

ENGINEERS NEWS



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



GUAM, WHERE AMERICA'S DAY BEGINS

STATE OF HAWAII, THE 50TH STATE

NORTHERN CALIFORNIA, THE GOLDEN STATE

NORTHERN NEVADA, THE SILVER STATE

UTAH, THE BEEHIVE STATE, HEART OF THE ROCKIES

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SAN FRANCISCO, CALIFORNIA

151

May, 1966

Eligibility Rules Expanded

Another Milestone Reached —Dental Plan Approved

Business Manager Clem announced another milestone was reached when the trustees approved a Dental Plan for all those who are eligible for Health and Welfare payments covered by the various trusts in Northern California and Northern Nevada.

On May 1, 1966 coverage for dental services is effective for engineers, their wives and dependent children. This plan will be provided through California Dental Service in California and Occidental Life in Northern Nevada.

If you and your dependents are eligible for benefits under the rules and regulations of the welfare funds, you are also eligible for dental care. You may visit your own dentist or select a new dentist of your choice. During your first appointment advise him you are covered by the Engineers Health & Welfare Trust Fund. Your dentist will perform an examination and submit a proposed treatment plan for future visits. Before treatment is started, be sure you discuss with your dentist the total amount of his fee and the portion you will be required to pay.

This dental plan will usually pay 70 per cent of your dentist's fees for covered basic services and 50 per cent for prosthetic services but not more than this percentage of the amounts listed in the Dental Table of Allowances.

The basic services includes visits and consultations, cleaning of teeth once every six months, diagnostic dental procedures, complete mouth x-rays every three years, oral surgery including extractions; restorative dentistry such as fillings, crowns and jackets; endodontics such as

root canal filling; periodontics such as treatment of diseases of the gums and bone supporting the teeth.

A booklet will be mailed to your home very soon setting forth the benefits due you under the dental plan.

WELFARE BENEFITS AND ELIGIBILITY RULES EXPANDED

The April 4 meeting of the Board of Trustees of the various Trust Funds proved to be a very eventful one. Since the establishment of the Welfare Fund in 1953 between the Union and various Employers, the benefits and the eligibility rules have been expanded many times. The Welfare Benefits now provide a large measure of protection for the members of our Union and their families against financial burden due to illness or death.

For an example on May 1, 1965 the eligibility rules were liberalized to provide that in eligible engineer's package insurance will continue if he works or has credited to him from his reserve account at least 100 hours each calendar month; formerly 115 hours were required each month. At the same time the number of excess hours which can be

accumulated in an engineer's reserve account was increased to 1200 — the equivalent of 12 months' advance coverage.

MAJOR MEDICAL PLAN

The benefit structure of the plan was improved January 1, 1966. The hospital room and board benefit was increased to \$30 per day for all types or hospital accommodations. In addition, a Major Medical Plan has been added for members and dependents. This plan will pay 80 per cent of hospital, medical and surgical expenses after the basic benefits of the Trust Fund have been paid and the claimant has paid \$100 out-of-pocket expenses. The maximum amount payable under Major Medical

—Continued on Page 5

Unemployment Code Amended

April 15, 1966

The Unemployment Insurance Appeals Board, in a split decision, ruled today that a claimant who leaves a job for a domestic reason but has other employment before filing a claim for unemployment insurance cannot be denied benefits under the domestic leaving section of the Unemployment Insurance Code.

The section in question provides that a claimant who leaves work for a domestic or marital reason is ineligible for benefits for the ensuing period of unemployment unless he or she was the major support of the family both at the time of leaving and at the time of filing a claim.

Ineligibility continues until the claimant has had bona fide employment subsequent to the voluntary leaving.

The majority, Gerald F. Maher, chairman, and Lowell Nelson, held that the provisions of the section are applicable only to a claimant's most recent work even though that phrase does not appear in the section.

It does appear in the section applying to voluntary quits and discharges for misconduct. The majority reasoned that it should also apply to the domestic leaving section to avoid absurdity in the law.

Board member Norman J. Gatzert, in a written dissent, said there is no basis in the section for limiting its application to the most recent work prior to filing a claim for benefits.

He said there also is no basis for the conclusion that a claim for benefits must be filed and ineligibility determined before the conditions relating to a purge of disqualification may be considered.

The majority decision overruled a previous board precedent which had existed since 1954. Gatzert said he was "in full accord" with that precedent.

California's disability insurance program served the state's workers well during the recent influenza epidemic, Director of Employment Albert B. Tieburg said today.

Trans-Bay Tube Construction

Wielding the controls of a giant floating dredge, California's Governor Edmund G. Brown scooped up the first load of mud from the floor of the

groundbreaking" ceremony was witnessed by several hundred Bay Area civic leaders and government officials aboard nearby boats.

will provide an eight-minute transit connection between both major cities, and is planned to become the nucleus of an even greater rail network that even-



GOVERNOR BROWN shown above with Business Manager Al Clem on the deck of the dredge at ground breaking ceremonies. Also shown, left to right, are Anthony Dahli and Bob May, operators of the equipment, Governor Brown, Al Clem, Rex Richards, operator, and Ed Hearne, District Representative of Oakland.

Bay to make way for a four-mile submarine trench which the tube will occupy between San Francisco and Oakland.

The unique "underwater

The trans-Bay tube is being built by the Bay Area Rapid Transit District as the key link in its new 75-mile three-county rapid transit system. The tube

usually will extend throughout the entire nine-county region.

Its construction is being financed by automobile tolls from

—Continued on Page 2

A New Look at Safety

By DALE MARR

The month of May signals the kickoff of a series of meetings that are set up for our members and their wives which we feel certain will prove to be of real benefit to anyone attending the meetings.

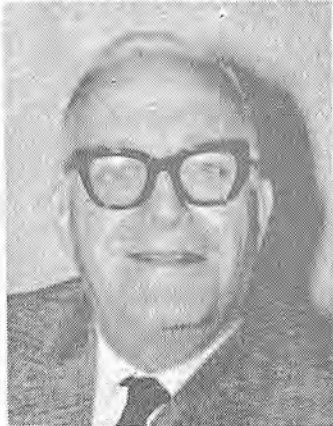
We are proud to have Jake Gold, who we consider to be the top speaker in the country, to bring a message to our families that will be both entertaining and informative.

We have been pleased to find out that knowledgeable people all over the country are interested in these meetings and a number of organizations are planning to send observers to some of the meetings.

We certainly hope that you Brothers will make a real effort to bring your wife to the meeting in your area. The city of San Francisco will be in the lime-light of safety news this month, as both the labor section and the

construction section of the National Safety Council will hold their Spring meetings here.

Hunter P. Whaton, President



Labor Liaison Safety Officer Bureau of Labor Standards

of the International Union of Operating Engineers and Vice-President of the AFL-CIO will be here in his capacity as Vice-

—Continued on Page 4

Memo from the Manager's Desk

By AL CLEM

Successful N.L.R.B. Elections

On April 20, 1966 another milestone was reached in the organizational campaign being carried out by Local 3. It was on this day that the employees of Berglund Tractor and Equipment Company with shops in Napa and Willits voted overwhelmingly for Local 3 to represent them for collective bargaining purposes.

This is the last Caterpillar dealer in Northern California dealing with construction equipment where the employees have chosen Local 3 to represent them. We cannot help but report this to you with a great deal of pride as this is the second election we have held with Berglund. The organizers and Business Representatives devoted considerable time to achieve this victory.

There is one other Caterpillar dealer which deals primarily in agricultural equipment which we are now attempting to organize.

We were also successful in winning the majority of votes at the Little King Mine located in Coalinga.

As we travel around the country and with the reports the District Representatives and Business Agents are receiving, it seems that more and more people who have been working for non-union plants and jobs, are desirous of hearing what Local 3 can do for them. I think this speaks well for our Union when we receive inquiries such as this, for more generally, those who are seeking representation by a labor organization are looking for an organization which can represent them most effectively.

We still have a number of petitions before the Board at this time where the elections will be held in May and we feel confident that with everyone working together, we will be successful in winning a great number of these.

Manning Provisions

To those Brothers who are employed primarily on the dirt spreads, we draw your attention to the crew concept changes as of May 1. For each seven (7) Journeyman Trainees on a job or project on individually manned pieces of equipment moving earth or individually manned pieces of equipment directly supplemental to or any combination thereof, there shall be employed one (1) Journeyman Trainee in the crew.

This replaces the section in the contract whereby the second man was not necessary until twenty (20) pieces of equipment were in operation.

Work Picture.

The month of May is generally the month where the work picture begins to pick up. In reading the dispatch registers from the various offices, we note that this month the Brothers are returning to their original employers and many are going to new employers.

In the state of Utah the weather has curtailed the activities to a certain degree, but throughout the remainder of the jurisdiction, the work picture looks promising. Ordinarily in those areas where the main construction agreements are not open, our negotiations seem to drop off but due to the accelerated rate of organizing, it appears that this year this has not been the case.

Our main AGC Agreement in the state of Utah is open for negotiations and we are hopeful of securing a contract in this state bringing our wages, working conditions and fringe benefits more closely in line with those throughout the rest of our jurisdiction.

Fringe Benefits

You have no doubt noted that there has been a substantial improvement in the fringe benefits from which the members of our Union and their families will benefit immeasurably.

The upgrading of these benefit schedules was made possible, as a result of many hours at the bargaining table, and the complete cooperation and progressive thinking members of our Union rendering the negotiating committee their full hearted support.

Meetings

During the past month we attended meetings in Eureka, Redding, Marysville, San Francisco and Honolulu. These meetings, in a sense, were very important meetings for there was an election conducted in each of the four (4) locations (San Francisco and Honolulu was a joint meeting), whereby the members by secret ballot chose one of their number to represent them on the election committee in the forthcoming election.

In three of the four locations, there was no opposition; only one (1) candidate elected. There was a telephone hook-up between the meeting hall in San Francisco and the one

—Continued on Page 16

More on BART

Continued from Page 1—

the region's existing state-owned bridges, which the tube will complement by draining off trans-bay commuter traffic during peak-hours.

The trans-bay rapid transit tube will be capable of withstanding earthquakes of even greater magnitude than the historic 1906 earthquake which rocked the San Francisco Bay region.

The tube construction is the most complex single portion of the entire Bay Area rapid transit project.

It will involve the sinking of 57 individually-fabricated tube sections — each as large as an ocean-going vessel — into a carefully-dredged trench along the floor of the bay.

The steel-and-concrete sections will be joined together by underwater divers and then covered with a protective layer of back-fill material.

At its deepest point the tube will rest approximately 130 feet below the surface of the water.

The initial tube construction is being carried out under an \$89 million contract awarded to Trans-Bay Constructors, a joint venture of four firms widely experienced in heavy marine construction. They are Peter Kiewit Sons Co. of Omaha, Raymond International Inc. of New York, Tidewater Construction Corporation of Norfolk, Va., and Healy-Tibbitts Construction Co. of San Francisco.

Later contracts will be awarded for construction of the tube's approach facilities on both the Oakland and San Francisco shores. A pair of pressure-driven twin tunnels will be bored beneath the old San Francisco Ferry Building to provide a future connection with the Market Street subway.

Each of the 57 tube sections will measure more than 300 feet in length and have an outer diameter of 24-by-48 feet. They will contain interior space for two one-way transit tracks, as well as separate horizontal utility and ventilating ducts.

Sinking of the tube sections will take place at the rate of approximately one every two weeks over a period of some two years — beginning late this year at the edge of the former Oakland Mole.

All will be fabricated under subcontract by the Bethlehem Steel Corp. shipyard in San Francisco, where the keel also was laid last week for the tube's specially-fabricated San Francisco ventilating tower which will be submerged just offshore of the Ferry Building.

Total cost of the tube and its approaches is estimated at \$180 million with completion scheduled for late 1969, some eight months following the start of transit service on the East Bay portion of the BART network.

Design of the tube has been carried out by the District's engineering consultants, Parsons Brinckerhoff-Tudor-Bechtel — a joint venture of three firms: Par-

Ode to an Engineer

April 14, 1966

ENGINEERS NEWS

International Union of Operating Engineers

LOCAL No. 3

474 Valencia Street

San Francisco 3, California

Attention Mr. Al Clem, Editor

Gentlemen:

For several years, as the wife of an Operating Engineer, I have wondered why the literary world has shown almost no interest at all in our chosen profession: construction.

Radio, television, newspapers, records, and the teen-age guitar (10 easy lessons), have made us familiar with a variety of professions. Truck drivers, soldiers, dying cowboys, heart broken lovers, shaggy dogs, space ships, doctors, chimney sweeps and hoboes are all treated kindly in books, songs and T.V. shows.

Why are we ignored? Our job is important, exciting and honest. The world needs Operating Engineers. Without them, there could be no progress in the advance of civilization. We know our worth. Why doesn't the average citizen realize it? I would guess the reason is that we have not put out any effort to let them know.

There are literally thousands of books in the public library, but not even one about the trials and joys of an engineer and his family. Will "our song" ever sweep the nation? Will we ever have a T.V. series? Will posterity even notice the transmission lines we're erecting, the mountains that are moved, highways, canals and dams, that we build? No, they will not notice unless we write the books, songs, poems and articles for them to inherit. We must make our fellow citizens aware of our interesting way of life.

As of now, I resolve to do my bit for our worthy cause. I am enclosing a poem which I wrote. It may not be terribly good, but what I lack in talent, I try to make up for, in determination.

Yours truly,

Mrs. Fred C. Tatum

Rte. 1, Box 43, Price, Utah 84501

YOU CALL ME A "GYPSY"

1. You call me a "gypsy"—you say I'm care-free
'Cause my job is Construction, and we move frequently.
My home is a trailer, it's 50 x 10;
It's been all the places my family has been,
It's home to my children, my wife and me, too.
Our home never changes, it's the scenery that's new.
2. Some natives don't like us, they think we're high hat,
But they do like our money — our pay-checks are fat.
In summer, we're wealthy, in winter we're poor.
When the sun shines, we're working — 60 hours or more.
When snowflakes start fallin', unemployment's in store;
Compensation helps keep that old wolf from our door.
3. We travel the country, we work where we can,
I tell you — this "gypsy" is a hard-working man!
The job that I've chosen, is not all whipped cream —
The dirt, sweat, and noise, and the bosses who scream
Make a man wonder, as he limps home at night,
With lunch-pail and hard hat, if it's been worth the fight.
4. Those hours he wrestles a 40-ton machine,
His hands are all calloused, there's a hole in his jeans.
At daybreak, I'm ready to start on my way,
To climb on that monster and earn what they pay.
We're thinking of moving, it's "So long, my friends!"
We're ready to travel, the day this job ends.
5. Now, what is a "gypsy"? It's one special breed,
Who's willing to travel, because of a need.
We'll help build your highways, canals, and your dam —
In Denver, Las Vegas, or South Viet Nam.
Construction's our business, our Union is strong.
Wherever we're needed, we'll soon be along.
6. You call me a "gypsy" — Well, you're right, I guess.
(Where your house sits, Brother, was once wilderness!)
Civilization needs "gypsies," we build and move on.
Now, if you don't like us, relax, we'll be gone.
But if you admire us, and wish we could stay,
Just plan a new project, and we'll come back your way.

sons, Brinckerhoff, Quade & Douglas, the Bechtel Corporation and the Tudor Engineering Co.

Governor Brown at the dedication ceremonies said:

"This is a great day for San Francisco and Oakland — for the State of California — and for the entire nation.

I am about to perform a symbolic task which signifies both an end and a beginning. It is the end of a decade of work by many, many people to achieve this underwater Rapid Transit Tube. And it is the beginning of a new era of regional unity in the Bay Area — and of a bold, new approach to urban congestion.

Three years from now, the first trains will speed from the heart of Oakland to the heart of San

Francisco. I assure you that I want to be here on that day.

In a prosaic sense, this tube will be built of steel and concrete sections, joined together in the mud on the floor of the Bay. It will stretch for four miles from the Ferry Building to Oakland, and it will be the longest tube of its kind in the world.

But in a larger sense this tube will be made up of the hopes and dreams and plans of many years.

Only seven years ago, the State Legislature earmarked automobile tolls from the Bay Bridge to finance construction of this rapid transit facility. That was enlightened action. It will bring new greatness to the San Francisco-Oakland metropolis, one of the most beautiful urban areas in the world."

Editorial

Exercise Your American Right

Throughout the centuries from 1776 when the first shot was fired at Bunker Hill, the working people in America have consistently fought, bled and died for one simple principle and that is to exercise their God given right at the polls to cast their ballot for a person of their own choice.

The election in America which receives the most publicity is that of the President of the United States, then those who are running for the Congress of our country. Next is the election on the State level; Governors, Senators, Assemblymen, etc., then the County, City and School District elections.

Many of you know the concept of exercising your right has been extended to the operation of large corporations of our country, whereby the stockholders designate who they desire to represent them. The fraternal organizations such as Lodges, Churches and Labor Unions have also adopted the same concept of a free unencumbered election by a secret ballot.

We wonder at times if this heritage which has been won for us by so many who gave their lives for freedom is not taken too lightly. It is a right that we have which costs us very little in dollars and cents.

In the forthcoming primary election in June, I am wondering what the politicians would think if all Americans exercising their God given right voted not for those who make the most noise and spend the most money in their campaigns, but put their cross behind the names of the people who have earned that right; the people throughout the year who have served to the best interest of all of us in America.

Many times we are afforded the opportunity to vote on candidates and issues which we feel may not affect the economic well-being of ourselves and our families, but history has proven that when we do not exercise the right to vote intelligently for the candidates or the issues which will service to the best interest of the working people, this is when we suffer.

Many of you remember the depression of the late twenties. To a certain degree, this was perhaps brought about because we were lackadaisical and did not exercise our right to vote.

The first important election we have in the immediate future is the primary election on TUESDAY, JUNE 7. We urge all of you and your families to study the records of the candidates and do not be swayed by a lot of "hot air." Support the man and the issue who have done a job in the various branches of the State and National Government; the candidates who have not done the job, should be replaced.

Labor is fast losing some of the gains in the political field that we were able to gain at the bargaining table. We implore you to exercise your God given right to cast your ballot.

Bay Housing Slump

The housing slump was graphically illustrated by these statistics released by U. S. government agencies:

A drop of 25 percent in residential building permits for nine Bay Area counties was announced by the Department of Commerce. Only 2,503 permits were issued last January as opposed to the 3,293 issued for the same month in 1965.

New single-family starts for February of this year numbered only 966, a sizable decrease from the 1,722 starts registered in February, 1965, by the FHA's San Francisco office. This regional office covers parts of the San Joaquin Valley, the Bay Area, and Northern California with the exception of the Sacramento area.

Further bad news showed up on the out-of-work survey run by the building trades unions. Four

counties in the Bay Area averaged a 22 percent out-of-work rate for March of this year. This represents an out-of-work increase ranging from 10 to 35 percent over the same month last year.

"Tight money" is blamed for the fact that 4,000 to 6,000 units of advanced builder plans are being held up in the planning stage. Typical is the remark of one builder who says, "We're pulling in our horns until something happens."

An estimated 1,500 units have been shut off due to the FHA limitation of 5¼ percent construction money and 1½ percent discount points. Says William T. Leonard, executive vice-president of Associated Home Builders of Greater Eastbay: "Construction money is just not available within these limits."

INCREASED MEDICAL BENEFITS

A comprehensive dental insurance plan—which in many cases will cover 70% of the dentist's fee—became effective May 1, announces Al Clem, business manager and chairman of the board of trustees, Local 3.

Dental insurance increases the expanding medical benefits available to operating engineers and their families. Clem and the trustees, chalking up another victory for collective bargaining, approved the plan at a recent trustees' meeting.

Booklets outlining benefits of the plan will be sent to eligible members, who will include all brothers, their wives, and dependent children now covered by the various health and welfare trusts in Northern California and Northern Nevada.

The privilege of choosing one's own dentist is an attractive feature of this plan, which is underwritten in California by the California Dental Service and in Nevada by the Occidental Life Insurance Company.

In addition to covering 70% of the cost of basic dental service, the insurance will also pay 50% of prosthetic (bridge and denture) expense.

Basic dental service includes

office visits, consultations, and diagnosis; twice-yearly teeth cleaning; complete mouth x-rays every three years; oral surgery including extractions; restorative dentistry (fillings, crowns, and jackets); endodontics (root canal filling); and periodontics (treatment of diseases of the gums and bones supporting the teeth.)

On the first dental appointment, Clem advises, a member should inform his dentist that he is covered by the Engineers Health and Welfare Trust Fund. "It is imperative," Clem says, "to discuss with your dentist the total amount of his fee and the portion you will be required to pay."

