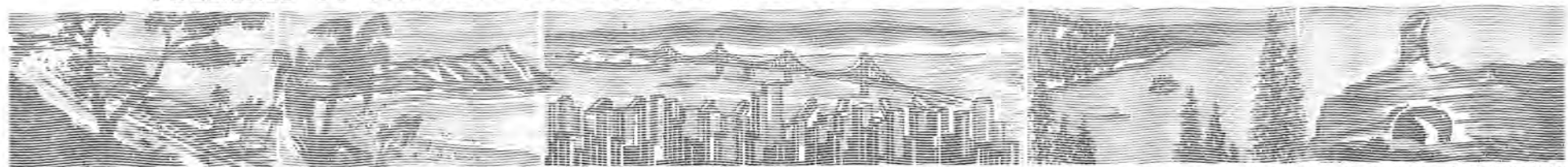




PUBLISHED TO PROMOTE THE GENERAL WELFARE OF ALL ENGINEERS AND THEIR FAMILIES



GUAM, WHERE AMERICA'S DAY BEGINS HAWAII, THE 50TH STATE

NORTHERN CALIFORNIA, THE GOLDEN STATE

NORTHERN NEVADA, SILVER STATE

UTAH, HEART OF THE ROCKIES

Vol. 26 - No. 5

SAN FRANCISCO, CALIFORNIA



May, 1967

S. F. Chronicle's Page 1 Story On Rights Hearings

Editor's Note: Leaders of San Francisco and Bay Area Labor Unions were called before the United States Civil Rights Commission May 3 to testify concerning alleged discrimination in hiring practices and membership. The story which appeared in the San Francisco Chronicle is reprinted here, unedited and untrimmed, under the byline of Jack Viets, Chronicle writer.

By JACK VIETS

A craft union leader told the United States Civil Rights Commission yesterday he could not tell them how many Negroes belonged to his union because the information wasn't in the union's computer.

"At this time we're not able to segregate that information," said Al Clem, business manager of the Bay Area's giant Operating Engineers Local No. 3.

What Now— Another Fund Pinch?

John E. Horne, Federal Home Loan Board, has gone on record as saying savings and loan institutions should prepare for another bout with tight money later this year.

He said the board that supervises this industry, "could take some action" as further signs of an improved supply of mortgage money becomes apparent.

Horne said the savings and loan industry is now returning to more normal operations following last year's squeeze on mortgage money but the demand for loans has not returned to normal.

He said the condition should be back to 1965 levels in the next few months, but the improvement should not lull the industry into a sense of false complacency.

Credit Union Annual Meet

The annual meeting of the Credit Union membership will be held July 8 at the S.F. Labor Temple, one hour after the regular semi-annual meeting of the Union.

Credit Union members, numbering some 4,200, will receive a financial report, elect directors, credit committee and supervisory committee members.

The union membership meeting starts at 1 p.m. and an hour after adjournment the Credit meeting will start.

He said that his union understood it was unfair to discriminate against anyone, and "to keep out of trouble with the law" only asked its members to give the union their name, age, social security number, and the names of their dependents.

Only this information, and not a member's race, creed or color, is kept on the union's computer, he testified.

"The best information we can get indicates you have only 30 Negro members out of 9000 in the Bay Area," shot back commission staff director William L. Taylor.

"I have no way of knowing if what you're saying is right or not," Clem replied.

When Commission general counsel Howard A. Glickstein, asked him if he thought there should be more Negroes in Local 3—whose highly paid members operate the bulldozers, earth-movers, cranes and other heavy equipment in the building and construction industry—Clem answered:

"I have no thoughts on the matter. If the job opportunities are there, we don't care what color they (the members) are."

But he made it very clear that his union—like the other craft unions who followed him before the Commission—are far more concerned about making sure that existing jobs go to the union's existing members rather than to minority group non-members.

"It must be recognized by this Commission," he said, "and all others that are interested in taking affirmative action, that the leadership of organized labor has a primary duty to their membership, those whose working life has been spent in the building and construction industry..."

And there is now vast unemployment in the building and construction industry, he said.

See CHRONICLE'S on Page 2

FEWER DAYS, TOO

Prefab Blamed In Jobless Rate

THAT'S SERVICE, BROTHER



President Paul Edgecombe (in hat), Financial Secretary A. J. (Buck) Hope, (R. rear) and Al Hansen chat with crewman for State Dredge.

The state of California tried another tactic in shaving its budget when it overlooked paying employees of State Dredging Company the proper wages.

The word got to Operating Engineers President Paul Edgecombe, so he decided he owed it to the members working there to investigate.

Brothers Edgecombe, A. J. (Buck) Hope and Al Hansen met with the dredgers to find out what was happening, and they did.

President Edgecombe met head-on with state officials at the Port of San Francisco to politely tell them they were in arrears in payment to the hands.

