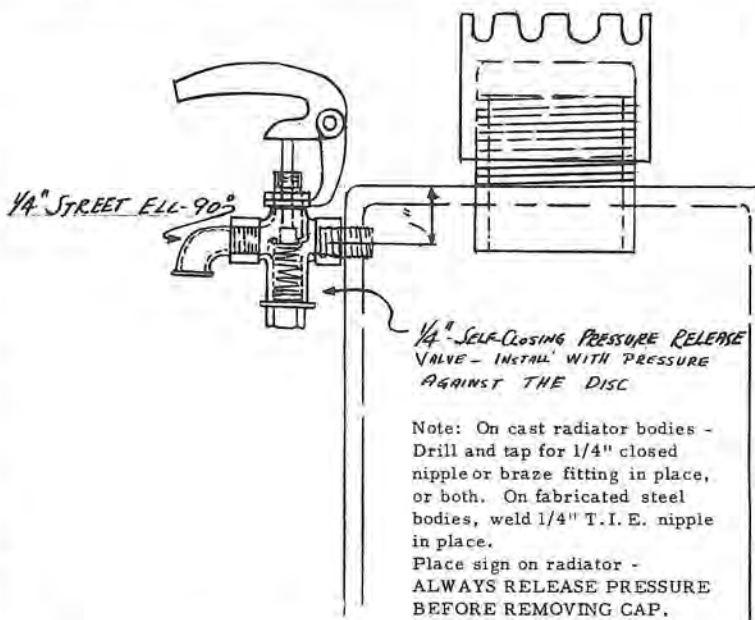
Reason was, and for the most part, still is, there isn't any cool way of getting rid of the super-hot water in pressurized radiators, so the unfortunate individual whose job it is to check water levels, ends up with a steamed paw.

This demise has caused the ingenious thinkers at Gordon H. Ball Inc., to do some of that ingenious thinking. They have come up with an idea that is so simple almost everyone in the industry would naturally overlook it.

They say—"Why not put a common old 90-degree bend street elbow with a self-clos-



PLAY IT SAFE



ing pressure release valve in those nasty old steamers (radiators) so the unfortunate individual can let off a little steam before he has to lift the radiator cap?"

Continued from Page 14 (Willotta Oakes subdivision and possibly the new Solano Junior College) commissioners have said they favor allowing industrial and residential growth only in areas of unproductive agricultural land or when population expansion demands it.

POPULATION JUMP

Planner Karl Baruth has predicted a population jump from 55,000 at present to 145,000, for the central county, but made no mention of when the growth would occur.

Fairfield, the Solano County seat, and already the fastest

growing city in the county, will account for most of the growth.

In 1947, it occupied only a half square mile with a population of 2,800 people. Today, it covers 14.4 square miles with more than 46,000 people.

Using these figures as a base, Baruth says Fairfield should have a population of 113,000 by 1987, and its city limits should cover some 30 square miles.

Industrial development should also spring up there, and recreational potential is said to be excellent, considering the 400 acres in the Rockville recreational area, overlooking Suisun Valley.

The rosy glow grows brighter.

inch T.I.E. nipples be welded in place.

Instructions would be to ALWAYS RELEASE PRESSURE BEFORE REMOVING CAP. That's pretty good advice, we'd say.

Some other advice—watch what you are doing if you own a rotary power lawn mower.

In recent years, estimates of injuries caused by these seemingly harmless machines, have increased from 55,000 to 80,000 a year. And last year, the U.S. Public Health Service said the new estimate would reach 100,000 every year, just by rotary mowers.

According to the study, the most common injury is caused by an object thrown by the rotary blade, with the operator generally receiving the injury, but each year, thousands of bystanders receive injuries by flying missiles.

So, before you mow, learn all about the controls and how they operate. Fill the fuel tank before starting the engine. Clear the area of children and pets. Pick up foreign objects.

\$14.42 Million Sewer Studied

By WALTER TALBOT, AL McNAMARA, JERRY ALLGOOD and ED DU BOS

MODESTO—The Planning Commission has been reviewing a carefully scheduled sewer improvement program totaling \$14.42 million, including four projects for next year totaling \$8.65 million and six trunk sewer lines for the following year.

Public Works Director Ross Campbell said the projects have been carefully scheduled so the city's \$7.4 million sewer bond issue revenue can be used while other phases of the project are contracted.

FUNDS TIE-UP

According to Campbell, federal regulations prohibit the city from receiving any of its \$7.4 million federal grant until the entire sewer line is contracted.

He said the projects for next year include pump and treatment plant enlargement at \$1.91 million, outfall sewer lines at \$2.82 million, remote treatment ponds at \$2.75 million and the Tenaya trunk sewer to the Beard Industrial Tract area at \$1.14 million.

Construction of these phases should begin this summer and

fall, and hopes are high that the remaining units will be contracted by June.

MILLIONS INVOLVED

These projects include the \$1.23 million west trunk, the \$1.05 million east interceptor and 7th Street trunk, the \$926,000 north trunk, the \$846,000 east trunk, the \$782,000 Scenic-Sonoma trunk and the \$949,000 south trunk sewers.

The city is now working on a schedule of changes for the entire system. New service charges are being developed for industrial users while residential and commercial charges will remain unchanged.

Campbell had asked the Planning Commission for \$30,000 for a capital improvement program in addition to sewer improvements to extend sub-trunk sewers and an improved pumping station on Emerald Avenue.