The Dental Table of Allowances sets standard fees for dental treatment and procedures, and under the provisions of the engineers' dental insurance plan a percentage of that stated amount will be paid.

Other Increases

Dental insurance, Clem points out, is only the most recent example of expanded medical coverage. On January 1 of this year, Major Medical coverage was added to the insurance package. Designed to cushion the expense of prolonged illness, Major Medical will pay 80% of hospital, medical, and surgical expense after basic benefits of the Trust Fund have been paid and the claimant has spent \$100 out-of-pocket expenses. Maximum amount payable for each illness is \$5,000, and all other benefits previously adopted remain in effect.

Also on January 1, the sum of \$30 per day was made available for all types of hospital accommodations. Previously \$30 had been allowed for a semi-private room only, and there had been a \$20 limit for ward accommodations.

"Welfare benefits now provide a large measure of protection for the members of our union and their families against financial burden caused by illness or death," Clem states.

How to Buy

Home Mortgages

The second mortgage rate increase by FHA and V.A. in three months is a further blow to working families hoping to buy homes.

In two steps (one-fourth of 1 per cent at a time), the FHA and V.A. rates have been boosted to 5 and ¾ per cent. With the additional "insurance" fee of one-half of 1 per cent, to guarantee the lender against loss, the full FHA rate now is 6¼ per cent. The latest increase brings the rate back to the level it had reached under the Eisenhower Administration in 1959-60, which was the highest in history.

The FHA's explanation is that mortgage lenders have been refusing to put out money for FHA mortgages at the old rates. In other words, the lenders went on a strike for more interest. They won quickly and easily. The Government housing officials folded up like a toy balloon without trying any of the other possibilities for holding down rates.

The immediate effect of the rate hikes is to price another segment of American families out of the housing market, and to force those still able to buy, to pay an additional \$5 a month in interest on a typical \$16,000 FHA mortgage, or a total of \$1800 in additional interest over the typical 30-year mortgage term.

A 6¼ per cent charge for a mortgage raises the total interest cost to a startling level. To pay back a \$16,000 mortgage over 30 years, costs \$100.07 a month, or a total of \$36,000. You pay \$20,000 just in interest. And if you try to make the monthly payments a little less burdensome by stretching out the repayment period to 35 years, you'll pay back \$40,000 — a total of \$24,000 in interest fees on a \$16,000 mortgage.

The continuing rise in the prices of houses themselves further pyramids the cost, and is causing a real housing crisis for many moderate-income families. The typical FHA house last year carried a price tag of over \$18,000. With the jump in construction costs this year of approximately 5 per cent, this house now costs close to \$19,000.

In comparison, the average industrial wage of about \$111 a week provides an annual income of just \$5800. If you use the normal yardstick, that a family usually can afford a house costing about 2½ times its annual income, this means the average working family can afford a house costing about \$14,500.

Another rule of thumb for calculating how much house a family can afford, is its monthly income in comparison to monthly housing expense. Total expense should not exceed one-fourth of after-tax income. But the average family can't get into the new home through that door either. Even if a family can make a \$3000 downpayment on the typical \$19,000 home, it will need \$100 a month for the mortgage payment. Then you have to estimate 4 to 5 per cent of the cost of the house annually, for taxes, insurance and maintenance. On a \$19,000 house this is about \$855 a year, or

an additional \$70 a month, not even including heating.

Thus, a family needs a monthly income after taxes of at least \$680 to carry a \$19,000 house.

Obviously, the Administration has accomplished little by trying to wet the saliva of mortgage lenders with higher interest when the average person, whom the FHA was supposed to help, can't afford the average house.

Actually in some parts of the country you can do better today with a conventional non-FHA mortgage, although you may have to put up a larger downpayment. On existing homes in good neighborhoods, the current rate is about 6 per cent in a little over half the nation, 6¼ in about 15 per cent of the country, and 5 and ¾ in about 10 per cent, the National Association of Real Estate Boards reports. In a number of states the mortgage interest rate can't go over 6 per cent because of state anti-usury laws.

Among other alternatives to raising the rate, FHA could have considered reducing the insurance premium of one-half of 1 per cent, at least for the time being. It already has accumulated an insurance backlog of well over a billion dollars. V.A. also could use more liberally its power to make direct loans to veterans, when loans are not available locally from the usual lenders.

Nor is there much relief available if you want to rent a place to live instead of buying. Most of the new high-rise buildings are designed for occupancy by higher-income families, real estate dealers report. Very few cater to families with young children. These are often compelled either to buy a house or rent one of the larger old houses in what often is a deteriorating neighborhood.

What Can You Do?

What can the average family do to protect itself?

—If you do have to undertake a mortgage now, make sure you get a reasonable right to prepay with little or no penalty (an extra fee), if and when rates subsequently come down or you accumulate some extra cash. Some lenders permit prepayment after one year with no penalty charge. On G.I. mortgages there is no penalty. Other lenders permit prepayment up to 10 per cent in one year without penalty. FHA permits prepayment of up to 15 per cent at any time without penalty.

—Cut down on other installment buying to save those big finance charges (usually two or three times the mortgage rate percentage), and to help free credit. The pathetic fact about the Federal Reserve Board's tight money policy, which has forced up interest rates all around, is that it has not restrained installment buying significantly. It simply has forced installment buyers to pay higher finance charges. Current installment buying and borrowing is running 7 per cent ahead of a year ago, according to the Index of Credit Reporting of the Associated Credit Bureaus.

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San Rafael

S.R. Predicts Good Year for Construction

By W. A. LUCKY SPRINKLE

We have had a real slow start here in Marin County, but are optimistic to a real good year. We still have a number of brothers on the out-of-work list, but are moving a few out every day.

Robert McKee-Hall of Justice, addition to the Civic Center is underway with a good crew of engineers working. Maggiora-Ghilotti is doing all of the excavating and grading; Case Foundation doing all the drilling. There are twelve brothers on this job as of this writing. It looks like it will be one of our better jobs of the year.

Morrison-Knudsen working on the collapsed tunnel in San Rafael, using wooden timber for their shoring and a rubber mounted jumbo for the drill rig. Brother Roy Kingery is their capable foreman and Brother Russ Rocket, master mechanic. There are approximately ten brothers on this project, and it

should be at least six months of continuous work.

Elmer G. Wendt project at Bahia in Novato is going full swing, working 3 drag lines, 4 Eukes, several cats and related equipment — this should be a good job for the rest of the summer for the brothers.

Lindo Engineering at Pt. Reyes is just about in its final stages — finishing up their shoulders and getting ready to sell the project.

The Frouge Corporation informed us this week that they expect to get started within the next sixty days on a complex of roads for their Marinello project. We are really looking forward to this multi-million dollar construction job to start. The preliminary engineering is being done by a local firm in San Rafael, Carlos Gonzales, and we are anxiously awaiting its beginning. For those brothers who are not familiar with the Frouge Cor-

poration — it is owned by Gulf Oil Co.

Work in the Petaluma areas has been picking up a little. Argonaut Construction is working on some underground work in Petaluma.

Kubon-Gobbi Construction has just completed the site grading for the World Brace Book Distributing Center which is a rather interesting project.

Many small contractors are quite busy —

Soiland is using all their equipment in the field at this time. The subdivision work is picking up. There are many subdivisions going on in the county at this time, and a considerable amount of school work. There is an addition to just about every school in Novato at this time, employing several of the brothers.

RED CROSS FIRST AID CLASS
The first aid class in San

Rafael is completed now — 14 brothers received their Red Cross first aid cards. We still have a couple of nights left for classes in Novato and Petaluma. We wish to thank all the brothers who attended these classes and worked and studied their course.

We also want to mention that there is going to be immediately following, correlation of another class, advanced course. This will be of great help to any of the brothers who would want to be advanced and perhaps become a first aid instructor. This advanced class will be given by a very capable instructor.

We are very happy to say that in the recent voting registration, we found so many of the brothers who are already registered to vote in the coming elections — however, we did manage to register about a dozen who had moved since last registration.

Santa Rosa-Ukiah Report

By RUSS SWANSON and "WHIT" WHITAKER

Major Jobs Not With Us Yet: It's best to say this right off because it's true. Yes, so far this year we are not blessed with any major jobs. For those of you who are contemplating moving in this direction — you had better think twice.

There is a possibility however, if enough letters are written to your congressman that some more preliminary work can be done on Warm Springs Dam, thus paving the way for a major start next year. It's good to note the reaction of the people of this area; for in a meeting held in Guerneville the question was asked of those present if a dam should be built, bringing a unanimous affirmative reply. We can remember not too many years ago when the same question was asked about Coyote Dam, many questions were raised and just a bare majority were in favor of building the dam. Thank goodness Governor Pat Brown has been on our side, or most certainly the present water plan of California would not be a reality as it is today. The operating Engineers have been very fortunate in this respect, because it is he whose services are required more than any other craft. Many of you have read the local papers which have been stressing just as we have, that letters should be written to your congressman, asking that the Federal Government call for bids soon, not only because of the recreational value, but because a dam of the Warm Springs proportion would have the effect of controlling practically all of the waters which in the past few years have caused a considerable amount of damage.

Noyo — It's interesting to note that a \$64,000 study grant has been approved towards improving the sports and commercial fishing facilities at Noyo Harbor. The study will also include the consideration of additional mooring facilities, sewage, roads, parking and site development. Maybe this will help to push the Federal Government into starting soon on the proposed breakwater in the same area which would cost in the vicinity of \$13 million, thus providing much needed work for the Operating Engineers. On May 18th bids will be called for a portion of the freeway job located near Cummings. This bid should be somewhere close to \$6 million and it will include one of the biggest fills on record anywhere. Just picture a 900 foot long and 392 foot deep fill and this is what must be done in order to complete one section of the 101 highway. Once started, it appears that this project could provide work for a number of brothers.

Lange Brothers in Lake County have started their new Riviera job which should last about all summer long with half-a-dozen men working. Arthur B. Siri & Absco are in the final stages on the Hughes & Ladd job on Kelseyville by-pass, with Siri doing the finishing and Absco doing paving.

By the time you read this article, the sewer jobs and Lakeport

—Continued on Page 5

Eureka Report

Spring Weather Activates Redwood Empire

By RAY COOPER and BUD MALLETT

With the arrival of spring and clear skies, work in the land of the Redwoods is off to a good start, with Granite Construction in the lead over in the Bigfoot Country, on the Berry Summit to Willow Creek Highway 299 job. They have a number of good operators already on their payroll and anticipate more. With Mike Wells and Bud Smith as foreman the dirt will really fly, also on the job are Brothers Mel Fitzhugh, Gene Houx, Leon Gendis, and Swede Morrow, Master Mechanic, not to mention a few other good skimmers. We were told by Tap Fausey, Project Manager, they are well satisfied with their crew of operators and that they are among the best. This gives us a personal pleasure to be a member of such a well liked and respected craft.

Mercer Fraser has called back some of their crew to complete their Willow Creek job. They also have the paving to do on Thomas Construction Company job at Hoopa. However, Thomas has some slides to remove before they can begin paving. There will be additional work in this area to be done later on in the season.

Tonkin Construction is putting the fill in for Murphy Pacific up at Orleans on their bridge job. We might mention this has been a good winter job for some of the Brothers.

Hughes and Ladd have a cat and scraper spread working up at Somes Bar, building the road and approaches for the new bridge across the Klamath River. This is called the Ishi Pishi Bridge.

Up North on Highway 101, Luhr Company of West Sacramento has moved in some equipment on their job at Orick. This is the Redwood Creek levee job, with a low bid of \$3,712,999. This will be another good job for the Brothers in this area.

Stroco Brundage is getting underway at Klamath on the South Bank road job with Brother Bill Pienzo at the reins, and Bill Powell, Roy Topper, Ernie Stone

and other operators to come will make a good crew for this job.

Baun Construction Company will get started the 1st of May. This consists of widening, paving, and putting in passing lanes on US 101 from Wilson Creek to Crescent City hill.

M.P.B. Construction of Crescent City has moved onto their job at Mill Creek Park, with Speed Funari doing the clearing with a D 9 with the stump splitting attached, and Brother George Duncan doing the pioneering. Some TS-24's will be moved in later.

The little seacoast town of Crescent City is getting a real face lift with the new City Mall being built. This will mean more jobs for the Brothers in this area.

The rock plants are getting back in swing, with North Coast Paving putting up another hot plant.

Pelican Bay has begun to make material for the coming season and all hands are back working after the winter layoff. We have an apprentice on this plant and the experience he will acquire will be of great value to his future because the men he will be working with are old professionals around rock plants. They are Brothers Ernest VanDyke, Bill Cook, John Jacobs and Bill Cupp.

Green Construction Company has called back all their crew plus more on the Scotia Freeway job, and are rolling along in high gear once again. They were also low bidder on the Garberville four-lane freeway job, and have started right in with a half dozen rigs doing the clearing. We expect to see about 20 pieces of rubber on this job within three or four weeks. John Bugbee is Superintendent and Brother Bob Buese is the Clearing Foreman.

Mercer Fraser Company has subbed the C.T.B. and paving on both of these projects.

We recently signed an agreement with a new local contractor known as Nally Enterprise, Incorporated and Earl H. Nally of Rio Dell, who was low bidder,

with \$240,826, for construction of drainage structures on Route 299 east of Blue Lake. This is part of the continuing program to develop Highway 299 and will provide large size waterways under 1.2 miles of road on new alignment. Brother Pete Childers is shifter on this project.

Good weather has permitted A. B. Siri to return to their Redwood Junior College excavation job and should have this completed the first part of May.

The Humboldt Bay Municipal Water District has awarded the pipe line job from Arcata to Samoa to Hood Corporation of Whittier, California. Equipment is being moved in very rapidly so this job will be in high gear soon.

Mercer Fraser Company is way ahead of schedule on their Samoa road job and will be laying base material before long. Art Burman has some of his scrapers on this job also.

RAY BRIDGE TO SAMOA

There is still quite a bit of controversy as to the proposed route to be used for the Eureka to Samoa Humboldt Bay Bridge. A number of hearings have been held, with the Division of Highways, City of Eureka, County of Humboldt, Eureka Chamber of Commerce favoring the route beginning at 5th and R Streets, crossing Eureka, Middle and Samoa channels, touching Woodley and Gunther Islands, and connecting with the new Navy Base Road. The bridge would cut travel distance between Eureka and Samoa by 12 miles and driving time by as much as 20 minutes. No definite date of construction has been announced.

DISTRICT MEETING

There was standing room only at the April District Meeting, and we thank all those present for conducting a well organized election.

Our congratulations to Brother Don Dillon who was elected your District Executive Board Member from Eureka; and to Brother H. L. "Pete" Childers, who will

be representing this area as Election Committeeman.

FIRST AID CLASSES

The first five weeks course in the Red Cross First Aid Class has been completed and those who completed this course will be entitled to go on to the advanced course if they so desire. Those who were unable to start at the beginning of these classes, and would like to take the course, please contact the office as new classes will be starting as soon as we have enough for a class.

Job Steward Appointments:

Charles L. Higgins

Grievance Committee and Executive Board Members:

Don Dillon

Andrew H. Andersen

Arnold D. Juetten

Eugene D. Lake

More on Safety

Continued from Page 1—

President for labor on the National Safety Conference.

President Whaton has been instrumental in promoting safety activities in labor organizations all over our nation by the personal example of interest and willingness to devote time out of an extremely busy schedule to devote to safety.

All of the members of the I.U.O.E. are extremely proud of the position of leadership President Whaton has placed our organization in throughout our nation in safety work.

Our own Western Conference of Operating Engineers will be co-hosting the labor section meetings of the N.S.C.

Brother Jim Twombly, Director of the Western Conference of Operating Engineers, will be acting as co-chairman of the meetings. We are looking forward to meeting many of our brother engineers who will be in attendance along with representatives of all segments of labor in America. There will be many mutual problems presented to the conferences for discussion and action.

ENGINEERS NEWS

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Redding Report

Shasta College Job Awarded

By TOM ECK, ED DeBOS, LOU BARNES

The Williams & Burrows Company was low bidder at a figure of \$8,947,000.00 on the new college project. This exceeded the estimate by almost \$2 million so they are now in the process of negotiation.

FIRST AID CLASSES GRADUATE

We now have 35 new qualified First Aid Certificate holders in the Redding Area. The two Redding classes have completed their course and the classes in Red Bluff and Yreka will be soon completed.

SPECIAL SAFETY MEETING

Brothers, be sure to reserve the night of May 12, 1966, for a Special Safety Meeting to be held in the Cafeteria at Shasta College at 8:00 p.m. P.D.T. Special guest speaker will be Jake Gold, Safety Engineer for the U.S. Dept. of Labor. Those of you who have never heard Mr. Gold speak are in for an interesting, educational, side splitting evening. Wives and guests are invited to this meeting.

KEEP YOUR HOURS LOGGED

Brothers, we keep harping and harping about keeping time books, and you would be amazed at the number of Brothers who still do not keep a record of their hours. This is a most important item the Business Agent needs when he is required to check out your Health and Welfare, Pension and Vacation time and especially now that the Vacation Pay is being reported to the Trust Fund.

MORE HIGHWAY WORK COMING

In addition to the freeway work already underway such as, Graf, Vickery, Dubach on the Redding stretch, Norman I. Fadel on the Anderson stretch; Frederickson & Watson on the Corning stretch; Peter Kiewit Sons' Co. on the Hilt stretch; Kizer & Heintz on the O'Brien stretch and the John C. Gist Co. Inc., job at Dunsmuir, let alone the numerous other Hwy projects. The State Hwy Dept., just informed us of the following: Mr. Herb S. Miles, District Highway Engineer, said eight (8) major highway projects and a host of smaller ones, estimated to cost approximately thirty (30) million dollars will be put out to bidders in these six (6) North East Counties mostly during June. "We will have more highway work then we have ever had," Mr. Miles said. The projects include two freeway stretches of 9½ miles to cost \$6.7 million, and 7 miles to cost \$8.4 million, north of Redding in Shasta County; a \$1.5 million project from Canby to 8 miles north on Highway 139 in Modoc County, and an estimated \$6.9 million, four-miles section of Interstate 5 north of Yreka in Siskiyou County.

SPRING HAS SPRUNG

Once again the Sun is with us (as well as the wind) and the ground is drying out and the snow in the mountains is disappearing fast, resulting in the jobs commencing to roll again. Most of the projects that were underway when the inclement weather set in have recalled their old crews and are hard at it again — getting back in shape. Meanwhile we have quite a num-

ber of new jobs of various and assorted nature, size and shape about to start. We have attended several Pre-Job Conferences this past month with such firms as Power City Construction & Equipment Inc., who are already underway with their ten (10) million dollar ninety four (94) miles of transmission line between Malin & Round Mountain, making a good job for several survey parties, some Hoptoe backhoe operators as well as Cat-drillers and various other skills.

The Dravo Corporation is moving in and getting set up to go on their one and one half (1½) million dollar pipe job. Brother Jake Green will be snapping the whip on this one. Present expectations are for 12 to 16 Brothers to be employed.

Hughes & Ladd Inc., already rolling on their \$850,000.00 road job at Chester — expecting to employ some 20 Engineers this season.

W. Jaxon Baker well underway with the new Oxidation Ponds for Redding's new sewerage plant.

By the time this news reaches you, we will have had a Pre-Job Conference with Mottner & McCutchen on their portion of the new Redding Sewerage Plant.

Bids will be opened on the following new jobs by the time you read this news.

Siskiyou County—Scott Mountain Rd., near Callahan.

Siskiyou County—South of Dillon Creek & Happy Camp.

Lassen County — At Meadow Channel, 17 Mi. No. of Susanville.

Tehama County—4.1 miles So. of Hwy 36.

Siskiyou County—Hwy 99, Interstate 5, 11 Mi. No. of Yreka.

As well as numerous other State and County road jobs.

Peterson Tractor Company are going full blast — they have 16 men working in the shop. We were glad to hear that the Company has a Credit Union deduction plan — in talking to the men we told them if they needed more information we would be glad to talk to them.

Wally Baker has a nice new shop in Redding with one man working.

Jaxon Baker working on the Redding sewerage plant has two more weeks before work is finished on the excavation, then they will move on to McCloud where they will be working 10 hours a day — this should keep some of the boys happy.

Baker-Anderson has at the present time 18 Operating Engineers on their payroll. South half of this project is 90 per cent completed — the north half is about 50 per cent completed, that should last about two more months.

The Shea Gravel Plant in Redding is going 2 shifts and have approximately 34 men working — this should run all summer.