He showed them what the Agreement said, and insisted that the scale be met, and that back wages be paid.

Each of the employees received the good news a few days later, when each received their "shorted wages," checks totaling \$400 each.

State Dredging crews are now involved in taking care of the pier area for the Port of San Francisco. Their work is plentiful at the present, with new piers being constructed.

They are operating one of the few steam dredges still in operation. The dredge is presently tied up in San Francisco where it is undergoing repairs.

S. F. Study Startling

SAN FRANCISCO—"Although the so-called 'tight money' situation had its effect on home and rental construction here as elsewhere, the single most important factor in the severe rate of unemployment is the impact of prefabrication, new building materials and methods," charged Daniel F. Del Carlo, secretary-treasurer and business representative of the San Francisco Building and Construction Trades Council at a recent meeting.

The statement was made following the release of a report compiled by Alessandro Baccari and Associates, who had conducted a study into several factors affecting the industry.

BARELY KEPT PACE

The report disclosed that employment in the building trades dropped to its lowest level in 25 years, an average unemployment rate of 23.6 per cent, involving 18,334 members of the 42 crafts.

Del Carlo said that because of these factors, a given construction project can be completed with half the workers in half the time required a decade ago.

Other factors contributing to Union membership decline and lack of employment opportunities include the "molasses-like" forward movement of municipal and other large-scale projects, and the impact of new tax assessments causing home owners and landlords to postpone or forego improvement programs which would provide jobs.

According to the study, wages paid construction workers have barely kept pace with the U.S. cost-of-living index for San Francisco in the past five years.

LESS DAYS

"Most important to the worker endeavoring to earn a living in the building trades is not the hourly wage, but the number of days a year he works," Baccari said.

The report showed that in 1962, the average hourly wage for construction workers was \$4.08, but workers put in an average of just 191 days which produced an average yearly income of \$5,959.32.

In 1966, the average hourly wage was \$5.95, but workers put in an average of just 191 days which produced an average yearly income of \$5,959.32.

See PREFAB on Page 2



Collectively Speaking with Al Clem

At long last, it appears, the rains have ceased to a degree, and several members have been dispatched to new jobs.

Many who were on the out-of-work list have been recalled by former employers.

In April, much of our time was taken up in meetings with representatives of various government agencies. On the front page, we have reprinted a partial statement, as reported by the San Francisco *Chronicle*, which we made when we appeared before the U.S. Civil Rights Commission. We feel this statement reflects the thinking of all the members of Local 3 and of all forward-thinking Americans.

The problems in America today stem from a lack of job opportunities for those who work for a living. This is an age-old problem. It seems that the only time we have full employment is when we are engaged in some sort of military conflict.

We assume that as time goes by this problem will be resolved the same as have many others mankind has faced since time began.

During the latter part of April, we attended the regular sub-district meeting in Hawaii. While we were there, we addressed a meeting of 140 contractors, explaining how the Apprenticeship program can benefit the construction industry.

A panel discussion followed in which we answered any questions put to us by the contractors.

President Paul Edgecombe accompanied me on this trip, and addressed the contractors on behalf of Local 3.

He also conducted a meeting in Hilo on the Island of Hawaii. The meeting was well attended, and the Brothers showed great interest in the progress Local 3 has made in their behalf.

We also met with representatives of the National Labor Relation Board and representatives of Heidi and Cook Construction Company, where we signed a consent agreement for an election on Guam.

But due to circumstances beyond our control, or the control of the contractor, the petition was withdrawn.

Presently, Brothers Fran Walker, Harold Lewis and Wallace Lean are in Guam assisting in an organizing campaign and endeavoring to establish a youth-training program.

During the month, a meeting of the Pension Trustees was held to approve the budget for Apprentice training and to discuss the feasibility of various investments. Trustees of the Universal Trust were also meeting.

The officers and business agents will be extremely busy from now until the end of September, negotiating various contracts.

We now have approximately 160 contracts open for renegotiation, which will take considerable time out of our daily schedules.

On these contracts, we will hold pre-negotiation meetings with those involved to assimilate ideas so we can effectively put together proposals to place before the various contractors.

As always, we are hopeful negotiations can be completed without any work stoppages.

During the month, you will be receiving cards from the Trust Office listing the number of hours reported by the various employers. Enclosed will also be an explanation of the method to use to receive your payments for vacation and holiday pay, and the method by which that same money can, if you wish, be placed in the Credit Union, under your name, which will provide additional benefits to you.

The Credit Union is off and running now, and the least that can be said for it, is that everyone who has participated is satisfied with the service received.

During April, we have cleared up accounts of 58 delinquent employers, who had not been paying into the health and welfare and pension funds. These delinquent accounts represent \$87,000.

We would like to thank all those who took time to attend Steward and Safety Committee meetings during the month of April.