FORM DISTRICTS

Campbell also noted that sewer districts would have to form improvement districts to connect to the system.

Connection in new areas would probably be installed by the

builders, and include the cost in the lot price.

Charges are being revised so new sewer users will pay a share of the main line now being financed by the bonding power of present sewer users.

A public hearing is scheduled for April 24 for newly annexed city areas to connect them to the Modesto District.

STORM WARNING

Planning Commission Chairman George Gagos said a new type dry well is being developed for handling storm water, and that the city should investigate them, because the new storm drain master plan now under consideration is not of sufficient capacity to handle storm water.

Campbell said the new master plan would tie in with recommendations to be made for the entire county by the Stanislaus Supervisors Board.

Gagos suggested that subdivisions set aside one lot as a storm water ponding area, which would be a small park when not flooded.

CAPITAL IMPROVEMENTS

Also under review by the Board is a \$180,000 capital improve-

ments plan for next fiscal year for the city's water system.

The program covers extension of water mains and strengthening the system in certain locations.

In other news, Fredrickson and Watson, Lord and Bishop and Macco Corporation were successful bidders to erect three bridges as part of the Interstate 5 Freeway project through Stockton. The joint venture bid was \$2.5 million, involving approaches at Smith Canal, the Calaveras River and Fourteen Mile Slough. The bridges and approaches are the first stage of a six- and eight-lane divided freeway, which when complete, will be used by heavy equipment to construct the freeway, eliminating the need for heavy equipment to use existing streets and bridges.

Several other smaller projects will be let during the month, most of them requiring little time to complete.

But keep your eyes open on the 104-acre Westchester-Green Subdivision in Tracy's southwest side. Frank Beach, San Jose, received a \$123,000 contract for offsite utilities work, so something may develop here.



Steward William Weldon, M and K tunnel job, San Rafael, meets with foreman Clyde Myers and Ray Kinesy, 26-year Local No. 3 member.



Steward Alfred Eddy has been working for Haas and Haynie during construction of the new Japanese Trade Center in San Francisco.

STEWARDS'S SPOTLIGHT

by J.B. Jennings

OAKLAND—The largest number of stewards to attend a meeting in 1967 gathered here recently to chat about common problems, and to get a few new ideas on how to better police their respective jobs.

The San Francisco office has installed a new concept in planning and surveying the problems arising on the jobsite, that of sending a self-addressed card, which the stewards will use to list the number of complaints members on a job have.

The system is being tried in Marysville, Oakland, San Rafael and San Mateo.

Stewards were also told that employers are being made aware that Local 3 has placed those stewards to become a "watchdog" of sorts, and why the particular members were selected for that job.

Stewards are also aware that they would not have been selected if they were not qualified to handle the job.

In the Oakland Meeting, Thomas B. Van Deusen suggested that Stewards be provided with a form on which to write down a grievance, which would be either mailed to or given the agent when he comes to investigate a complaint.

Van Deusen said the form would give the agent a chance to review the circumstances before he is called to investigate, thereby better preparing him for his decisions.

The 42 Stewards and other members present seemed in favor of the idea.

There was a short discussion concerning the value of the form, and little opposition was voiced by anyone.

Stewards were also cautioned to check new members' dispatches when they come on a job.

They were told that jurisdictional matters are becoming more difficult to control, and that in order to protect our members, we have to look after our own interests and protect what we have.

Executive Board member Ted Mason told the group he was happy to see the turnout. He also had a message to give them.

He suggested they try to invest in the credit union.

The advantages, he said, were quite unique, in that shareholders not only receive a dividend on savings, they also receive a life insurance policy equal to the amount invested, up to \$2,000, giving them a two-fold return on investment.

STEWARDS MEETINGS APRIL, 1967

San Mateo—Tuesday, April 11
San Rafael—Tuesday, April 18
San Jose—Tuesday, April 20

CREDIT UNION

478 Valencia St.
San Francisco, Calif.
Phone: 431-5885

HEALTH AND WELFARE- PENSION ADMINISTRATION OFFICE

209 Golden Gate Avenue,
San Francisco 2, Calif.
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REMEMBER WHEN?

Parley's Canyon Sans I-80

Things have changed considerably since 1927 in Parley's Canyon east of Salt Lake City, Utah. New highways have been built, new interchanges are confusing traffic, and homes have sprung up all over the place.

In fact, one of Utah's finest golf courses has been built in the area.

But in 1927, things were more informal. There were no super highways. In fact, there weren't many super cars.

Jack Carwin was operating a

700 P and H shovel in those early years, for Baker and Frazer. His scale was based on California wages—\$240 a month, depending on the number of holidays.

Brother Carwin, who is now retired, said they loaded material on White and Mack chain-driven trucks with solid tires.

At least, the blowouts were few, even if the ride was a little rough.

Those were the days when aviation got started in the West, with Salt Lake City being one of

the major stops on the fledgling airline routes.

Parley's Canyon and Weber Canyon were two of the passes pilots used to get to their destinations between Salt Lake City and Rock Springs, Wyoming and Salt Lake City and Denver, Colorado.

America's pioneer spirit was still prevalent, both with the shovel runners, who dared to try operating machinery in steep country, and the pilots who tried to get over it.



Jack Carwin spent considerable time in Parley's Canyon east of Salt Lake City, Utah, loading

material onto chain-driven trucks with this 700 P and H shovel owned by Baker & Frazer in 1927.