Fredrickson & Watson have approximately 100 men working on all of their jobs in Corning, Red Bluff and at the crushing plant.

Job Steward Appointments

Job Steward Appointments:

Robert Cox
John E. Green
Marvin Junkins
John Wales

Safety Committeeman

Appointments:

Manuel Contreras
Armand M. Herrera
Elijah Inman
Floyd R. Ramay

Grievance Committee and Executive Board Members:

A. P. Perry
George Reynolds
B. D. (Dick) Miller
Ivan Cady

Job Steward Appointments, April:

District 2

James Bowen
Elmer Brown
J. O. Griffith
Lawrence Hansen
Kenneth Henly
Arthur Johnson
James A. LaFond
Fred Mayfield
Raymond Peacock
James Rennemer
Roland Ridgeway
Burl Spair

Safety Committeeman Appointments, April:

District 2

William T. Blaw
Carl C. Cooper
Cecil Dougan
Allen E. Erwin
Ralph Henley
Roger R. James
Bob Kessell
Emil Lundgren
Luther L. Lynch
Leslie Mears
William E. Miers
Earl H. Moore
Walter W. Mortensen
Jason H. Neal
John A. Paru
Richard C. Stimson
David Styes
William J. Trost
J. W. Windham

The Oakland Office has checks for the following:

R. H. McKnight
K. C. Maxwell
A. L. Loman
L. R. Farnum
R. B. Hinds
H. W. Sousa
C. K. Thrash
A. H. Roe
D. A. Medford
J. K. Whitman
Robert Marks
A. O. Lloyd
G. B. Hardin
J. J. Campoli
C. A. Hand
Bernard Knapp

Job Steward Appointment, April:

District 12

Jerry Barnes
Dean Braitwaite
Kent D. Lee

Grievance Committee and Executive Board Members:

R. C. Yturiaga
Harry L. Smith
Edward Jones
Daniel R. Ellis

Job Steward Appointments For April — Sacramento:

J. H. Cox
R. A. Purdy

Grievance Committee and Executive Board Members:

William W. Woodyard
Tom Eaton
Arnold Boehm
Bob Wagnon

Safety Committeeman Appointments:

Garnet Fleming
Edward Schlottman
Leroy G. Stark

Job Steward Appointments:

H. K. Erickson

Job Steward Appointments:

Stanley A. Cornutt
Bud Jacobsen

Jack Larson
Lester Sanders
Shirley Smith

Safety Committeeman Appointments:

Fred Park
Raymond E. Purdom

Job Steward Appointment April:

Claude Clark
William B. Collins
Ervin Sadler
Elven V. Simpson

More on Dental

Continued from Page 1—

Benefits for each illness is \$5,000. All other benefits previously adopted remain in effect.

Since all engineers and their wives who are 65 years of age and over will be eligible for Medicare benefits commencing July 1, 1966, a new benefit schedule will be effected for them through the Trust Funds for active and retired participants to supplement their Medicare benefits payable through the new law. These additional benefit provisions will be clearly described in your new welfare booklets available at our various offices very soon. These new benefits will provide payments for the expenses of illnesses not to be covered by Medicare.

The life insurance benefits for active engineers age 65 and over who are eligible in the welfare plans remains at \$2,000 — in case of accidental death \$4,000. A burial fund benefit of \$250 is now in effect for all retirees receiving pension checks. It became effective Jan. 1, 1966.

Retirees who receive early pensions and are not yet 65 years of age will have an improved Major Medical benefit plan after July 1, 1966.

The benefits for those under our pension were increased January 1966 to allow a maximum pension of \$175. The plan provisions were modified to encourage early retirements after age 59. Engineers working after age 60 will receive improved annual credits even though their hours worked for the year are not as great as engineers under age 60.

The new pension booklets are now at the printer and will describe all these various improvements in full.

The situation of every person 65 years old and over, retired or not, is directly and profoundly affected by the recent changes in the Social Security Act, including Medicare. The new law establishes for the first time a federal system of hospital and medical insurance; it also increases all Social Security benefits, increases allowable earnings after retirement, eases the definition of disability, liberalizes eligibility rules for widows, students and some others.

There is no question but that the voluntary medical insurance program offered by Social Security is an opportunity to get outstanding coverage at a minimum cost. We urge both active and retired engineers age 65 and over to sign up for this insurance with the Social Security Administration.

The first general enrollment period for the voluntary medical insurance is from September 1, 1965 to May 31, 1966. This period covers everyone who is at least 65 years old or will reach age 65 by January 1, 1966. Thereafter, every person reaching age 65 will have seven months — from three months before the month of his 65th birthday until three months after to enroll.

More on Santa Rosa & Ukiah

Continued from Page 4—

and Clearlake Oaks should be in full swing.

Agronaut has a road widening job of \$35,000 on St. Helena mountain in Napa. Flint Construction Co. has a \$400,000 job for the golf course in Napa, and Granite Construction, has 2 miles of road on the Silverado Trail around the Country Club. Bill Gattung is in the finishing stages at St. Helena and Calistoga.

Work is scheduled to start soon, but at this date we have not had a pre-job conference with Dan Caputo and Bragato Paving who were low bidders on the freeway job, going through Santa Rosa and eliminating the bottleneck which is presently in existence. The bid was just under 4 million, and it is our understanding that Mr. Babbitt will be the project Manager. Incidentally there are 480 working days so some of the classifications will be working for a considerable length of time. More information will be given in the next paper.

It can be noted that a number of the smaller jobs are being bid in recent days. Ghilotti Brothers were low at \$71,000 on subdivision work in Sebastopol. Rapp Construction low on a swimming pool at Willits costing \$68,000; Kubon low at \$92,000 with street re-alignment work in Petaluma; Agronaut Construction, low with \$12,000 bid on sewer work; Absco with \$200,000 on highway 101 near Willits. Jobs as reported in previous issues are still in progress.

RED CROSS FIRST AID CLASS

It came as kind of a surprise when this Red Cross First Aid class was investigated by your Manager Al Clem. We felt possibly there would be quite a problem in keeping the class going for 10 hours, but to the contrary those who began the class with only a few exceptions, both in Santa Rosa and Ukiah, remained to complete the training. In fact, in Santa Rosa the instructor Dr. Steig asked if we would be interested in an additional six hours which would have to do with fall out materials, radio activity, and also a class on child birth. It appears that there will be very few drop-outs. Thanks for your splendid cooperation and attendance.

We wish at this time to offer our congratulations to the members who completed their first aid training courses in Willits and Santa Rosa:

For those who do not enroll during the first enrollment period, or during the seven-month period immediately before and after their 65th birthdays, there will be a general enrollment period from October 1 to December 31 every odd-numbered year, beginning 1967. However, anyone who does not enroll during the first enrollment period open to him must enroll within three years or lose all opportunity to be covered.

The Trustees who approved the above schedule of benefits are:

Al Clem
Paul Edgecombe
T. J. Stapleton
A. J. Hope
Don Kinchloe
Dale Marr
Fran Walker

Declarations Of Candidacy

DECLARATION OF CANDIDACY

In accordance with the By-Laws, Article XII—ELECTIONS, (B) NOMINATIONS, Section 1 (b), ENGINEERS NEWS publishes the following list of all members who have filed Declarations of Candidacy for the August election of Operating Engineers Local Union No. 3 and the offices or positions for which they filed:

OFFICERS

- B. R. "Renny" BURROUGHS—Business Manager, President, Vice President, Recording Corresponding Secretary, Financial Secretary, Treasurer, Trustee, Auditor, Conductor, Guard.
AL CLEM—Business Manager
HENRY WM. CURB—Business Manager, President, Vice President, Recording Corresponding Secretary, Treasurer, Trustee
JOHN M. DeVINE—Business Manager, President, Vice President, Recording Corresponding Secretary, Financial Secretary, Treasurer, Trustee, Auditor, Conductor, Guard
PAUL EDGEcombe—President
A. J. ("Buck") HOPE—Financial Secretary
HAROLD W. HUSTON—Auditor
IRA NOBLE JONES—Business Manager, President, Vice President, Recording Corresponding Secretary, Financial Secretary, Treasurer, Trustee, Auditor, Conductor, Guard
DON R. KINCHLOE—Treasurer
HAROLD J. LEWIS—Trustee
H. DALE MARR—Vice President
JOSEPH MILLER—Guard
I. JAY NEELEY—Trustee
ERNEST M. NELSON—Conductor
WILLIAM G. RANEY—Auditor
T. J. ("Tom") STAPLETON—Recording Corresponding Secretary
WALTER M. TALBOT—Auditor
FRANCE O. WALKER—Trustee

DISTRICT EXECUTIVE BOARD MEMBERS

- | | |
|---|---|
| District 1
DONALD H. LUBA
GUY E. SLACK, Sr. | District 7
JOSEPH C. AMES
JAMES A. MONSON |
| District 2
JOHN M. DeVINE
IRA NOBLE JONES
ERNEST W. MILLER | District 8
WILLIAM W. WOODYARD |
| District 3
B. R. ("Renny") BURROUGHS
M. E. HAYES
MERLE W. ISBELL | District 9
ALBERT P. PERRY
GLEN E. WILSON |
| District 4
DON C. DILLON
R. O. STEVENS | District 10
GARTH A. PATTERSON |
| District 5
CHARLES KIRKWOOD | District 11
JAMES C. CATON
ROBERT C. YTURIAGA |
| District 6
JACK W. SLADE | District 12
CLARENCE C. BRUNER
CLAIR DOYLE
GEORGE R. FARRELL
DAVID REX HOLMES |

Official Notices Election Notice

TO ALL MEMBERS WHO HAVE FILED A DECLARATION OF CANDIDACY.

The following statement is to be filed between 8:00 A.M., Local Time, on June 15 and 5:00 P.M., Local Time, on July 1 of this year.

LOCAL UNION BY-LAWS, ARTICLE XII, ELECTIONS, (B) NOMINATIONS, SECTION I

"(e) Each member who has filed a Declaration of Candidacy shall between 8:00 A.M., Local Time, on the June 15th and 5:00 P.M., Local Time, on the July 1st next preceding the election file with the Recording Corresponding Secretary at his office in San Francisco a statement either (1) declining all nominations or (2) specifying the one office or position, the nomination to which he will accept and, if he has filed for more than one office or position, declining the nomination to all other offices or positions. The statement shall be in the following form:

STATEMENT OF NOMINEE

The undersigned states that: (a) he declines all nominations, or (b) he will accept nomination only for _____ and hereby declines all other nominations. (Cross out (a) or (b).) I desire my name and (if not the incumbent) one occupational classification to appear on the ballot as follows:

(Name)	(Occupation)
(Signature)	
(Register No.)	
(Social Security No.)	
(Print Name)	

In the event no such statement is filed a Candidate shall be deemed for all purposes to have declined all nominations for the offices or positions for which he has filed a Declaration of Candidacy.

The above forms shall be available upon request from the Recording Corresponding Secretary, 474 Valencia Street, San Francisco, California.

T. J. STAPLETON, Recording Corresponding Secretary

NOTICE: Voting On Election Committeemen

In conformity with Article XII, (C) Elections, Sec. 1, of the By-Laws of Operating Engineers Local Union No. 3, elections will be held at the first regular District Meeting in each District, beginning in April, for Member of the Election Committee which will conduct the election of Officers and District Executive Board Members in August.

There will be one Election Committee Member elected from each District by secret ballot of those Members present whose last known address 10 days prior to the first such District Meeting in April was within the area covered by the District.

Nominees for the Election Committee must be registered voters within the respective Districts, must have been a member of Local 3 for one year next preceding their nomination and shall not be a candidate or the nominator of a Candidate for any office or position.

See list of district meetings to be held during April, May and June, in column four, this page.

- SAN FRANCISCO**
474 Valencia St. 431-1568
SAN MATEO
1527 South B St. 345-8237
SAN RAFAEL
76 Belvedere 454-3565
VALLEJO
404 Nebraska St. 644-2667
OAKLAND
1444 Webster St. 893-2120
STOCKTON
2626 N. California 464-7687
MODESTO
1521 K Street 522-0833
EUREKA
2806 Broadway 443-7328
FRESNO
3121 East Olive 233-3148
MARYSVILLE
1010 Eye St. 743-7321
REDDING
100 Lake Blvd. 241-0158
SACRAMENTO
2525 Stockton Blvd. 457-5795
SAN JOSE
760 Emory 295-8788
SANTA ROSA
3913 Mayette 546-2487
RENO, Nevada
185 Martin Ave. 329-0236
SALT LAKE CITY, Utah
1958 W. North Temple 328-4946
PROVO, Utah
165 West 1st No. 373-8237
OGDEN, Utah
2538 Washington Bl. 394-1011
HONOLULU, Hawaii
2305 S. Beretania St. 99-0084
**HEALTH AND WELFARE-
PENSION ADMINISTRATION
OFFICE**
209 Golden Gate Avenue,
San Francisco 2, Calif.
Phone: 863-3235
CREDIT UNION
478 Valencia St.
San Francisco, Calif.
Phone: 431-5885

DISTRICT MEETINGS

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

MAY

- Stockton—Tuesday, May 3
Watsonville—Thursday, May 5
Sacramento—Tuesday, May 10
Oakland—Thursday, May 12
Fresno—Tuesday, May 31

JUNE

- Santa Rosa—Thursday, June 2
Provo—Friday, June 10
Reno—Saturday, June 11

JULY

- Oroville—Thursday, July 1
Honolulu—Wednesday, July 2
Eureka—Tuesday, July 5
San Francisco—Wednesday, July 6
Redding—Thursday, July 7

AUGUST

- Stockton—Tuesday, August 2
San Jose—Wednesday, August 3
Sacramento—Tuesday, August 9
Oakland—Thursday, August 11

SEPTEMBER

- Ukiah—Thursday, September 1
Fresno—Tuesday, September 6
Salt Lake—Friday, September 9
Reno—Saturday, September 10

OCTOBER

- San Francisco—Wednesday, October 5
Eureka—Tuesday, October 18
Honolulu—Wed., October 19
Redding—Wednesday, October 19
Marysville—Thurs., October 20

NOVEMBER

- Stockton—Tuesday, November 1
Watsonville—Thurs., November 3
Sacramento—Tues., November 8
Oakland—Thurs., November 10

DECEMBER

- Santa Rosa—Thurs., December 1
Fresno—Tuesday, December 6
Ogden—Friday, December 9
Reno—Saturday, December 10

MEETING PLACES

- San Francisco**—
Labor Temple, 16th & Capp
Oakland—
Labor Temple, 2315 Valdez
Stockton—
Engineers Bldg., 2626 N. Calif.
Fresno—
Engineers Bldg., 3121 E. Olive
Marysville—
Elks Club, 920 D Street
Redding—
Engineers Bldg., 100 Lake Blvd.
Sacramento—
CEL&T Bldg., 2525 Stockton Blvd.
San Jose—
Labor Temple, 45 Santa Teresa
Santa Rosa—
Veterans Bldg., 1351 Bennett
Ukiah—
Labor Temple, State Street
Reno—
Musicians Bldg., 120 W. Taylor
Salt Lake City—
1958 W. North Temple
Oroville—
Prospectors Village, Orville Dam Rd.
Watsonville—
Veterans Memorial, 215 Third
Eureka—
Engineers Building, 2806 Broadway
Ogden—
Teamster Hall, 2538 Washington
Provo—
Labor Temple, 165 W. 1st N.
Honolulu—
IBEW Hall, 2305 Beretania St.

ELECT COMMITTEEMEN

Elections are being held in the current round of District Membership Meetings for members to represent each District on the Election Committee which will conduct the election of officers in July.

Following are the results reported to date:

- District 6—Marysville, E. R. Bell
District 7—Redding, G. D. McDonald
District 4—Eureka, Pete Childers
District 1—San Francisco, Harold Roberts

Survey Notes

By
DAVE
REA



Technical Engineers' Meeting Schedules As Follows:

SAN JOSE
San Jose Union Hall
June 9, 8:00 p.m.
Thursday

SAN FRANCISCO
San Francisco Union Hall
June 6, 8:00 p.m.
Monday

OAKLAND
Oakland Union Hall
June 1, 8:00 p.m.
Wednesday

MARYSVILLE
Marysville Hall
June 2, 8:00 p.
Thursday

NIGHT OFFICE HOURS

- San Francisco—Mon., 7 p.m.
San Mateo—Thurs., 7 p.m.
San Rafael—Thurs., 7 p.m.
Vallejo—Thurs., 7 p.m.
Oakland—Tues., 8 p.m.
Stockton—Wed., 8 p.m.
Modesto—Thurs., 8 p.m.
Eureka—Mon., 7 p.m.
Fresno—Thurs., 7-9 p.m.
Marysville—Thurs., 6-8 p.m.
Redding—Mon., 7-9 p.m.
Sacramento—Wed., 8 p.m.
San Jose—Wed., 7-9 p.m.
Santa Rosa—Thurs., 6-8 p.m.
Salt Lake—Thurs., 8 p.m.
(Provo, Ogden open 1-5 p.m.)
Reno—Thurs., 8 p.m.
Hawaii—Mon., 7-9 p.m.

SAFETY MEETINGS

- All Meetings start at 8:00 p.m.
SAN RAFAEL, May 3
701 Mission Avenue
UKIAH, May 4
Fairgrounds, Home Economics Bldg.
VALLEJO, May 17
316 Virginia Street
PACHECO, May 18
530 Contra Costa Blvd.
SAN MATEO, May 25
50 North "B" St.

Semi-Annual Membership Meeting

JULY — Saturday, July 9, 1966, San Francisco Labor Temple, 16th and Capp Sts., 1 p.m.

Death Benefits

Local No. 3 Burial Expense fund pays \$750 to beneficiary of a member in good standing at time of death. Pension Engineers' benefit is \$250.
International pays Death Benefit up to \$750, depending on number of years of continuous good standing, if current dues are paid up at time of death.

PAY YOUR DUES ON TIME

Sacramento Report

Weather Good ...Work Slow...

By ERNIE NELSON, AL DALTON, CLEM HOOVER,
ART GAROFALO, JERRY ALLGOOD and JERRY MARTIN

For the past few weeks in the Sacramento area. We have begun to clear out a limited amount of the Brothers, but the work picture in this area isn't the brightest. Up to date there have been no contracts awarded of any size. The ones that have been awarded do not put many people to work.

Frederickson and Watson, Lord and Bishop, were the low bidders of \$1.88 million on the 16th Street Bridge project. The job has not been awarded at this writing. It consists of a parallel bridge across the American River at 16th Street with changes in the North Sacramento approach. The old bridge will serve in traffic and the new bridge, outbound traffic.

Asphalt paving should start by the first of May on the Sacramento County Airport. Arden Sand and Gravel has their new automatic plant ready to go. Heavy Construction will do the paving on the runways and taxiways. Granite will pave the access roads later on this summer. Frederickson and Watson has a few rigs going on cleanup, mostly marking time in hopes of getting the next contract on Interstate 5, which will serve the airport from Sacramento.

Graf and Dubach are busy hauling dirt from their pit near Branstetter Airport for the fill on the Interstate 5 project at Jibboom Street. Rock Transport, Inc. are supplying the trucks. Kizer and Heintz, on the other side of the river, have the re-routing of Jibboom Street almost ready for traffic, this will allow them to proceed with the dirt haul on that portion of this project. C. K. Moseman are really putting the columns up. It seems every day there are a few more sticking in the air. At this rate the deck will be going on soon. Raymond Concrete is driving the piling on this job.

Kaiser Steel has put the last girder in place on the W-X Street project and moved the Manitowoc Crawler to Portland, Oregon and has rented Wilkins to hang the remaining steel. Fruin-Colnon is really pouring the concrete on this project. They are across the river and on the last leg.

C. K. Moseman finally started pouring concrete on the West Sacramento Interstate 80 Freeway project. American Bridge finally got the steel and are putting it up as fast as possible. Granite Construction is doing the grading and paving.

Kiewit has opened the traffic on the new 29th-30th Street Freeway from P Street to A Street, and will shortly have the traffic diverted near Broadway, enabling them to complete the earth fill on that end of the project.

INDUSTRIAL UNITS —

George's Contractors Supply and George Philpott Company have moved into their new stores on Fruitridge Boulevard. The shops are the most modern shops we have seen for sometime. Good luck to the employees and the Brothers in their new environment.

The various scrap dealers are extremely busy at the present time. The Brothers who are em-

ployed by them are busier than they have ever been.

The concrete pipe plants are running at full throttle once again and should keep their schedule for the entire season.

The equipment dealers are working some overtime at the present to keep up with the demands from the customers. They anticipate having a real good year.