This kind of participation shows that there is considerable interest in maintaining a strong Union organization.

We would encourage all members to bring their particular problems to the Job Stewards, and to point up safety violations to their Safety Committeemen. In doing this, we can maintain closer control of our jurisdiction and better serve the entire membership.

Chronicle's Rights Story

Continued from Front Page

Clem's stance was echoed by James Childers, president of the AFL-CIO Building Trades Council of Alameda county.

"Why do we want to attract people to jobs we don't have," he asked. "We actively discourage anybody from joining apprenticeship programs."

And unemployment is even hurting the prosperous Plumbers Union, Joseph Mazzola, business manager of the Bay Area's Local 38 told the Commission.

The Plumbers have never discriminated, he said, and now have about 20 Negro members and three Negro apprentices, in addition to some 200 Spanish-speaking and 16 Oriental members.

When B. R. Stokes, general manager of the Bay Area Rapid Transit District appeared, he was asked about the impact of the Federal Government's affirmative action and equal opportunity clauses in BART contracts being carried out with Federal funds.

Both contractors and unions are required to sign the non-discrimi-

nation and affirmative action clauses if the contract is financed with Federal funds.

And what happens after the clauses are signed, a Commission member asked.

Stokes also fell back on the unemployment theme cited by the unions.

He has "high hopes" for affirmative action programs which will bring more Negroes and minority group members jobs during BART's construction, he said, but as long as jobs are hard to get as they seem to be now, he does not see "very much change in the usual pattern of employment."

One of the last to testify yesterday was Mayor John F. Shelley. He told the commissioners that the city is making headway to solve its problems, "but won't be close to a final solution until all its citizens can make the bread."

"Jobs and jobs are what this city needs," Shelley said.

The mayor philosophized that the very survival of our form of government depends on whether the cities can solve their problems. He said he favors block grants from the Federal Government which would allow each city "to

write a program to meet its own needs."

Commissioner Erwin N. Griswold told the Mayor he has often heard of California's oil and gold riches and asked if this wasn't a State, rather than a Federal problem.

"I ask you," Shelley retorted, "Isn't this a Federal problem?"

"And I ask you," Griswold replied, "should the city and State be doing more to accept responsibility for this?"

"I nominate you to ask Governor Reagan that question," Shelley quipped.

"You had another governor before this one and I didn't see any moves in that direction even then," Griswold replied.

Bill Bradley, long-time civil rights leader here and now executive director of the Afro-American Institute, appeared after the Mayor.

He immediately started blasting the Commission hearings as "a waste of time and an insult to the Afro-American race."

"All you can do is compile reports while Negroes are being starved and murdered," he said, and walked out.



Prefab Blamed In Job Loss

Continued from Front Page
wage increased to \$4.90 an hour, but the days worked slumped to 175, providing an average annual income of \$6,642.16.

Both the study and Del Carlo said the declining number of days and the rate of pay relationship is too little understood by the general public.

The general consensus among residents is that a worker making \$5 an hour is earning \$40 a day, or \$10,000 a year. Del Carlo said, and was backed by the report, that it just isn't so.

In the eight-section-55-page illustrated report, the following developments came to light:

Population composition and a prediction for 1980 shows that San Francisco will have a non-white population of 200,000, representing 27 per cent of the population.

Trends indicate the city will become a service city with an increase in white-collar workers, with little or no increase in blue-collar workers and a "minimal"

change in those engaged in building trades.

Union membership and employment has been in a steady decline since the "building boom" of 1947. That year, membership was 26,910. In 1966 membership had dropped to 18,334.

Technical advances have required a higher degree of skill, knowledge and education, providing less and less opportunity for the semi-skilled or non-skilled worker. The trend will continue and the requirements for higher education and knowledge will increase.

A critical analysis on the charge of discrimination refuted the claim that building and construction crafts have practiced discrimination in providing jobs for minority groups.

Pointing out that San Francisco's Negro population represents 10 per cent of the total, and Spanish surnames 6.9 per cent, the membership record of the San

Francisco Building and Trades Council shows 20 per cent are Negro and 18 per cent Spanish surname for a total of 38 per cent of the complete membership.

The study also pointed out that elected officials are not aware of the seriousness of the unemployment situation in the crafts industries.

What's more, they are not doing anything to stimulate more projects which hold promise of more employment for construction workers. This particular item is given prime consideration in the report.

Leaders in the Council have charged the elective officials with "apathy" toward a most serious economic problem.

The study says those who are considering a career in building trades can only be advised that chances for top wages and regular employment are for those with greater training, and that the suburbs will offer the employment opportunities.

EDITORIAL

NOW—LET'S GET GOING

After 20 years of bickering and arguing, the San Francisco Board of Supervisors has finally taken some affirmative action in the redevelopment of the downtown area.