The Sand and Gravel plants are on full scale operation once again with many of them working a three shift basis.

POLLOCK PINES

The work in the Pollock Pines area, gateway to the high Sierras, is slow in starting this season — some due to the heavy snow.

Gates and Fox still have a lot of snow at their Loon Lake exploratory shaft job but will be starting as soon as weather permits. One more tunnel will be let in the Loon Lake area later on this year.

Bennett Murray has his men working on some small jobs in the area and is waiting to get into his job in the high country, soon as the snow is gone. The Henningson Ready Mix are going to move a crusher in on this job and will furnish all of the aggregates for the road.

Elmer G. Wendt Construction is busy on the Placerville Airport. This job should last three or four months. Robert Kirkpatrick is the Superintendent and Glen Evans is shifter on this job.

Fadel Construction Company is back to work on the Highway 50 job west of Placerville. This job should last most of the summer. Brother Frost is the shifter and the superintendent is Ray Beigh.

The El Dorado Tractor Company on Highway 50 East of Placerville are in agreement with the Operating Engineers. They are overhauling some small tractors and backhoes.

THE HIGH COUNTRY

The work here in the high country is finally beginning to move. By the time this reaches you the Hell Hole Dam will be complete except for the cleanup work. The Oxbow Dam is beginning to fill up. The Interbay Dam is going two shifts and running along smooth.

The water brought by the canal will open the way to more intensive agriculture and it is expected the Westside will turn to row crops, fruit, and truck gardening.

This will help all of Kings County since an increase in assessed valuations for this land will help meet increasing costs of government. The population increase brought by the more intensive farming is not expected to be as the new wealth created through higher land values.

Another benefit to all of Kings County, and a more direct one, is the planned construction of the Kettleman City Aquatic Park. The Park will be developed and operated by the State Division of Parks and Recreation. It will be located about four miles south of Kettleman City where Aqueduct, Westside Freeway (Interstate Highway 5) and Utica Ave., intersect.

Oakland News

S. F. Bay Area Rapid Transit

By ED HEARNE, GERALD BLAIR, TOM CARTER, GUY JONES,
ALFRED GONSALVES and ROBERT HUEBNER



THIS IS an artist's rendering of the San Francisco Bay Area's future trans-Bay underwater tube. The four-mile tube—key link in the region's new 75-mile rapid transit network—will make possible an eight-minute peak-hour travel time between the cities of San Francisco and Oakland. It will rest at a maximum depth of 130 feet below the surface of the Bay.

NORTH SACRAMENTO

Looking in and around North Sacramento, the weather has an encouraging sign as we go to press. As a matter of fact, new activity has Wells Construction over on Bradshaw Road. They have started a grade and paving improvement from Elk Grove into Sacramento. Lummus has moved into Pacific Fruit Express yard at Roseville along with Brighton on a track lay and grade spread, however, a short tenure is expected. Homer Flint is back in action on sub-division dirt moving and also on sub-division grading. Vinucci Brothers are hard at it and we see our good friend Ray Nakamoto and his equipment doing a fine job around Larchmont Homes.

Over at Teichert's Jackson Road plant, P.M.I. have all but finished the steel erection and miscellaneous work. Likewise for Lyles Construction on Florin-Perkins Road telephone conduit line. Longley Construction water line on Folsom Boulevard is about topped out. Robert Hart has learned that overtime for the ditch crew is paying off. They are getting good footage when they have "ditch" at regular starting time. Evans of 210 Crane Service is seen pretty regularly and is doing a fine job with the Austin Western Crane.

We'll have a graduating class Thursday, April 21, 1966, on the Red Cross First Aid Course held in Sacramento.

Work throughout the rest of the Oakland area is good and getting better. We are still not out of men but when the rush hits about the middle of May we could be getting short in some classifications.

We hate to sound like a broken record but here we go again. Please call in and have your name removed from the list when you are called back to your last employer. The dispatchers are putting in long hours on the phone trying to fill jobs only to find that half or more of the people they are calling are back to work. This only delays a Brother Engineer from going to work, so show your union spirit and have your name removed.

Our Blood Bank is completely exhausted so please, if you can, donate a pint of blood to a good cause.

We wish to extend our heartiest congratulations to those members who signed up for and completed the Standard First Aid Courses that we set up and while we hope that no one of you ever needs his newly acquired skills it is comforting to know that you can, if called upon, possibly save a life of a Brother member or one of your own family.

We are asking anyone who would like to attend the Standard First Aid Course to let us know and if enough of you are interested, we will set up some more classes throughout the area. This is valuable information to know so sign up as soon as you can. The course is five weeks long but is only one night a week for two hours. Contact the dispatch office or your Business Representative and sign up for the next class.

Dirt contractors in the West Contra Costa County area are in full swing and are making the dirt fly.

Gordon Ball's Franklin Canyon job is going good with thirty five or more members working.

Errol Kister, Bob Smith, O. C. Jones and Sons and many others have jobs going in the vicinity of El Sobrante and Pinole.

Fluor Corp. is stepping up the pace of their activities at the new Sequoia Refinery site where they employ several engineers.

Winton Jones has from sixteen to twenty rigs moving dirt on a sub-contract for Fluor at the refinery.

Murphy Pacific pre-fab yard is humming with activity assembling the five hundred ton super structure beams for the San Mateo Bridge. They will be put in place at the bridge by the Marine Boss, their new five hundred ton floating crane.

Work in the industrial plants throughout the Oakland area is hitting its peak at this time.

The rock, sand and gravel plants are in full swing keeping up with the construction work load of freeway and sub-division

projects. They are starting to work more hours and add extra shifts. This year looks like a real boom season.

The equipment dealers shops are busy at this time. Field mechanics and shop men are keeping busy working long hours. Some of the shops are finding it difficult in getting specialists at the trade at this time.

The scrap yards are busy at this time with Parr Terminal, Schnitzer Steel, Howard Terminal and the Learner Yards keeping many members busy.

OAKLAND AREA

The Fruin & Colnon Rapid Transit subway job from 7th Avenue to Fallon Street is well underway at this time. They are pouring concrete floor and headwalls on the subway approaches. This should be a good job for 10 to 15 members for about 1½ years.

The Berkeley Hills Rapid Transit Tunnel is nearing the halfway mark with the Oakland side in about 3,000 feet and the Orinda side 4,100 feet. They should hole through the 16,200 feet tunnel by March, 1967 . . . with a completion date of June 15, 1968. There are 62 members on the job at this time.

The Huber Hunt & Nichols Oak Knoll Hospital job is going up with the caissons and footings poured. Their telephone building job is topped out with all the steel in place and Bigge Crane and Rigging is placing the pre-cast concrete facing. The Beck-Utah St. Paul Towers Retirement Building is topped out. There are three well-satisfied members on this job.

The Gordon Ball section of the MacArthur Freeway is finished and was opened to traffic on April 7, 1966.

CONTRA COSTA

On April 21, 1966, a pre-job conference was held with Parish Bros. Construction Company for the earth fill Contra Loma Dam job in Antioch. The bid on this project was about 2-million dollars and will involve about one million yards of dirt.

Utah News

\$100 Million Expansion Miracle Unfolds at Kennecott

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

The sprawling and seemingly separate pieces of the stupendous \$100 million expansion program will come together this year to form a new energized, integrated and expanded operation which will be capable of processing 108,000 tons of ore daily with improved recovery and more efficient processing of copper and its by-products from beginning to end. For instance, the huge, sprawling crushing and grinding plant in Little Valley west of Magna (known as the Bonneville concentrator) will be finished

storage building, then the grinding plant. Rod and ball mills will complete the pulverization process.

For this gigantic operation, mammoth excavations were required. For the railway entrance into Little Valley alone, 1,200,000 cubic yards had to be removed. Another huge excavation was necessary for the cardumper and primary crusher building.

Around the north end of the Oquirrhos a new smelter is taking shape within the old one. Three

Okland Const. Co. has started some of the excavation on their \$8,198,000 David O. McKay Hospital in Ogden. The new facility will be built on a 28 acre site at 39th and Harrison Blvd. The Hospital will be eight stories high and will be faced with white cast stone. The sub-contractor, Sharples Const. Co. will be doing the excavation. Our relations with this Company have not been too good in the past; however, we do have a meeting set up and hope to obtain an agreement.

Fife Const. Co. has had a very slow start on the jobs at Cherry Lane and Harrison Blvd. extension, but he has had a few of the Brothers working on the canal job in west Ogden. A good share of his steady operators have moved into Idaho on the Malad project.

Gibbons & Reed Const. Co. have resumed operations at Round Valley in Weber Canyon. This job was shut down in order to hang chain link netting over the cliffs. These cliffs were quite a safety hazard due to the many falling rocks.

Gibbons & Reed have also started their operations at Uintah and Hot Springs with many of the Brothers working on a two shift basis.

J. B. Parson Const. Co. is now starting to put a few men to work each week getting the gravel ready on the jobs from 31st Street in Ogden to Layton. This Company has kept many of the Brothers employed 'his past winter in order to get the excavation and gravel completed so that the Owl Slip Form Company could be ready to start their



A FULL VIEW of the Marion electric shovel operating at Kennecott Copper.

cement operations by June. When this job is completed it will really be a great help to all the Ogden area. The traffic jams that often develop in the Clearfield & Roy areas will be a thing of the past.

PROVO AND SOUTHWESTERN UTAH AREA

Utah Construction & Mining Company is back in full swing for the season after starting up the Beneficiation (Wet Mill) about a month ago. This mill runs on a three shift basis around the clock. The Company has 93 Operating Engineers in the bargaining unit at this time. However, the wet mill hasn't been running during the winter months; therefore this figure varies with the seasons. "Big Mac" McCall is the first Operating Engineer to retire at the Iron Mines under the Engineers Pension Plan, which was included into the Agreement last year. He has filed for his pension and is awaiting his first check. We congratulate him and wish him many years of leisure retirement.

Other jobs in the southwestern part of Utah aren't too plentiful

as yet with many members still awaiting a call to go to work. W. W. Clyde has called back most of his last year's crew and is laying stabilization and widening starting their new Cedar River Hot Plant before long south of Cedar City.

L. A. Young Const. Co. at Escalante has over half the grade completed and have been slowed down because of rock. Garn Jeffery is running the grade and Leo Dalton is boss over the crushing operation.

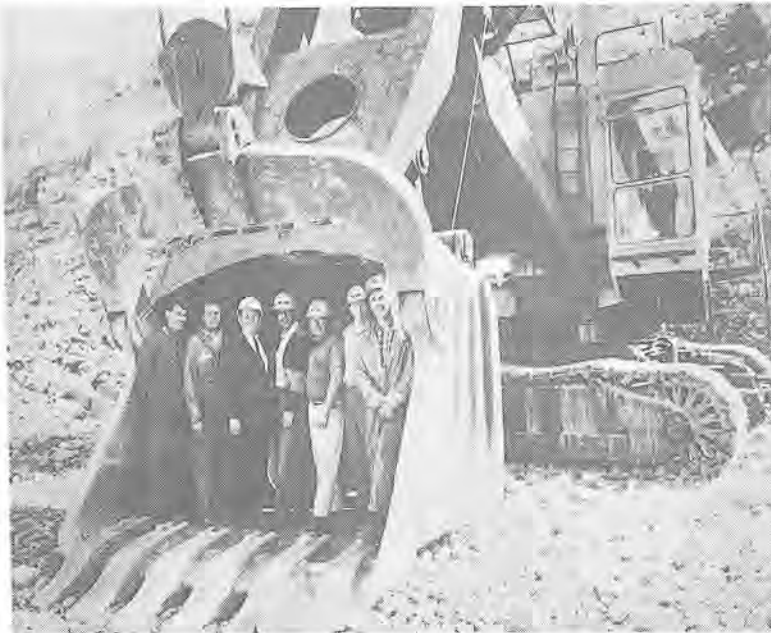
Over at Big Rock Candy Mountain, L. A. Young has a good start with two shifts running on the grade.

Cox Brothers have completed the grade at Fayette and will be moving the dirt spread and crusher to the Birdseye job within the next few days.

Jack B. Parsons' crew from Logan invaded Southern Utah and are getting a good start on the highway 50 and 6 jobs at Jericho. Junior Kerr is continuing his job as steward and is looking after the Unions' interest in good shape.

PROVO AND UTAH BASIN Construction work in the Basin

—Continued on Page 5



KENNECOTT COPPER—15 yard Marion electric shovel. From left to right: Tom Paige, oiler; Bob Beckstead, oiler; Hugh Bodam, Dist. Rep.; Tom Bills, Bus. Rep.; Nyle Evans, Steward Shovel Dept.; Reed Erickson, Chief Steward; Jerry Huffman, shovel engineer.

the middle of the year. At the same time, completion of a nine-mile railway spur connecting the new plant to the ore haulage main line and the addition of ore cars and locomotives to service the new plant, will be in effect.

Since early 1963 preparations have been underway at the mine to provide 18,000 additional tons of ore daily. These preparations have been so vast, costly and far reaching they are easy to take for granted now that the chain of events are nearing completion. Over the period of time there have been radical changes in the shape of the famous Utah mine—the notching of several access cuts, the carving of broad haulage roads, the slicing of top levels smooth.

Mid Valley, Inc., is in the process of constructing a new \$500,000 metal processing plant which will employ about ten persons. When completed the plant will take care of about 700,000 pounds of scrap from sheet steel used in manufacturing of cans, each eight hour shift. On this project, we have Glen Haynes on the Austin-Western, Ted Bernard on the Crane and Dan Storper on the oiling.

At Little Valley, Western Knapp is making great headway on their mammoth project. The sprawling plant will contain a huge crusher in the car-dumping and primary crushing building. Two cars will be emptied simultaneously on a rotary car-dumper. After the primary crusher, ore goes by underground conveyor to a storage pile, then to a fine crushing plant, fine ore

new reverberatory furnaces will replace the five old units that were designed for hot charge or roaster calcine feed. The new reverbs will handle green feed, or concentrate as it comes from the concentrators. This eliminates the roasting process and the involved handling of roaster charges.

Smelter construction has posed some of the more acute growing pains in the division. How to maintain production without disrupting construction, and how to hold to the construction schedule without disrupting production—those problems are among the foremost thoughts of all concerned during this difficult expansion period. However, production has held up and construction remains essentially on schedule. This speaks well for all concerned.

NORTHERN AREA

Work in the Ogden and Northern part of Utah is not as bright as it could be with the work of the Bureau of Reclamation projects either being slowed down or post-poned until after the fiscal year.

Morrison-Knudsen Const. Co. have started to move dirt on their inter-state job at Echo Junction on a one shift basis and by the time this article reaches you they probably will have it running on a two shift basis. The snow and rain during the last part of April slowed work down considerably. M. K. Const. Co. has sub-let the black top on the Echo Junction job to Fresno Paving Company. This work should start in about a month.

Vallejo Report

Big Project Lag in The Vallejo Area

By AARON SMITH

The out of work list has remained at an even keel in spite of the many small projects going in the area. Many of the larger projects are in the finishing stages and will be ending during the middle of the working season. The only bright spot is the Napa Sewage project and the ramps to the Searspoint Bridge. Neither of these projects have been submitted for bids as yet.

I have called on and talked with the Teck Engineers in the area and in doing so we have learned that there is much work on the boards and some in the actual working stages. All are of the opinion that work is going to pick up and this means putting on more crews. Most of the firms are working two crews now and expect to use two to three more crews as the work breaks. The Solano and Napa County engineering firms say they just need the go ahead signal from their clients in order to put their

operation into high gear. We all hope that this will be done soon.

Syar and Harms have started their job in Fairfield, this project consists of the lowering of Texas Street from Penn Ave. to Union Ave. and will tie up the main drag for about sixty days, so you can see our Brothers will be very popular with the merchants and shoppers in Fairfield. Syar and Harms is about half done on their road job in Rockville, their freeway project in Napa is getting under way and should be going full blast by the time this goes to press.

A. Teichert and Son are doing a sub-division in Vacaville and have started on their Rio Vista-Dixon hi-way project.

Bill Gattung should have his dirt job rolling at Skaggs Island by the time this goes to press.

Industrial Asphalt in running full blast, doing the paving on the Benicia-Cordelia Freeway. Darkenwald M.K. is doing the balance of moving the dirt and

Westbrook M.K. is making sub-grade plus crushing the rock to feed the huge hot plant Industrial has.

Argonaut Const. Co. was awarded the flood control job in Napa and should be starting within the next few days.

Slinsen Const. is making good progress on their John F. Kennedy Park and Golf Course in Napa.

Joe Richards of Rio Vista has started back to work on his section of the Ulitus Flood Control job that he started last year in the Elmira area.

Roberts Brothers have moved about two thirds of the dirt on the Columbus Parkway and should be finished very soon. Word from them is they will move their crew to Fairfield as soon as they are done.

Clyde Plymell still has several brothers busy on sub-division work in the area.

Parish Brothers have shut down their quarry at Goodyear, but are still running the show. They have opened up Peterson pit near Travis Air Force base and are crushing rock.

Madison Sand and Gravel are setting a new crusher up on their American Canyon pit. The new crusher is quite a bit larger than the one they had. They also intend to install a new hot plant there.

San Francisco Report

Work Picture in San Francisco

By A. J. HOPE and WARREN LeMOINE

Work is commencing to open up at a slow pace, with a number of new projects preparing to get underway. Several jobs recently started have absorbed a few of the Brothers from the out of work list. Crane work has held up well, but we still have qualified engineers out of work.

Construction of the new Bank of America has been awarded to Dinwiddie, George Fuller and Cahill Const. Co. This new building will be 52 stories high, making it the highest in the city.

At the Wells Fargo Bank Building on Market Street the top is out and most of the siding is up. The old Wells Fargo building is being torn down by the Cleveland Wreckers and Walter Lenkeit Const. Co.

The Bethlehem Steel Company will begin work on the new 16 story building of Bechtel Corp. new headquarters, at Beale and Mission Streets. Bethlehem Steel is also erecting the steel for M & K Corp. for the new Transit shed at the Army Street terminal on the waterfront. This job will absorb approximately 15 opera-

tors at the peak of the job with a total of 120 working days.

Across the city at the new Franklin Hospital site, M & K Corp. is the general contractor, and American Bridge is erecting the steel.

DALY CITY AREA

The Peter Kiewit Company is finishing their job on the Junipero Serra Freeway, and were very happy to be blessed by good weather. They were also awarded the new contract on the Central Freeway, which will have 8 lanes and be 1 1/4 miles long to tie in with the Guy F. Atkinson Freeway Job.

FIRST AID PROGRAM

Operating Engineers and the American Red Cross held an exhibit and display at the Del Webb Townhouse parking lot on Saturday, April 2, which attracted a number of state and city officials.

When questioned about the effectiveness of such a program, George Sherman, Chief of the California Division of Industrial Safety, stated "A program such as this can't fail to produce good

results in the same manner as any program that utilizes as many prominent institutions directing their efforts towards a common goal. The necessity for good first aid in high risk activities is an absolute must. In any high risk activity it is impossible to provide absolute safety, so one must always be prepared for any kind of emergency that may develop. Programs such as these always produce an awareness of many of the common hazards that man is confronted with every day in his life, and in the home and on the highway are two of the worst possible places to be with respect to the hazards involved in these particular activities. When one thinks in terms of accidents or injury prevention, he generally thinks in terms of preventing pain and suffering, loss of money, delay of all sorts which run costs up exorbitantly and produce nothing. By introducing a concept of first aid, one automatically learns inherently the concept of preventive measures quicker and better."

Stockton-Modesto Report

\$3 Million Construction Award

TO STOCKTON FOR CALIFORNIA YOUTH CENTER

By WALTER M. TALBOT, AL McNAMARA, CLAUDE ODOM

Due to the larger projects nearing completion stages in the excavation phase of their contracts, prospects of employment for cat and rubber tired operators will be slack in this district until more new projects are let.

The projects creating this situation will be Peter Kiewit Sons and A. A. Baxter Corp. on the West Side Freeway work and

Wunderlich Co. and Western Contracting Corp. on the California Aqueduct. Although these four projects will be finishing the excavation work in about the order in which they are listed, all four jobs will be busy for some time on the fine grading, paving, lining and trimming aspects of their respective contracts.

Stolte, Inc., of Oakland, was

low bidder at \$3 million for the construction of the third 400 bed addition to the C.Y.C. complex south of Stockton. Although only a relatively few engineers, are employed on the actual building construction at the C.Y.C. site, several will be used on the engineering, site preparation, excavating for utilities and the final grading and paving work that will be required.

Marysville Report

Thermalito Power Plant -- Forging Ahead

By HAROLD HUSTON, W. R. WEEKS, WM. E. METTZ and ERNIE SUTTON

MARYSVILLE — The beautiful warm sunshine has blessed this district during the past month. This means only one thing—jobs will start to roll. We have all been waiting patiently for this to happen so the wet ground on so many of the projects would dry out and they could start back up and the new contracts which have been let would also get started. We would like to take this opportunity to thank all the brothers for the splendid cooperation shown during the long winter months you had to wait before being called for a job. We will not be satisfied until all the brothers in this district are working!

A hearty "thanks" goes to all the brothers who attended the last district meeting held in Marysville. Brother Al Clem, your Business Manager and the rest of the officers were present and gave an up to date report

on the activities of your local union. This is a democratic privilege of which every brother should avail himself. At this meeting Brother Dick Bell was elected as your election committeeman to represent this district at the forthcoming election of officers of Local Union No. 3. We know Brother Bell will do an outstanding job representing all of the brothers.

All the First Aid Training classes are being well attended. As we have said before the only way it will be a success is for everyone to give it their full support. We are very happy with the support received, and we know the ones who will benefit in the end will be the engineer and his family. Any brother and his wife who have not already attended one of our classes and would like to, please contact the Marysville District office as soon

as possible so we can get you enrolled in one of the future classes. We presently have classes going in Marysville, Oroville, Chico and Paradise. The First Aid class in Marysville has completed the standard course of instruction in first aid to the injured. We hope to start the advanced first aid class with this group in the very near future.

The Thermalito Power Plant bid was opened November 5, 1964, and low bidder was Guy F. Atkinson Company for \$15,248,037. Work started December 11, 1964, on roadway excavation of 84,000 cubic yards, then to the structure excavation of 1,255,550 cubic yards. The bulk of the excavation was completed in seven months.

The concrete plant, rescreening plant and two whirley cranes were assembled during this time, and were ready to start the pour-

Hawaii Report

Organize 'Demo' Industry

By Harold Lewis, Bert Nakano, Wilfred Brown, Kenneth Kahoonei

An abrupt thundering crash and another structural eyesore is demolished within a few hours! This is the dramatic work of the "DEMOLITION INDUSTRY."

Local 3 emerged victorious in its first attempt to organize the Demolition Industry. The employees of Ken Brady Construction Co., Inc. in the recent N.L.R.B. election held on April 4, 1966 voted for Local 3 as their collective-bargaining representative from a choice which also included the Teamsters Local 996 and Laborers Union Local 368.

Ken Brady Construction Co., Inc. had ventured into the Demolition Industry with just a few employees. Today they are noted as "demolition experts" and employ approximately three times more than what they had first started. Negotiations for the first Demolition Contract should commence within a few weeks.

IMPORTANT SPECIAL ANNOUNCEMENT

Any Brother Member or wife who has a Red Cross Instructor's Certificate, please contact our Honolulu Office immediately! Our telephone number is 990-084.

PROGRESS REPORT ORGANIZING

Asphalt Paving Companies
S. McCabe Paving Company
50th State Paving Company
George T. Fukuda Paving Co.
Opperman Paving Company
Demolition Contractors

Dan's Lumber Yard
Lee & Kuwasaki
C. S. Onaga Trucking Service
Tajiri Lumber Company
Hawaiian Equipment Company (Equipment Dealer)

Kauai Machine Works
Moses Akiona, Ltd. (excavation)
Pacific Concrete & Rock Co., Ltd. (concrete & aggregate)
H C & D (concrete & aggregate)

N.L.R.B. Petitions Filed:
C. S. Onaga Trucking Service
—Teamsters Local 996 filed petition. Local 3 intervened.
New Agreements Signed:
Pacific Paving Co., Ltd.

Oahu Paving Company
Wahiawa Paving & Grading Company

Renegotiated Agreements Signed:

None

Negotiations in Progress:

Island Construction Company, Ltd. — Truck Drivers only

Joseph K. Pak Chong Contracting Company

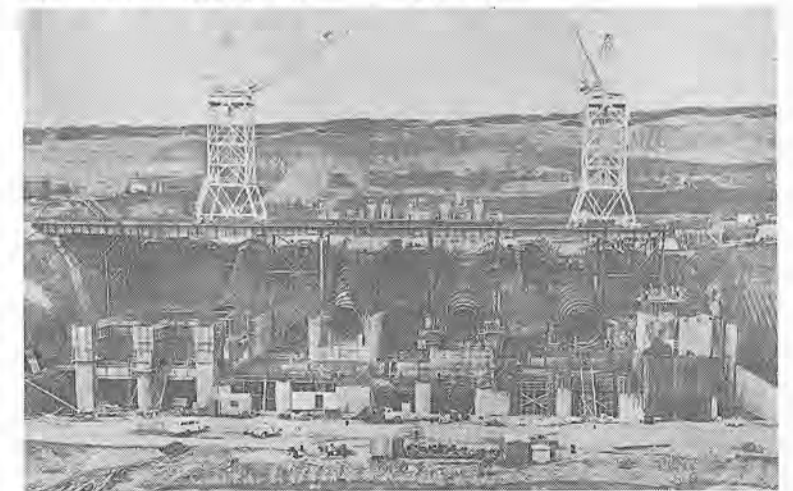
J. M. Tanaka Construction, Inc.

CONSTRUCTION PICTURE

Island of Oahu

"KAIMUKI" is emerging into a small city. The Kaimuki area is one of the oldest residential neighborhoods on the Island of Oahu. In the 1920's there was a land rush in the sale of home building sites. The business center of Kaimuki is situated atop a hill which overlooks Waialae-Kahala, Kapahulu, Waikiki and Moiliili. Today there are a number of old homes and buildings in this area, however, it won't be too long before Kaimuki town will be changed to meet the modern trend of Hawaii. A massive freeway is cutting thru the residential heart of Kaimuki. This freeway is known as the Kapiolani Interchange which is under construction by Hawaiian Dredging & Construction Company, Ltd. The eight lane highway that runs from First Avenue to Koko Head Avenue in Kaimuki should become convenient because of the new freeway which will ease the congestion in traffic.

Engineering Equipment Company is constantly engaged with work. This Company specializes mostly in pile driving work spread from one end of the city to the outlying districts of Oahu. Credit for the fine work performance of this company is always due to fine supervision and hard work by top skilled operators. A few of the highly skilled operators are Brothers Robert H. Goodwin, Masao Hino, Christopher Anahu, Jr., Walter Kihoi, George Matsumoto and Norman Francis.



GIANT Whirly cranes above place the concrete and materials of the Thermalito Power Plant, under contract to Guy F. Atkinson Co.

ing and placing of concrete and rebar steel.

There is 130,000 cubic yards of concrete of which approximately 55,000 cubic yards have been placed to date. There is 600,000 lbs. of miscellaneous metal work. Eight hundred thousand lbs. of gates, stop logs, guides and trash racks and a 150-

ton bridge crane included in this project.

One of the most interesting points about the generators that are to be placed in this powerhouse is that four units which will generate electricity, three of them can be reversed and pump water upstream during the

—Continued on Page 10

Graduations Are In Order



BUSINESS MANAGER Al Clem and Harold Lewis, District Representative of Local 3 of Hawaii, are shown working out plans with Kenneth L. Kramer, Labor Liaison, American Red Cross, to commence first aid training program in Hawaii and the mid-Pacific.



SHOWN ABOVE is first aid instructor George Jones applying splint on an American Red Cross volunteer worker. The display consisted of all types of first aid equipment and how to use it on and off the job.

The first aid training program that has been developed by the American Red Cross and our Local Union has produced results beyond our expectations. We believe that we owe a debt of gratitude to those members of our Union and their wives who gave up their time to attend these classes in order that they may be of assistance to their fellow men in time of emergency.

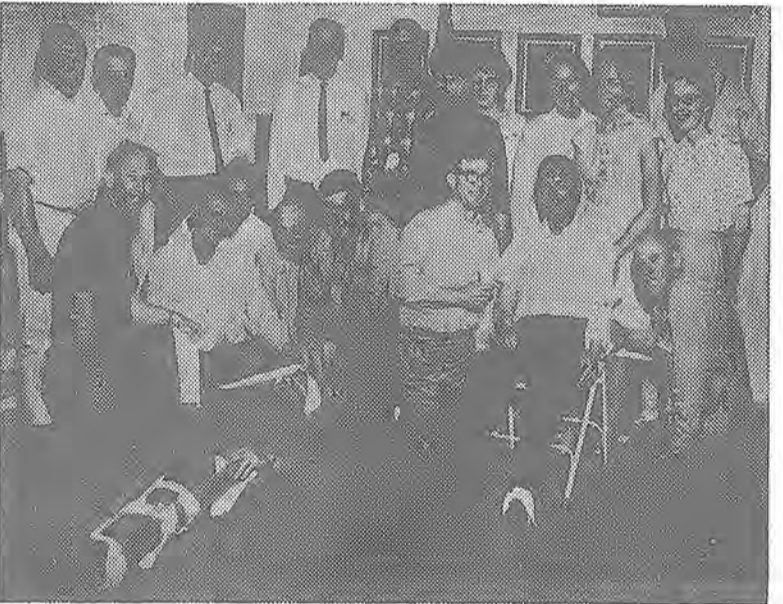
During the past month the certificate shown on this page was presented to a number of our brothers and their wives in the various districts. There has been so much enthusiasm shown in this most important undertaking that we will endeavor to continue this program.

You will note the picture of the tractor and the instructors giving first aid demonstrations on this page are the result of the Red Cross people and the agents of our Union devoting many hours of their time, and we would like at this time to publicly thank the Peterson Tractor Company for the role they played in creating interest in the program and donating the use of their tractor.

This is just another of the many projects that are being sponsored by Local 3 as an educational measure to attempt to save lives of the members of our Union and make everyone more safety conscious, both on and off the job.



ABOVE is shown a brand new D-9 Cat, which was furnished by Peterson Tractor Company of San Leandro, with a map outlining the largest first aid training program with the American Red Cross of any single labor union. The map is outlined and there are a total of 34 classes in session throughout Northern California, Northern Nevada and the State of Utah. This display was most impressive and the "Cat" created quite a bit of attention from the youngsters.



THE SAN MATEO FIRST AID class finalized in late April with 18 Brothers graduating from this very instructive course. Red Cross instructor, Art Jobin from United Air Lines Co., did an excellent job that was greatly appreciated by the Brothers. The graduating members and wives were: Bud Quadros, Edna Logue, Perry D. Cox, Bob Lehman, John L. Chiarle, Phil Blay, Ed N. Davis, Stanley A. Giles, Miles Moore, Patricia Moore, Carol A. Stacey, R. W. Stacey, Jr., Emma Dickinson, John Grosshans, Otis Patterson, Bill Rodriguez, Norris Cummings, Mike Krainick. Many expressed a desire to go on to an advanced course that should start soon. When enough members sign up for another class, we will again ask the Red Cross assistance in getting an instructor and furnishing the facilities.

More: Marysville Doings

Continued from Page 9— low demand period and the water can be stored upstream and re-used to turn the generator during the peak demand period.

At the peak of employment there were 35 Operating Engineers, operators and mechanics employed on this project. There are still seventeen of our brothers employed. There are 65,000 cubic yards of backfill and 22,000 cubic yards of rip rap to be placed yet. This project is scheduled for four years but the bulk of Guy F. Atkinson Company's work will be done in two years.

Guy F. Atkinson Company's Thermalito Reservoir work has started and they have 36 pieces of equipment, dozers, scrapers, and blades working. The second shift will start slow and build up. There is three shifts of mechanics in the shop and field.

Morrison-Knudsen Co., Inc., has 43 operators in all classifications working on their Thermalito Power Canal. Oro Pacific's Spillway and Oro Dam Constructors are moving along as is C. J. Langenfelter & Sons clearing job of the Oroville Reservoir.

The plants and crushers of Mastelotta, B.C. Richter and Harms, Marler and Sons, A. Tiechert & Sons and Butte Creek Rock are gearing up for the summer rush.

Small two to ten day jobs are going on Service Stations and housing developments in the Chico area.

YUBA RIVER PROJECT BILL
The bill authorizing the Yuba County Water Agency to negotiate a contract for construction of the New Bullards Bar project

was recently signed into law by Gov. Edmund G. Brown. Agency officials have now entered the final rounds of negotiations with Perrinni-Yuba Associated and Pacific Gas & Electric Co. for a construction contract on the project. It is hoped negotiations should be completed in time for construction to begin in May, agency officials believe.

The project on the Yuba River is to be financed from the sale of revenue bonds, and the current interest rate is perilously close to the point at which the project will be financially unfeasible. Perrinni was the only bidder on the project and its bid last December of \$163 million was considerably higher than funds available. Negotiations have been under way since last December, but the bill signed by the Governor was necessary before a negotiated construction contract could be executed.

The New Bullards Bar project would have 930,000 acre feet of storage capacity in the reservoir and would develop about 370,000 acre feet of new water supply. Population in the Sacramento Basin region which includes Yuba and Sutter Counties, will climb to 2,470,000 by 1990 and water requirements will increase to 7,650,000 acre feet per year in the same period, according to the State Department of Water Resources. Population in the area for the 1960 census was 932,000 and the 1960 water requirement was 6,150,000 acre feet per year.

CONTROL SYSTEM BIDS
The State Department of Water Resources is seeking bids for the fish spawning areas upstream

from Oroville Dam.

Construction of the hatchery is one of the steps the Department of Water Resources is taking to maintain the existing salmon and steelhead runs. About 16 million fish will be hatched at the Feather River Fish Hatchery and released back into the river to make their way to the sea.

The work calls for construction of three buildings, a fish ladder with an underwater viewing area, four holding tanks, a spawning channel, eight strings of rearing ponds, an aerator, a water supply conduit, a pumping station, an overlook structure, and two parking lots. Miscellaneous grading, paving, landscaping and fencing work are also included in the job. The hatchery is scheduled for completion by October, 1967.

COLUSA FREEWAY PROJECT
A low bid of \$6,269,553.40 was received by the State Division of Highways for construction of 13.4 miles of Interstate 5 freeway in Colusa County from 5½ miles south of Arbuckle to a point near Husted Road south of Williams. Gordon H. Ball Enterprises and Alamo Enterprises of Danville submitted the lowest of five bids, according to officials at the Marysville district office.

Work will be done on new alignment generally paralleling existing US 99W immediately to the west and will take about 18 months. The project is expected to get under way in about six weeks. Later on, it may be necessary to divert county road cross traffic around construction and

public announcement will then be made.

The project includes an interchange just north of Arbuckle and revision of the Hillgate Road interchange south of that community. The existing four-lane section in Arbuckle will be tied into the new work. Overcrossings will be built at four locations along the 13 mile route at Harrington, Greenby, Hahn and Meyers Roads. Bridges will be built across Petroleum, Salt, San and Cortina Creeks.

This is the third Interstate 5 unit to go under construction in the Glenn-Colusa county area. In Glenn County two sections totaling 22 miles are now under construction under two contracts and both are expected to be finished some time this year.

GILSIZER CONTRACT
Directors of the Gilsizer County Drainage District awarded the contract for the district's Onstott area improvement project after hearing a report that the single bid was 4.6 per cent above the engineer's estimate. The contract was awarded to A. Teichert & Son, Inc., of Yuba City, the only bidder when bids were opened last week and taken under advisement.

Directors received an overall cost estimate for the project of \$1,033,729, including the \$897,897 bid, \$22,000 for acquiring right of way and \$113,832 for incidental expenses. The original esti-

mated overall cost was \$988,000, including \$803,308 for construction and \$40,692 for construction contingencies, for a total construction cost of \$844,000. Also, included was \$24,000 for acquiring right of ways and \$120,000 for incidental expenses.

Directors were told that contributing factors to the fact that the bid exceeded the estimate were the re-routing of the Queens Avenue pipe and changes in backfill requirements, both required by the State Division of Highways, and prevailing higher bond interest. The project will provide a major trunk drainage line on Onstott Road from McMullen Avenue to the north to Gilsizer Slough to the south.

WATER TANKS UNDER CONSTRUCTION

More than two million gallons of water will be stored in two tanks now under construction in Yuba City. The tanks, on Percy Avenue near Rowe Avenue and in Sam Brannan Park are part of the city's overall multi-million dollar water plan, but they are being paid for with current water department revenues. A. Teichert and Sons of Yuba City is the primary contractor on the \$264,000 job. The iron work is being done by Chicago Bridge and Iron Co. The two tanks will be balance reservoirs in the city's proposed \$3.5 million water project, which is expected to go to bid early next year.

Slow Winter Is Over In Reno

By NORRIS CASEY, GAIL BISHOP, JACK BULLARD, BOB VICKS

It finally looks like some work will start in this area. This, beyond any doubt, has been one of the slowest winters in history here. We have had a long out-of-work list and absolutely no work. There is nothing definite on any of the big Highway jobs for the Reno Area. There always seems to be an excuse for it not being let for bid. The current story on the Lawtons job is "Right-of-Way."

There is, however, a lot of street repair work and underground work in progress in the area. Everything seems to be picking up.

FIRST AID CLASSES

In the Reno District one class had been completed in the Red Cross First Aid Training Course. This class was held in the Red Cross Office at 805 South Virginia Street in Reno. It was a ten-hour course taught by Mr. Bob Steele, of the Telephone Company, and a very fine Instructor. Those who attended the class were:

Norris Casey
Bob Vicks
Ron Porter
M. F. Gerhard
Milo W. Gerhard
Mont Parker
Ed Jones
Karl E. Lester
Leon Williams
Charles A. Collingwood

Other classes are being held in Carson City and Fallon. Others are being arranged for Elko, Battle Mountain, and more in Reno. If you are interested, contact your Business Representative or the Reno Office.

LAKE TAHOE—CARSON CITY

We had our annual Easter Sunday storm, so it is safe to assume that we can put away the winter gear. The 4-5 inches of snow dropped over the weekend has melted, and we are off into the work season.

Dillingham Construction at

Tahoe Keys has its dredge back on a three-shift schedule. The pipe crew is still on a single shift.

A. Teichert & Son has started all its work at the Lake. They set up a yard and shop on the old County Road near Meyers to service all the work at the Lake. Brother Elmer Reagan has charge of all the maintenance up here, and that is quite a project in itself.

Martin Brothers are working on the clearing at Round Hill, and on the school job at Meyers.

Jerry Ream's crew is working at the old Safeway Store digging up lots of asphalt.

Ideal Asphalt got started on its project in Minden. They are setting up the crusher at this time.

Gibbons & Reed have most of the culverts in on the Daggett Pass job, and are ready to go on the dirt. "Bogus Bud" Jacobson is Steward on this job, so it is bound to be run in fine shape.

Brother Bud Manderville states that he has been yo-yo-ed up and down the slopes on this job so much that everything but the seat on his rig is worn out.

Robert L. Helms Construction and H. M. Byars Construction are doing most of the sewer jobs at Reno and Sparks. Silver State Construction at Lovelock is about ready to start its C. T. B. Their job at Yerington is progressing nicely. M. M. Sundt Construction is just starting their job at Yerington for Anaconda Copper Company.

Excavation and embankment nears completion on the Button Point section of U.S. 80 east of Winnemucca, and many structures are being built. Drilling on the Point itself is almost completed also.

We all follow with interest the preliminary hearing that has bound over Brother Shirley Smith to District Court following the death of a woman whose car appears to have collided with Shirley's scraper.

As this article is written, the

Duval Mine at Copper Canyon remains the area of heaviest activity. Stearn-Rogers is, of course, prime contractor for the mill. The Utility Operator for Stearn-Rogers is Brother Delmont Kaufman. Helms Construction sub-contracts millsite excavation (almost complete), tailings ponds, and road work. Savini Brothers is erecting the smaller steel buildings. Duval Corporation itself, organized by Operating Engineers Local No. 3, is busy stripping and setting up maintenance facilities, etc. In excess of 130 members of our Union are there employed.

Further east down U.S. 80, we begin to see signs of life on contracts shut down for the winter. Nevada Rock & Sand, U.S. 80 at Emigrant Pass, has a lane left to pave.

We are nearing the beginning of outside arbitration with the Carlin Gold Mining Company in the matter of what appears to be the unjust discharge of one of our members employed in the pit. We encourage all members to attend the meetings held, and to contact Stewards or Business Representatives in the event of any problems. The Business Representative's card is posted on all bulletin boards.

Ben O. Davey has won the contract to build the Vocational Trades Building for the Nevada Youth Training Center east of Elko. After preliminary difficulties in getting Union sub-contractors on the job for excavation, the job seems to have settled down well.

Rogers Construction from Oregon is re-aligning and paving the section of road from U.S. 80 at Halleck to the paved section at Secret Pass. This contract will complete on oil road from U.S. 80 at Halleck all the way across the Ruby Mountains at Secret Pass, to tie in to U.S. 93, which runs south to Ely and north to Wells. Incidentally, U.S. 93 is the north-south connection from Alaska to South America.

Nevada Rock & Sand, U.S. 80

Fresno Report

West Side Canal

By JOSEPH MILLER, STAN BERGMAN, RAY PHENNENEGAR

at Deeth, is beginning to show signs of life, as various supervisory personnel begin to appear. Cahoon Construction is and has been building structures and driving piling intermittently all winter. Jack Larson is now Steward for Cahoon; Ray Purdom is Safety Committeeman. Mark Bryan is Steward for Titus, Inc., on the concrete for the same job.

Wells-Stewart is beginning operations on its two contracts on U.S. 80 east of Wells. There appears to have been several changes in supervisory personnel there.

As the new season begins, we urge all Brothers to carefully study the 1965-67 AGC Contract. Be especially observant of the duties of the Indentured Apprentice or Utility Operator, so that he may fulfill the duties set out on Pages 56-59 of this Contract. Brother Al Clem has negotiated a fine new concept in the operation of a dirt crew. Let us take full advantage of the opportunity. This year, each Steward in Northern Nevada will be provided with contract violation forms, so that no problem brought up by a member will go unnoticed. Remember: Get your problem down on paper. It will be forwarded in all cases to the Business Representative only.

We again remind all Brothers of their duty under the By-Laws of our Union to report known violations of the contract, to wear the Local No. 3 insignia in plain sight, and to keep an accurate record of time worked and wages earned and received. This is how we strengthen and consolidate our gains out here in every way!

Ten months ago the path of the San Luis Canal and the California Aqueduct on our West Side was nothing but a bunch of surveyor's stakes across the arid plains.

Today the 76½ miles from north of Huron to Seventh Standard Road in Kern County north of Taft is the scene of day and night activity as construction crews totaling over 300 men work to create what will be, by 1968, California's largest "river."

From the delta of the Sacramento and San Joaquin rivers to the Tehachapi Mountains is about 450 miles. This distance is divided into areas of varying length called reaches.

The fourth and fifth reaches, from north of Huron to Kettleman City; and the first and second of the California Aqueduct, from Kettleman City to Seventh Standard Road, are the ones which will most affect our own West Side Area.

There is some confusion because the canal changes names at Kettleman City. From the San Luis Dam to Kettleman City it is called the San Luis Canal and the Federal government, under the Bureau of Reclamation, is responsible for construction. From Kettleman City to the Tehachapi Mountains it is called the California Aqueduct and it is the state's responsibility under the Dept. of Water Resources.

All four of the reaches on our West Side are being constructed by one contracting combine — Granite Construction Co. and Gordon H. Ball Enterprises of Danville. The four contracts total \$52,017,062. This is for the canal and accessories. Since this area is relatively flat, all flow is by gravity and there are no pumping stations included.

Several hundred thousand additional dollars have already been on surveying and on pre-consolidation ponds. These ponds are used where the earth is so soft that water must be flooded onto the land in large ponds for periods of time long enough to settle and compact the earth.

In addition to surveying, a good deal of preliminary work has already been done. Access roads have been built, often for several miles through the brush. Four deep wells have been drilled with more to put in. Pipelines for water have been moved to the sites to serve as offices.

After excavation and compaction are completed a machine known as a trimmer is installed over the slope. One set of tracts rests on the bottom of the canal and one set on the bank which is 60 to 75 feet above the bottom. The trimmer slices the slope to the exact angle needed to serve as a bed for the concrete and is extremely precise.

Following behind the trimmer is another machine called a slope liner. It also spans the side of the canal in one unbroken sweep by using tracks at the bottom and at the top edge of the canal.

A ready mix plant has been constructed by the side of the canal, capable of providing 300 to 350 cubic yards of concrete per hour to a fleet of ready mix trucks. This means the concrete is stiff enough to be poured into or onto the sloping side of the canal without forms.

The next machine in seemingly

—Continued on Page 14

San Jose Report

Work for '66 in San Jose 'Encouraging'

By Bob Skidgel, Harley Davidson, Lake Austin, Jim Hall, Lynn Moore

Santa Clara proposals for future work is encouraging at this time. Following are some of these proposals:

Crosstown Freeway—8.3 miles from Alum Rock Avenue to north county line, construction and new right-of-way, and seven miles from Freeway 17 to Alum Rock Avenue.

Guadalupe Freeway—2.5 miles from Coleman and Market Streets to Alma Street, full freeway and landscaping.

Junipero Serra Freeway—2.2 miles from Page Mill Road to north county line, construction on new right-of-way.

Monterey Road—1.2 miles from Alma Street to Curtner Road, widen to six lanes.

El Camino Real—2.3 miles from Matadero Creek to 1800 feet south of San Antonio Road, widen to six lanes and construct necessary interchanges at major intersections. Offer of cooperative effort; interchange on cooperative basis at Page Mill

Road; 7.2 miles from 1800 feet south of San Antonio to Lawrence Expressway, widen to six lanes and construct necessary interchanges; two miles from Lawrence Expressway to Scott Boulevard, and one mile from Scott Boulevard to De La Cruz Boulevard.

Route 17 Freeway—5.1 miles from Moorpark Avenue to Lark Avenue, widen to eight lanes and modify interchanges at Hamilton, Camden and Lark Avenues, and full cloverleaf at Coleman Avenue interchange.

South Valley Freeway—13 miles from Thomas Road to Cochran Road, full freeway and landscaping.

Bayshore Freeway—Modify grade separations at Stevens Creek Freeway, Lawrence Expressway, Fair Oaks and Matilda Avenues and 9.5 miles from Lawrence to University Avenue, widen to eight lanes.

Mountain View-Alviso Road—4.2 miles from Central Express-

way to San Jose-Alviso Road, full freeway; 3.4 miles from San Jose-Alviso Road to Old Oakland Road, widen to four lanes at cooperative venture and construct full interchange at Nimitz Freeway.

Alum Rock Avenue—1.8 miles from White Road to Mount Hamilton Road, widen to conform to completed portions.

Pacheco Pass Highway—25 miles from Monterey Road to county line, widen to four lanes.

West Valley Freeway—8 of a mile Junipero Serra Freeway to Stevens Creek Boulevard, full freeway and landscaping; 7.5 miles from Stevens Creek Boulevard to Route 17 Freeway, full freeway and landscaping.

Stevens Creek Freeway—Modify interchange at Fremont Avenue and El Camino Real.

Old Oakland Highway—1.2 miles from Curtis Road to Weller Road, widen to four lanes as cooperative project.

Nimitz Freeway—6.3 miles

from Bayshore Freeway to Alameda County line, provide screen planting.

Moss Landing seems to be the busy area at this time, the P.G.&E. plant is going full blast — approximately 70 operators working there at this report. Kellogg is the contractor for the stacks; one is up and its height is 503', the second one is up around 400' at this time.

Ben Gerwick seems to be making the most noise with three pile drivers going at once, and also making headway (16 operators). Rothschild, Raffin & Weirick have approximately 18 operators working. They have two contracts — one on the main building and one on the outfall.

Bigge Crane has been doing a big part, moving and placing the large transformers which weigh approximately 178 tons. The Bridge crane is in operation now, with Les Walker at the controls. He is also our job steward.

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE

'55 MERCURY, 2-dr. hdtop, clean, \$275. Don Thoms, 5 Sunnyhill Dr., Petaluma, Calif. Phone: 762-9238. Reg. No. 1154357.

'55 CAD, El Dorado convt., new top, full power, rare, \$395. Don Thoms, 5 Sunnyhill Dr., Petaluma, Calif. Phone: 762-9238. Reg. No. 1154357.

'35 FORD pickup, complete, ready for paint, re-manufactured '53 Merc. engine, hydra. brakes, \$500. Don Thoms, 5 Sunnyhill Dr., Petaluma, Calif., phone: 762-9238. Reg. No. 1154357.

'60 SAFIRE 16' BOAT, new 354 H.P. motor, chromed diamond, tuck Naugahyde Upholstery, heavy duty trailer, chrome wheels, \$1800. Joseph M. White, 1419 Clay St. Fairchild, Calif. Ph: 425-9009. Reg. No. 1079861.

DORSETT "EL DORADO" Ski Boat —75 h.p., '63 Johnson—mechanical steering, '6200. firm. Skis, ropes, jackets, belts, Wm. H. Cullen, 3218 Fitzpatrick Dr., Concord, Calif. Ph: 689-3141. Reg. No. 892450.

1927 CHEVROLET FLAT BED TRK. Needs work. Extra parts. Make offer. Richard Wells, 768 Nevlin Way, San Jose. Ph: 268-9159. Reg. No. 1175177.

16 FT BOAT & TRAILER, 35 h.p. Evinrude; leather upholstery, newly refinished in blue & white, new cover, \$700. A. S. Chapman, 5113 Illinois Ave., Fair Oaks, Calif. Ph: 967-1036 or 985-2251. Reg. No. 581468.

GENERATOR—Homelite, \$329. Binks spray gun, compressor, regulator, hose, \$169. Ferd A. Gebhard, 11 Cozzolino Dr., Millbrae, Calif. Reg. No. 1221111.

MICHIGAN LOADER, 125-A, extra motor & parts with low bed trailer, tractor. Will take \$12,000. Paul Hurst, 5425 Kirkland Way, Carmichael, Calif. Phone 487-7697. Reg. No. 1133415.

'57 DORSETT Cabin Cruiser, 50 hp. Evinrude Outboard, Gator Trailer. New Naugahyde Upholstery. SHARP. \$1800. Ray Lawrence, 3526 El Camino, Space 40, Santa Clara, phone 244-6241. Reg. No. 1115323.

DRILL RIGS, (2). Buda and custom with extras. Also, AC tractor with Baker Blade, Illinois forces sale for \$5950. Jim Taylor, 2533-19 Ave., Oakland, phone: 536-6022. Reg. No. 912148.

SLEEPER, conventional cab, aluminum, insulated, 10.00 by 22 snow chains, four singles, pair of doubles, sale or trade. Elton Looney, 20939 Garden Ave., Hayward, Phone: 538-7238. Reg. No. 702270.

TD-15 HYD. DOZER, Intl., top shape, make offer, Fred Biolsi, 11191 Farnham Ave., Los Altos, Phone: 967-2157. Reg. No. 714891.

ALUMINUM boat, 12 ft. and 5 1/2-hp outboard, A-1. \$185. Herb Alexander, 16 Temple Crt. Martinez, phone: 686-3856. Reg. No. 590517.

SPARTAN, mobile home, near perfect, 33 by 8 feet, \$1800, in storage at Sahara Mobile Crt., Stockton. Marian Perry, 1719 W. Olive, Fresno, phone: 237-6415. Reg. No. 669-995.

CHRIS CRAFT, 16 ft. small cabin, sleeps two; Merc. eng. tilt trailer. Larry Farrens, Belmont Mobile Home, Park No. 74, Harbor Blvd., Belmont, Calif. Phone: 593-5959. Reg. No. 257756.

TRENCHER, Challenge universal 8, 10 and 12-inch widths, 43 inches deep. Trench lay and backfill cable, new, new, O'Neil Eastin, Salinas, Calif. Phone: 424-5983. Reg. No. 674725.

MACHINE SHOP, new bldg., fully equip. 33-room house, 2 apts., furnished, in heart of fishing & hunting, Lassen Co. See at 18 Cedar St., Westwood. Guy F. Sweet, Box 545, Westwood, Phone: CL 6-3204. Reg. No. 608669.

SCUBA, SKIS, Freyrie FX9 Epotex Italian metal skis, ski free bindings and poles, \$65. Scuba gear, 72 cu. in. tank with pack, sportswear (navy-type, one hose) wet suit with zippered cuffs, large, \$100, all in good shape. Peter Marks, 2061 Fifth Ave., San Rafael, Reg. No. 1144988.

TRAILER, 16-ft. single axle, vacuum over hyd. brakes, all controls, 10.3 x 20, 14-ply tires. Wide enough for Case backhoe. Leonard Warner, 146 Lindo Lane, Morgan Hill, Calif. Phone: 779-2900. Reg. No. 587051.

INBOARD MARINE ENGINE, Austin Healey, 55 HP, 4-cyl. \$350. Walter Matschkowsky, 1355 Pine St., San Francisco. Phone: 885-0197. Reg. No. 1113144.

1-BDRM. HOUSE AND LOT, will consider camper or \$900 for equity. Loan balance \$4,500, located near Bella Vista, Bert Orman, 5230-B Concord Blvd., Concord, Calif. Phone 689-5630. Reg. No. 892706.

ONE-HALF ACRE with building suitable for week-ends; quarter-mile from Sacramento river on lower Sherman Island, \$3,000. Royal Winfred, 1063 Capp St., San Francisco. Phone: VA 4-0718. Reg. No. 423253.

LABRADOR RETRIEVER PUPS, AKC reg., whelped April 15. Also selling a gentle horse, J. L. Bonney, Rt. 1, Box 2197, Applegate, Calif. Phone: 878-2786. Reg. No. 918832.

TRANSMISSION, 4-spd., for Chev. or GMC half-ton to 2-ton pickup. \$50 or best offer. Jimmy Grissom, Box 9, Sherry Lane, Atwater, Calif. Phone: 358-2520. Reg. No. 1187320.

HY-HOE, '62 Ford diesel, 1200 hrs. mounted on truck, \$6000. W. D. McMackin, 772 Marin Ave., Hayward, Phone: 783-9011.

CONCESSION STAND, snow cone, cotton candy, etc. \$1500. Alford Dorris, 1313 Pedroni Rd. McKinleyville, Calif. Phone 839-2415. Reg. No. 955064.

FISHING BOAT, 12-ft. Klamath, nearly new, 7 1/2-hp eng.; new Bolex movie camera, make offer. Bill McPherson, 1848 N. Highway 99, Merced, Calif. Reg. No. 1020163.

'50 CHEV. TRK., two 500 gal. tanks, pump and motor, complete with hose and spray. \$975. John E. Brown, 4798 Mosaic Dr., San Jose, phone: 266-5910. Reg. No. 434696.

2 BDRM. HOME, Camp Far West Lake road, No. Sheridan, Calif., \$10,500 or trade equity of \$1800 for equal value in mobile home. Charles Shirts, 1412 S. First St., Turlock, Calif., phone, Area 916, 633-2725. Reg. No. 719416.

TRACTOR, BACKHOE, M-F. bucket. R. Beddal, 4500 Reith Rd. Rte. 8, Sacramento, phone: 421-6219. Reg. No. 693751.

LOADER, Drott T.D. 9, 4 in 1 and ripper, \$4000; Pippin backhoe, 3 buckets, \$1650; trailer with brakes, \$350; 10-wheel truck transport, \$3000. A. E. Rush, 1902 Story Rd., San Jose, phone: 259-1182. Reg. No. 519755.

'53 CHEV. TRK., 2 1/2 ton, 3 axle, dovetailed to haul equipment, 4 new tires, eng. exc. Les Renfro, 7561 Windsor Rd., Windsor, Calif., phone: 838-2484. Reg. No. 1181674.

TD-15 LOADER, 150 series, 4-in-1 bucket, Ateco ripper, A. J. Toorindian, 812 D. St., San Rafael, phone: 456-7407 after 7 p.m. Reg. No. 99424.

CAMPER, 8-ft. Sport King cab over, equipped, sleeps 4. R. C. Mahaffy, 14275 Rose Dr., San Leandro, phone: 357-8269. Reg. No. 638359.

LOT, Lake Tahoe, southshore, 104 by 104, two blocks off highway 89, mile from Tahoe Valley "Y". All utilities, \$7000, terms or \$6500 cash. Dallas Worden, phone: Area 707, 938-3253 in Sonoma, Calif. Reg. No. 1123476.

GENERATOR, Briggs & Stratton, self-starting, 12 v. 30 amps. Good for boat or ranch. \$75. Theo W. Hoppe, 545 Wayland, San Francisco. Phone: JU 5-5785. Reg. No. 494262.

GRADER, 102 Gallion, 90% rubber, \$3500; '51 flatbed, F600 cabover, \$650; '52 bobtail dump, F800, 5 plus 2-spd., \$900. Edward Dorsett, Box 5, San Geronimo, Calif. Phone: 454-5690. Reg. No. 888782.

'60 CHEV. MOTOR, complete, reasonable. F. V. Carr, 1736 Sunnyvale Ave., Walnut Creek, Calif. Phone: 934-4077 after 4:30 p.m. Reg. No. 280293.

'62 JEEP, 4-WD, radio, heater, posi-traction, winch, full alum. insulated cab, 17,000 mi., \$1850. Ed Wiebe, Avery, Calif. Phone: 795-1244. Reg. No. 1175251.

DRIVE-IN with dining room, Forbestown, Calif. Living quarters in back. One trailer space, 10 miles from Bullards Bar. John Zachary, Forbestown, Phone: 675-2583. Reg. No. 883716.

EXCAVATING AND GRADING BUSINESS, A-1 accounts and equipment averaging \$32,000 to \$35,000 per year. Accounts and all equipment: \$21,000. Albert E. Pilkington, 17668 Parker Rd., Castro Valley, Calif. Phone: 582-3535.

FOUNDATION EQUIPMENT, COMPLETE, O.C.4 challenge trencher, peer hole machine mounted on fork lift, 14-ft. trailer, '59 Ford 3/4-ton truck. Leo D. Scott, 12511 Paseo Flores, Saratoga, Calif. Phone: 379-2876. Reg. No. 947325.

BUTANE TANK, 23-gal. with regulator and adapters for pickup or car. \$75. George S. Smith, 2931 Bona St., Oakland, Phone: 261-4887. Reg. No. 657725.

2 B.R. HOUSE, borders U.S. 80, 5 acres, 108' well. Ideal for trailers, horses, \$4,950. Jack Bullard, Box 248, Elko, Nev. PH: 738-6289.

2 B.R. HOUSE lot 100 x 150 at 2531 Oro Garden Ranch Rd., Oroville. \$5,500 with \$500 down payment. Foy Williams, PH: San Leandro 569-0126.

VOLVO '66, 4300 mi. Like new. Must sell immediately. Sacrifice \$2395. Ph: 431-8811 days, 673-0902, nights. Ernest A. Poeter. Reg. No. 1187335.

WANTED TO BUY

TED WILLIAMS type tent, trailer. Willis Dearing, 551 Culp Ave., Hayward, phone: 581-1668.

RULES FOR SUBMITTING ADS

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

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

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

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

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

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

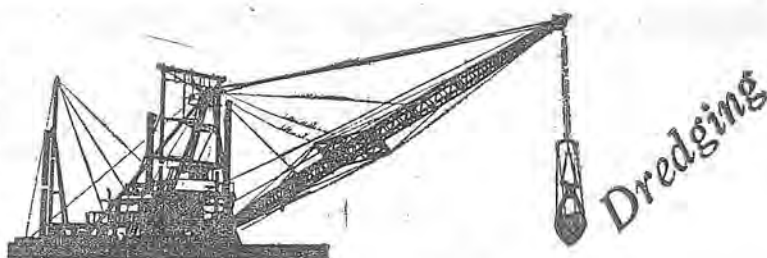
New GI Bill Could Engender More Housing

WASHINGTON, D.C.—If a bill now before the U.S. House of Representatives becomes law, it could mean a spurt in housing sales of 1.5 million homes, it was reported here.

The situation is admittedly "iffy," but the bill—a "cold war" G.I. bill—would make about five million men who served or will serve in the armed forces between Jan. 31, 1955 to July 1, 1967, eligible for veterans benefits: If the same proportion of veterans who took advantage of the first G.I. bills takes advantage of the new legislation — roughly 30 per cent — it would mean sales of 1.5 million homes.

The bill, which was sponsored by 39 Senators, breezed through the Senate by a 69 to 17 vote. Supporters hope for action in the House by the Veterans Affairs Committee during this session.

The legislation is endorsed by the National Assn. of Home Builders, which said the original G.I. bills brought about a "remarkable" record of sound credit. The default record on G.I. loans to date is 0.02 per cent.



By AL HANSEN

Foster City, a multi-million dollar community which will boost San Mateo County's population by 35,000 citizens is under construction on reclaimed land which uses sand from the bay as foundation filler.

T. Jack Foster, the City's developer, was dissatisfied with the slow progress made by using a drydock installation. To speed up the operation, he employed the Hydraulic Dredging Company of Oakland to create a new fill basin.

For the past two and one-half years, Hydraulic Dredging has suctioned 20,000 yards of sand a day from the bottom of the bay to serve as a firm foundation for Foster City's 5,000 single-family homes; 16,000 town houses; 4,400 apartments; schools, churches, recreation facilities, service establishments and innumerable small businesses will also blossom to serve the increasing needs of expanding population of the new municipality.

The dredging company estimates that 25 million yards of sand will be needed to provide a fill for the community complex before all dredging is completed. We have a good crew of dredgers on the job, and I am happy the crew can look forward to at least two more years' work at Foster City. This is a three shift operation.

Brother Al Clem, Business Manager and Officers of Local 3 held a pre-job conference in San Francisco with Peter Kiewit Sons who are the prime contractors for the Bay Area's Rapid Transit Transbay Tube (BART). The job started as of April 1st, and will take 1100 working days. It will probably run over three years.

This job will keep a lot of the dredgers going when they get into full swing. The Tube will be assembled from 57 individual sections, prefabricated ashore and sunk into a trench in the bay floor. The cost of the Tube is \$89 million for the tube alone. The total estimated cost of the Tube and its dry-land subway approaches is \$180 million. A little run down on the tube will be 21 feet high and 48 feet wide—300 feet long. I will keep you all posted on what's happening on

the job.

Shellmaker is not doing very much around the bay at the present time. The "Explorer" has been working in the Los Angeles area. The "Vanguard" is tied up at the present time in Rio Vista and the "Gypsy" has a small job at Day's Island located at Black Point. They are working three shifts and have about 1800 more yards to go.

United Sand and Gravel have been keeping pretty busy with their "Sandpiper." The gang has been getting a few hours.

Utah Dredging Company have not been too busy — they have the "San Mateo" in dry dock at the present time, and they intend to move her over to Bay Farm Island in a month or so. They have the "Franciscan" in Los Angeles working at the present time. I can't say if they are going to bring her up here or not!

Associated Dredging Company have two clamshells working up at Suisun Fairfield — the "Delta No. 1" and the "Solano," and they will be on the job for at least a year and a half with 2 shifts. The "Orton" is tied up at the yard in Sausalito. Their Sucker, the "Truckee" is still in Alameda, and should last three more weeks or so. They are also going two shifts.

Olympian Dredging Company have the "Golden Gate" working in Sausalito with two shifts going and the "Neptune" was tied up at Redwood City. The "Holland" is working over at Bay Farm Island trying to get the levee finished up at the far end by the Oakland Airport. They are still working on the "Monarch" up at Rio Vista and will be moving her out to one of the shipyards to set the A-frames on her.

Leslie Salt Company are keeping the "Mallard" going two shifts all over the bay.

Ideal Cement Company are going strong with their dredge working two shifts in the lower end of the bay.

Dutra Dredging Company has all its rigs working all over the bay, and the way things look right now, they will be working all year.

Hydraulic has their "Papoos" tied up at Pittsburg and they have their "Rogue" tied up and they are bidding a few jobs to try and get her to work.

MOVING?

So you will not miss one issue of Engineers News **BE SURE** to advise us of your change of address.

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Clip and mail to Engineers News, 474 Valencia St., S. F. 3, Calif.



Obituaries

APRIL, 1966

Name	Init. Date	Deceased
Brooks, Robert	2-14-65	4-13-66
Clark, Oscar Jr.*	11- 2-57	4- 9-66
Dowd, George	9- -64	4- 5-66
Farrens, Wayne W.	3- 1-52	4- 2-66
Gibson, Ora Ray	6- 5-43	3-25-66
Gieffels, Walter	8- 9-64	3-20-66
Godon, Eugene	3- 8-59	4- 3-66
Jones, Arthur	7-19-37	4-15-66
Melendrez, Albino	11- -3-51	3-29-66
Pelton, Forrest B.	7- 6-46	4-14-66
Pritchard, Wm. B.	5- -58	4-19-66
Randall, Wm. C.	9- 2-44	4- 9-66
Schellin, Roy	5-18-40	4- 4-66
Sequeira, Clemente*	7-10-60	4-21-66
Solberg, John	9- 7-46	4-14-66
Spielman, Robert	9-13-64	2-24-66

(2) INDUSTRIAL ACCIDENTS
71 Deceased Members January thru April 1966
(4) Industrial Accidents.

Personal Notes

STOCKTON

Our sincere sympathy to Brothers Dale Clifford and Gordon Elmore, whose wives recently passed away and to the family and friends of our late Brother Ray Schellin.

The following Brothers were hospitalized or sick for the past month: Bill Gutierrez, Richard G. Silveira, William Cross, William Waltz and James E. Glenn.

SACRAMENTO

We extend our deepest sympathy to the families of Forrest Pelton, Robert Brooks, and Albino Melendrez.

Checks and correspondence are being held for the following members: William Ashe, Earl Thomas Andrews, R. A. Allen, Virgil Bennington, M. Belongia, Billy B. Barrett, Jesse Boswell, J. E. Correia, Ben Cammerer, Oscar Dodson, and A. J. Eckles.

Charles Lee Finley, Raymond M. Goff, Lynn Harris, Delbert Hudson, Ted S. Hughey, George E. Kraer, John Donald Long, Bill Lewis, Bruce R. Larson, J. LaMontagne, B. W. Moyer, O. D. Morris, Jim Mead, Lawrence Major, F. T. McKee, Jr., John David Schwarg, Russell Souza, A. E. Wilson and Frank C. Watson.

We wish to express our sincere appreciation to the following blood donors: Mrs. Joyce Austin, Paul A. Baer, John E. Bal, K. R. Boten, John Bozarth, Ray Brumley, Joseph D. Byers, Mrs. Mariann Byers, Raymond Dolce, Howard B. Green, Mrs. Sharon L. Hamann, Laurence L. Logan, Charles Newman, M. L. Purser, Mrs. Jerrianna Sindel, Carl N. Stone and Mrs. Frances White.

FRESNO

Our deepest sympathy to the family and friends of Oscar Clark, Jr. who was killed in an industrial accident.

RENO

Best wishes for a fast recovery to Gail Bishop, also to Brother Chub Whalen who was injured when he went to Idaho to bring back some equipment for Silver State Construction.

SANTA ROSA

Blood Donors: Many thanks to Brothers Robert Shuman and Richard Gregory. Thanks in advance for more donors—supply is running low.

SAN RAFAEL

Congratulations to Brother Tom Alcorn and his wife on becoming the proud parents of an 8 lb. 2 oz. baby girl born on March 28.

Good luck to the following Brothers who are off to Vietnam to work: Roy Drescher, Armand Porras and John Lapp.

Brother Lou Olivieri is out of the hospital and getting along very well. Brother Harry Faison is at home recuperating after his operation.

Brother Cleo Brixey is still in the hospital. He would appreciate hearing from his friends—so drop him a line if you can to U.C. Medical Center in San Francisco, Room 439-A.

We extend our deepest sympathy to the family and friends of Brother Clement Joe Sequeira, who was killed in an industrial accident. We are all going to miss Brother Sequeira.

OAKLAND

Our deepest sympathy to the family and friends of William C. Randall and his wife Bessie, who were killed in an automobile accident on April 9, 1966 near Willows. They were survived by two sons, Gordon and Bill Randall, daughter, Shirley and two grandchildren. Services were held at Wilson & Kratzer Mortuary in San Pablo on April 13.

Deep sympathy to the family of Brother William (Chuck) Randall and his wife Bessie, who died April 9 in an auto collision in Williams, Calif. Chuck was a member of Local No. 3 for 22 years, and a surviving son Gordon is also an operating engineer. Other survivors are daughter Mrs. Shirley Oxford of Chico, another son Bill, and two grandchildren.

SAN JOSE

Our sincere sympathy to the families and friends of deceased Brothers Wayne Farrens, Joseph Nolan and William B. Pritchard.

The following Brothers were hospitalized recently; among them were Brothers Carl Schaefer, Arlyn Storms, Louis Landes, Troy Manger, Jr. We wish a speedy recovery to these Brothers and trust they will be in good health soon.

Brothers Bruce Sherbourne and J. T. Klingman are recuperating at home after a confinement in the hospital. Best wishes for a speedy recovery!

Brother Hugh Burton and family of the Bay area spent Easter weekend at Santa Cruz.

Our blood bank is getting low—we would appreciate some donors.

HAWAII

At the recent Grievance Committee elections, the following were elected: Wallace K. Lean, William Ko, Louis Kalei-

MEDICARE

TO ACTIVE AND RETIRED INDIVIDUALS WHO WILL BE AGE 65 OR OVER July 1, 1966

Although the Medicare Bill has become law, it will not become effective until July 1, 1966, and many of the details are not yet known.

For your information and protection, therefore, we would like to offer you the following recommendations:

1. DO NOT AT THIS TIME CANCEL ANY PERSONAL COVERAGE YOU NOW HAVE IN FORCE. No benefits of any kind are available under Medicare until July 1, 1966. You should examine your present hospital and medical coverage or have your insurance agent advise you how it relates to future Medicare benefits. In any event, you should avoid cancelling any Health Insurance that would leave you unprotected prior to the effective date of your Medicare coverage.
2. ENROLL IN BOTH PARTS OF THE MEDICARE PROGRAM. The basic part is automatic and no sign-up or contribution is required. It provides for hospital and certain post-hospitalization care.

The second part, known as the voluntary plan (Part B), provides for doctor's fees and certain other expenses. Enrollment in this portion is voluntary and requires your contribution of \$3.00 per month. Unless your circumstances are most unusual, we recommend that you enroll in this program inasmuch as our present Group medical expense benefit plan will not duplicate the benefits available under either of the two parts of Medicare.

3. FILL OUT AND RETURN MEDICARE FORMS PROMPTLY. Before the end of the year, all persons 65 or over are scheduled to receive enrollment forms. Enrollment under the voluntary plan is available during "open periods" only, and if you miss your initial enrollment opportunity which closes March 31, 1966, you will have to wait until late in 1967, at which time your contribution may be higher.

Voluntary medical coverage for those individuals presently under 65 will commence on their 65th birthdays providing they apply within the three-month period prior to that birthday. The basic hospital coverage (Part A) is automatic provided you already have a social security number.

The enrollment material that will be sent to you by the Department of Health, Education and Welfare will contain pamphlets describing the plan in some detail. We will give you further information as it becomes available.

OUTLINE OF BENEFITS

PART A—Hospital Insurance (Basic Plan)

Every American age 65 or over will qualify for benefits under this portion of the plan, which includes these benefits: Hospital Room & Board (First 60 days)—Semi-Private Accommodations. (Next 30 days)—Charges in excess of \$10.00 per day. Miscellaneous Charges—100% during period of eligible confinement.

NOTE: The above classes of benefit are subject to a deductible of \$40 per spell of illness.

Out-Patient Hospital Diagnostic Services—80% for 20 days, except for first \$20.00 each period.

Post-Hospital Home Care (After 3 or more days in hospital)—Services of an approved plan of visiting nurses, physical therapists and other health workers (but not doctors) who administer their services in your home. Maximum of 100 visits within one year following confinement.

Post-Hospital Extended Care (Nursing home-type care—after 3 or more days in hospital)—

First 20 days—full payment.

Next 80 days—full payment except for first \$5.00 per day.

NOTE: Post-Hospital Extended care benefit does not become effective until January 1, 1967.

PART B—Supplementary Medical Insurance (Voluntary Plan)

This plan provides for 80% of reasonable cost or charges for doctor and other medical bills, after payment of a \$50.00 deductible in each calendar year.

It is a VOLUNTARY plan, which calls for you agreeing to pay \$3.00 per month (which the government matches) or authorizing a deduction if you receive a monthly social security check.

It becomes effective July 1, 1966, and provides coverage for these services:

1. Physician and Surgeon—no matter whether the services are received at home, in the doctor's office, in a clinic or in a hospital.
2. Home health visits—up to 100 home health visits under an approved plan each year, with no need of prior hospitalization. This is in addition to the 100 visits provided under the hospital insurance program.
3. Other Medical and Health Services—regardless of where rendered: such things as diagnostic tests (X-ray and laboratory, etc.), X-ray or radium treatment, surgical dressings, splints,

wahea and Herman Iaela. They replace Brothers Everett Kaiama, Eddie Ulmer, Albert Colburn and Shoichi Tamashiro. We appreciate the work of the retiring Brothers and have confidence in the new Brothers to do an outstanding job.

—Continued on Page 15

Apprenticeship Corner

A dinner will be given at the Jack Tar Hotel on May 7 honoring the Operating Engineer Apprentices that have completed their training and are now Journeymen. Fifteen men will receive Completion Certificates and their Journeymen Cards. This is the 4th Completion Ceremony the Program has had. Mr. Dan Giles of Dinwiddie Construction Company, Chairman of the Joint Apprenticeship Committee will be Master of Ceremonies. Mr. Al Clem, Business Manager of Local Union No. 3 will give a welcoming address.

International President, Hunter P. Wharton will be one of the principal speakers of the evening. Mr. Atwood, Executive Vice President of the E.G.C.A. will speak, also Mr. Franklin Erickson (National Director of A.G.C. We also hope to have Mr. Ken Kramer, Labor Liaison of the American National Red Cross as another speaker. Red Cross Certificates will be given to each man, as they must have completed the Red Cross First Aid Course before graduation.

Many people will attend from the State Division of Apprenticeship Standards as well as from the Federal Bureau of Apprenticeship and Training.

Two Legislators who have been very active in the Education Field will attend, namely, Leo J. Ryan and John Foran. Assemblyman Foran has been very active in the apprenticeship field in the Legislature. Also attending will be representatives from the State Department of Education.

The apprentices who will receive their completion certificates are: Stephen H. Casey, Sacramento; Carl Clinkenbeard, Richmond; Ronald O. Criss, Mount Shasta; Michael Erb, Rhonert Park; George F. Faria, Los Gatos; Theodore D. Johnson, Sunnyvale; Kenneth Lambert, Mountain View; Jerre Anthony Paolini, Santa Rosa; Bob S. Taylor, San Jose; Elmo L. Warren, San Mateo; Steve Kurtz, Orland; Philip J. Serpa, Oakland; Richard F. Smart, Shingle Springs; Carl T. Stephens, Martinez; and Roy Moore, North Highlands.

Work in Nevada is picking up after a very slow winter. We did manage to keep a few apprentices working full time all winter. School attendance is high and our new apprentices are looking forward to the fall semester.

The Coordinator in the Nevada area was sent to the California Conference of Apprenticeship in Los Angeles this past month. Quite a bit of material was covered in the 3 days and it was most beneficial.

Nevada is having a Nevada State Apprenticeship contest between the North and South on May 20 and 21 in Reno. This will cover all crafts and should be very educational for Journeymen, Apprentices as well as the public. We hope to see all of you Engineers there.

The growing needs of the Apprenticeship Program in the East Bay required the establishment of another Sub-JAC to handle the program for Contra Costa.

Chaired by Frank Fries, who served so ably on the Oakland Sub-JAC, the new Committee also has the services of Mel Walker, who has shown such a consistent interest in Apprenticeship since the program started.

—Continued on Page 15

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SAFETY MEETINGS

(ALL START, 8 P.M.)

SAN FRANCISCO, May 9
Labor Temple,
16th and Capp St.
SANTA ROSA, May 10
Veteran Bldg.
1351 Bennett Ave.
EUREKA, May 11
Labor Temple
9th & E Sts.
REDDING, May 12
Shasta College
Cafeteria
OROVILLE, May 13
Prospectors Village,
Oro Dam Blvd.
FRESNO, May 16
Hacienda Motel,
Highway 99
OAKLAND, May 17
Goodman Hall,
Jack London Square
SACRAMENTO, May 18
Labor Temple,
2525 Stockton Blvd.
STOCKTON, May 19
Engineers Bldg.,
2626 N. California
SAN JOSE, May 20
Labor Temple
45 Santa Teresa

More on Fresno

Continued from Page 11—

endless procession of specially
built mammoths is called a "joint
jumbo." It also creeps along the
side of the canal like the trimmer
and slope liner. A crew of men
ride on the "joint jumbo" and
installs ribbons of plastic to form
expansion joints in the side. They
also use trowels to smooth and
hand-finish the side where need-
ed.

Finally, a curing machine fol-
lows, spraying a chemical com-
pound on the sides which keeps
them from drying too rapidly.
Slow drying helps to prevent
cracking.

The series of machines con-
tinues to construct a side canal
for a distance of several miles,
then is reversed and returns,
doing the same thing on the
other side. Later on the bottom
of the canal is poured.

The capacity of the canal at
San Luis Dam will be 13,100
cubic feet per second (CFS) or
about 982,500 gallons of water
per minute. This is about 5 per
cent of the estimated flow of
Niagara Falls. The release along
the 174 miles of federally built
San Luis Canal will be 5,000
CFS, about 375,000 gallons per
minute. The intake at Kettleman
City, the beginning of the Cali-
fornia Aqueduct, will be 8,100
CFS or about 607,500 gallons per
minute. Between there and the
Tehachapi Mountains 4,000 CFS
or about 300,000 gallons per min-
ute destined. This will leave 4,100
CFS or about 307,500 gallons per
minute destined for the Los An-
geles-San Diego area. The water
must be limited and lifted 1,950
feet over the mountains and then
will flow to Perris Reservoir in
Riverside County. The San Joa-
quin Valley will receive about
69 per cent of the flow from the
San Luis Dam with the Southland
getting the remaining 31 per
cent.

COOPERATE WITH YOUR SAFETYMAN AND STEWARD

When securing your job clear-
ance, check who the Steward and
Safetyman is on the job to which
you are being dispatched.

More on Utah

Continued from Page 8—

in Area, as well as the rest of the State, remains very slow. The delay in awarding the job on the Central Utah Project at Duchesne has had some effect, but this should be underway soon.

W. W. Clyde at Coalville has called back most of their crew and are going strong. They are also brushing and doing preliminary work on their Carterville section of Utah 189.

Whiting & Haymond at Sheepcreek have a fair sized crew going and are making good progress. This job is right on Sheepcreek Bay at Flaming Gorge and members say the trout fishing is excellent and that you can catch your supper every night after work. The turn over on this job is nil.

San Francisco Chemical Company has in excess of 50 employees at their Vernal Plant and things seem to have smoothed out somewhat. We give Brother Leland Betts a vote of thanks for his efforts in behalf of the members while serving as steward. Brother Betts recently resigned. We congratulate Brother Curtis Mecham on his appointment to fill the vacancy.

The greatest activity in this area is in the oil industry. With the bringing in of the producer at Lone Tree in Summit County, several companies are planning more exploration. We have an organizing campaign starting for the employees of this industry. It is too early to forecast the outcome, but these people realize their needs and are sincere in their desire for better conditions, so we are somewhat optimistic. We know it will be slow and we will need all the help we can get in order to convince the employers that these people intend to be treated as first class citizens with a higher standard of living.

KENNECOTT COPPER CORPORATION

Last week we made a brief tour of the Mine in the truck haulage area. During the tour we were able to get a picture of the new 15 yard Marion Shovel which started operating last month. We were unable to get a picture of the 15 yard P & H shovel at this time.

The Company has on order now, two more of these large shovels which will probably be in and ready to go sometime this Fall or early 1967.

As your union representatives, we would like to tell you about some very important things we observed on this tour, and which has to do with SAFETY.

You will note in the picture, that none of the shovel crew are wearing hard hats or safety glasses, nor did they have either with them.

As all of you know, or should know, the Company furnishes the hats and glasses at no cost to the employee. They are furnished to you for your protection, so we ask all of you to think about it, and ask yourself one question—"Why don't I wear safety equipment?"

For those of you who are concerned and for your information, Brother Joey Badovinatz, steward for the dozer department, is getting along very well and hopes to be able to return to work some time around mid year. Joey would like to express his thanks to all of the many friends and Brothers who have helped him and his family during his illness.

We have had many inquiries as to why we do not hold our meeting in the new Union Hall. So, our meetings in the future will be held at 1958 West North Temple, Salt Lake City. Our meetings for the next four months will be May 5, 1966, July 7, 1966, and on August 18, 1966, there will be a special meeting. There will be two meetings daily, one at 9:00 a.m. and one at 7:00 p.m. We ask you all to please try and attend these meetings as they are very important. There will be no more post cards mailed at this time for notification. There will be signs posted at the truck haulage area, 6190 Yard, Central Yard and Carr Fork Shop.

We are preparing for negotiations for Utah Sand and Gravel and Concrete Products at this time. At this writing we have had no meetings so there is nothing to report but we will keep you posted during the membership meetings. Your meeting dates for the next four months are as follows: May 24, 1966, at 8:00 p.m., June 27, 1966, July 26, 1966, and August 22, 1966, all at 8:00 p.m. at 1958 West North Temple. Note: There will be a special meeting on August 18, 1966 at 9:00 a.m. and 7:00 p.m. at the same address.

At Heckett Engineering we feel things are going along pretty well with a new contract and also the first one with this Company. We have had our problems but believe they are working out fine at this time. We would like to praise all of the new members at this plant for the fine support and interest they have shown their Union. We have 55 employees at Heckett and all are members except one, and we feel sure that before long we will have 100% membership. We will have an area meeting for these members on the first Tuesday of each month at 7:00 p.m. at the Provo Labor Temple, 165 West 1st North. Please plan to attend.

SOUTHERN AREA

Wildcat wells in Utah have played a prominent role in our business news these past several years. As one oil exploration man so aptly put it, "the only way to find oil is to drill for it." Our own state has seen the discovery of three major oil fields in the past decade. It is interesting, however, to note that a single exploratory well, or Wildcat, may cost from \$100,000 to more than \$2,000,000, and that chances of not finding oil are eight to one. To that oilman, "Wildcat" is simply another way of spelling "gamble."

First the driller must find a source of water. The well will need anywhere from 12,000 to 50,000 gallons a day. Sturdy roads from the nearest highway or railhead must be built and maintained, storage tanks are needed for water and fuel and someday, perhaps, for oil. Tractors, earthmovers and men scoop out sumps and catch basins, level a site for the well and then excavate a "cellar" over which the derrick will be raised.

The derrick, a four footed, tapering tower of steel, prefabricated in two main sections, is hauled by truck. They range up to 136 feet in height, and despite their skeleton look can withstand gales up to 125 miles an hour, with larger rigs holes can be sunk 20,000 feet or better, though the average for a wildcat runs to half that or less.

San Mateo Report

No Slack Times at S. L. A. C.

By BILL RANEY, MIKE KRAYNICK AND GEORGE BAKER

In spite of the big dirt jobs and the big concrete pours being nearly over, the Stanford Linear Accelerator site is humming with nearly as many small subs working as there are engineers.

M & M Sundt Co. & Roger's Materials cleaning up what has been one of the better jobs for Engineers. Numerous Brothers got in a lot of "2 inch" time on this one. Many report paying 1965 taxes on as much as \$20,000 and a few exceeded this. They should be ready for a six month vacation. Examples of present engineers hiring contractors on this site are: Monterey Mechanical — with Brother Sam Mount on a forklift. Rosendahl Mechanical has Brother Daryl Wilson running the mammoth LeTourneau Westinghouse 50 ton fork lift. Look for pictures in this issue.

Wisner and Becker have Brothers Walt Durkee and Lloyd Callendar flying up and down the target tunnels on their various bridge cranes installing the gun barrels, their enormous magnets and other technological appurtenances. This area is a scientific madhouse.

Songroth has a paving crew keeping up some of the roads and parking lots.

T. R. G. West is still installing the shielding doors that have a combined total weight exceeding that of a naval cruiser.

Harrod & Williams, Roger's Materials and M & M Sundt are still keeping many engineers busy.

Not too much activity at Redwood Shores at this time but worth mentioning because of its enormity. We are told there is about \$2 million in site preparation work scheduled this year. \$5 million in 1967, \$7 million in 1968 and thereafter it will be at about \$1 million a month until 1986. This fabulous Redwood Shores project is to have a huge Palo Verde type "Marine Land" in the mill. More on this giant

project when it's off the ground (or out of the mud, if you will).

Fay Improvement has a number of small jobs going again in South San Francisco and Millbrae.

Hahn Construction Co. started a new Genco store on the site of the old Progress Lumber Co. mill and store just south of 5 Points in Redwood City. Sparks Construction Co. out of Oroville did the pad work with numerous local operators.

As most of you Brothers know, the giant Guy F. Atkinson, Junipero Serra Freeway spreads are going at top speed. The North end job is on a 2 shift basis that has helped our out of work list immensely. This work should carry on for some time and will contribute a great deal toward making this a fine construction year in San Mateo County for all Operating Engineers.

Crown Parts Co. in Redwood City has growing pains and recently acquired more space across the street. A number of Engineer Brothers are kept busy in this shop relining brakes and friction assemblies which in turn keeps many other Brothers busy over the whole jurisdiction.

The owners Sam King and Max Hartzell ramrod this enterprise with Sam guiding the shop and Max beating the brakes in the Sierras selling their services and products which make many a Master Mechanic's job easier because of the quality merchandise their engineer employees put out. The quality workmanship done in this union shop makes a safer job for other engineers with less down time on the rigs.

Baldwin Warren Co. is expanding in every area we hear, but we know of more and more work they are doing in this area.

Wenrich Associates and Fairley are doing 2 fair sized jobs on the Belmont Water system.

Lowrie has nearly \$300,000 job

to do on Munie Improvement in South San Francisco, also another \$50,000 in various sites in San Mateo such as electric signs and street improvement and paving. They recently did a job on the San Mateo-Hayward Bridge.

Bragato has \$132,000 addition to the fabulous amount of work already done and still finishing at Foster City.

Fisk, Firenze & McLean, as well as doing major work on freeways and subdivisions is also doing work in Portola State Park in Boondocks, (also \$52,000 at Skyranche).

Healy Tibbitts was called back for a small curb job on the San Mateo Bridge.

Kunz Paving doing numerous middle sized jobs all over the County, keeps many engineers busy.

We find L. C. Smith back in the business more extensively of late with a few million dollars in contracts at the airport and Redwood City area as well as the multitude of smaller jobs.

Homan & Lawrence are busy erecting new concrete silos at the Ideal Cement plant at the end of Harbor Blvd. in Redwood City. This is just the beginning of the new \$40 million plant that is starting this year.

Resonant Pile Co. has 3 rigs in the same general area beating down many 120 foot concrete piles on standard oil property.

Stolte and subs are still making dirt fly at the Brunner showroom warehouse between Industrial Road and Bayshore in San Carlos. This is a sizeable job. We can all watch its progress from the Bayshore freeway.

Stolte's highline job in downtown San Mateo is going smoothly with 4 Linden cranes. Roy Edwards, Ron Hover, Jim Bogle, Phil Serpa, Jr., Douglas Tiffany and Sheldon Young are manning the job.

More on Apprentices

Brothers Tom Carter and Bob Huebner represent the Union with Tom serving as secretary for the newly formed Sub-JAC.

The new committee for Contra Costa County meets on the third Monday of each month at Diablo Valley College in Pleasant Hills at Building 14 of the Administrative Buildings.

The Apprentices who have been working on the Excavation Wheel on the San Luis Dam near Fresno have had safety brought a little closer to home recently when the ladder buckled on the machine.

A part of the apprentices' duties on the Wheel is the servicing of the Stacking Ladder; where they spend a portion of their time during each shift. Now, after extensive repairs — due to the ladder buckling — the machine will be back in operation. If anyone had been on the Ladder at the time of the buckling, they would be fortunate to be alive.

The Moral: "Always inspect machines for cracks, loose bolts, and worn pins." The life you save or the injury you prevent — may be your own.

More on Medicare

casts, certain ambulance services, braces, artificial limbs and eyes, rental of medical equipment such as iron lungs, and many other items and services.

DOCTOR BILLS—

WHAT MEDICARE WILL AND WILL NOT PAY

People aged 65 and over who agree to pay \$3 a month can get medical-surgical insurance under the Government's medicare program, soon to get under way. Some key items and services are covered. Others are not.

Among Medical Bills the Plan Will Pay:

- (with the patient paying the first \$50 of his medical expenses in a year, plus 20 per cent of everything above the first \$50)
- Doctors' bills for treatment or diagnosis
- Surgeons' fees
- Fees for up to 100 home visits a year by nurses, physical therapists, with no requirement for prior hospitalization.
- Tests to diagnose an illness, such as a blood test or an electrocardiogram
- X-ray treatment and other radiation therapy
- Surgical dressings, splints, casts
- Devices such as an artificial limb or a plastic heart valve
- Rental of medical equipment such as an iron lung, a wheel chair or crutches, if prescribed by a doctor.
- Shots or other medication for a chronic ailment such as arthritis or rheumatism, if administered by a physician.

Among Medical Bills the Plan Will Not Pay:

- Fees for a routine physical checkup
- Cost of a routine eye examination for glasses
- Cost of a hearing aid, eyeglasses, orthopedic shoes
- Costs of drugs prescribed for home use, such as antibiotic pills, insulin for a diabetic
- Immunization shots such as those for smallpox, typhoid, malaria
- Dental care, unless bone surgery is involved

Source: U.S. Dept. of Health, Education and Welfare

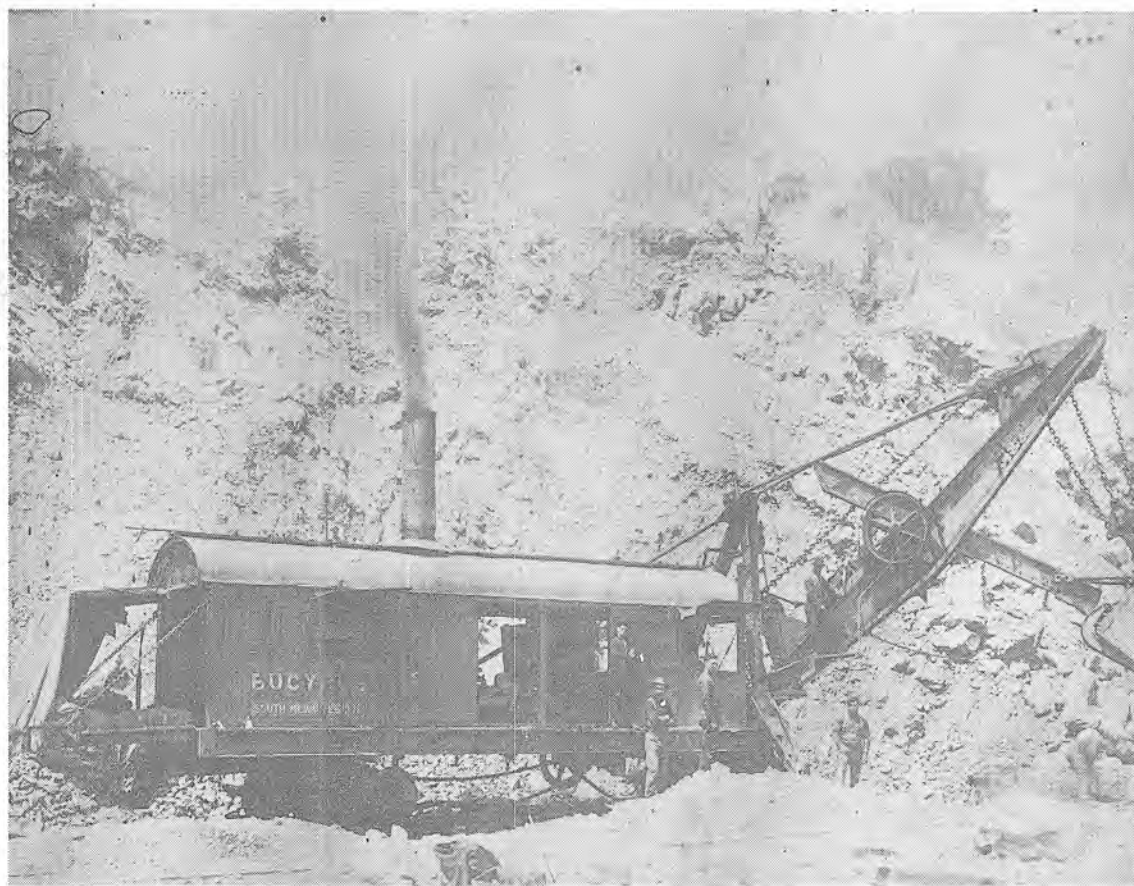
CHANGING TIMES

As we travel over the beautiful highways, through the mountains, viewing the beautiful scenery, we do not stop to realize the major role the old timers played in the building of roads for the present and future generations to enjoy.

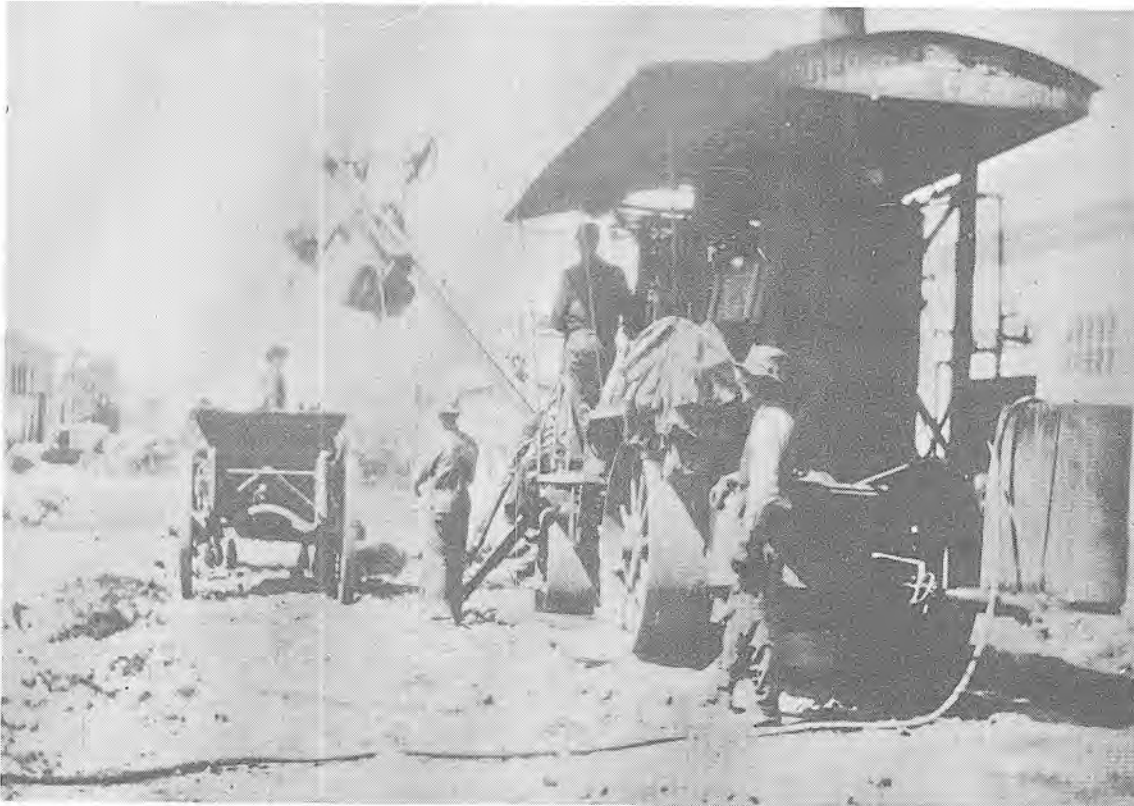
Looking back at the equipment they used the old time engineers will tell you the engineer of to-

day has luxury not known in the old days. One of the photographs, submitted by Roy Stevens, shows a road construction job on "H" street in Eureka, taken in July, 1924. Times have really changed, but their monuments of construction continue to accommodate the traffic problems of today. You will note a wagon with two mules, driven by L. D. Stevens.

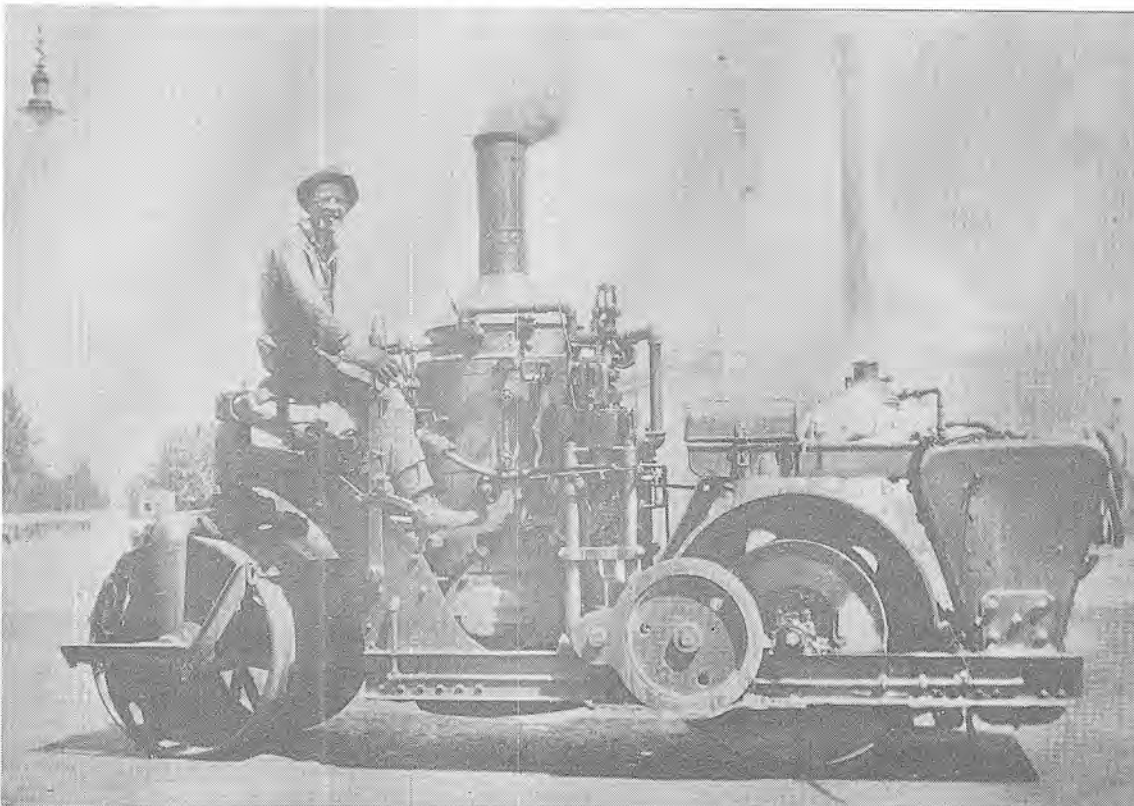
OLDTIMER'S CORNER



ABOVE IS A Bucyrus. Do you recognize the "Boom Cat"? Brother Stevens worked on the same type of shovel during construction of the Panama Canal.



STEAM KEYSTONE Excavator Skimmer Scoop. Brother Roy Stevens, Operator; David Blanchard, Fireman; Brother Roy's father on the wagon, Jess McCool on the trip rope. What you see over the wheel is empty coal sacks.



OLDTIMER — Pictured is Jack Lucas, charter member in 1905 of Hoisting, Portable Local 372, Portland. He "rolled" several million feet of asphalt starting back in 1912, and worked primarily around Stockton, where he lives today at 2209 E. Market St.

More--Manager's Memo

Continued from Page 2—

in Honolulu whereby the members in Honolulu were afforded the opportunity to nominate an election committeeman representing them in District 1, while at the same time the members in San Francisco were afforded the opportunity to nominate an election committeeman to represent them on the election committee. In this instance there was only one nomination made and the candidate was elected by the casting of a white ballot. This was also the case in Redding and Marysville.

In addition to the election of election committeeman, there was an election conducted in Eureka for the purpose of filling the vacancy on the Executive Board for the unexpired term of Brother Earl Horn who had recently resigned. Don Dillon who had been appointed by the Officers to serve until the elections was conducted, received the majority of the votes and was declared elected.

FIRST AID TRAINING PROGRAM

It is with a great deal of pride we can report to you the First Aid Training Class conducted in conjunction with the American Red Cross has received such enthusiastic support.

You will note in the schedule of meetings there is to be a series of safety meetings held throughout the jurisdiction of the Local Union with Jake Gold, one of the most noted authorities on Safety to be the featured speaker.

I am sure that this round of meetings will be thoroughly enjoyed by the members and their wives, as Mr. Gold is not only an authority on Safety but also one of the most interesting speakers who I have had the pleasure to hear. We urge all the engineers and their wives to make a special effort to attend these most informative and entertaining sessions.

The round of Safety Meetings held last month were well attended.

NEW ADDITION-MOAB

We now have a trailer in Moab, Utah which will be utilized for office and organizing quarters.

AGREEMENTS SIGNED

During the month of April there were 17 long form agreements signed and 50 short form agreements making a total of 67 agreements.

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