After a five-hour debate on the plan submitted by the Rockefeller-Chase-Manhattan Corp., it received unanimous approval from the board, although the approval was not as smooth as one might expect.

Perhaps there are improvements to be made in the \$150 million plan. To our knowledge there is no such thing as a "perfect plan," not even in San Francisco.

But it is about time some affirmative action was taken to get something going.

Developers say they hope to get things going by next fall. We also hope something gets going by next fall. It can only assist in rebuilding a slumping construction market.

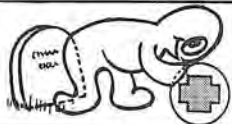
Supervisors said guidelines for the area must be changed in seven categories, the most significant in raising the height limit from 25 stories to 60 stories. It also requires abolishment of setback lines to permit construction of the two-block building proposed by the developers.

This should pose no problem. The plan changes have been unanimously approved by both the Redevelopment Agency and the City Planning Commission.

It is our strong suggestion that everyone get together now and put the plan into effect. The City by the Bay needs to construct such a center, the same types as now exist in New York and Dallas.

In our opinion, we are just as good as either of those national landmarks.

Developers say the project is expected to be completed by 1972.



PLAY IT SAFE



Floyd V. Carr was operating this rig under a bank when the world caved in on him. He was seriously injured but lived to tell it.

Cave-In Almost Killed 20-Year Shovel Hand

By DALE MARR and FRAN WALKER

Floyd V. Carr sat inside the cab of his shovel at the Clayton Quarry, digging under a bank, as he had done for 20 years.

He thought he knew every move the mountain would make, but apparently didn't.

"All of a sudden the whole side of the mountain came tumbling down on me, and almost buried the rig," he said.

The cave-in buried him from the waist down, crushed his foot and chipped his knee.

Floyd lost his glasses, his comfort and several months' work.

"All I could think when I saw that wall of rock and dirt coming down was 'my God—not this way.' I didn't want to leave this old world that way," Brother Carr said.

The mishap occurred Dec. 28, 1966. His feet froze, and remained that way for six hours. It took crews 15 minutes to get him out, "but it seemed like hours."

Brother Carr said he is extremely lucky to be alive. Although considerable damage was done to his rig, it has been repaired and returned to service.

He said he had been at the job for so long, he took several things for granted, and his "state of security" almost became a state of disaster.

Brother Carr is a living example of what happens when experienced crews take safety precautions for granted, and fail to make face inspections.

He will be returning to work in the near future, but from now on, he'll be a bit more cautious when he's digging under a bank.

Technology Change—More Skill, Training

Editor's Note: This is the first in a series of articles dealing with automation, its effects on the national economy and what the individual and the public at large must do to prevent massive unemployment, create new jobs and abolish poverty.

By T. J. STAPLETON

The tremendous growth in automation which began in 1960 has made technological change inevitable.

This process is now an accepted fact, but now the nation as a whole must change its attitude toward education and retraining in order to keep pace with the vast developments of the future.

As was stated in the April edition of the ENGINEERS NEWS, a

person 20 years of age entering the labor market will change jobs six or seven times in his job life expectancy of 43 years.

Automation has brought with it a degree of hardship, which in most cases, has been needless. Much of the hardship has been caused by national indifference and by a common concern only for what's technically possible and financially profitable.

Although the rapid economic growth in 1964 and 1965 took much of the concern out of the technological madness, much remains to be done.

There were encouraging signs during those years. Layoffs were reduced, more jobs for the disadvantaged were created, the unskilled, the uneducated and the

long-term unemployed found opportunities for training and promotion.

Here was proof that if efforts are made to make technology serve human needs, hardships can be reduced, technological changes can proceed smoothly and long-range benefits can be great.

The government has demonstrated it can stimulate the economy and reduce unemployment through taxing, spending, lending and other powers, but unless it can expand the economy at a rate of five or more per cent a year, unemployment will remain.

There must be advances in areas other than expansion and production. There must be growth—a vastly expanded program of public investment.

Public indifference has kept the nation from meeting these needs and as a result, there is an enormous backlog of public neglect that state and local governments alone cannot cope with.

The nation should launch a direct program of job creation for the unskilled, uneducated and unexperienced individual.

Such a program would create opportunities for employment in public service with adequate wages and without displacing existing workers.

There is no point in training or retraining an individual for non-existent employment as we are now experiencing in the construction industry, as was brought out in recent U.S. Civil Rights Commission hearings in San Francisco. (See story, page 1.)

A national program should provide educational, medical, recreational and other services that otherwise would not be performed. It would be supplemented by training, counseling and preparation to move workers into regular employment within a short period of time.

The program would have to train 500,000 individuals initially at an estimated \$2 billion price tag.

The revolution in technology requires a commitment of resources to educational and vocational training. Every child, every worker and every citizen must be given the opportunity to become educated to the limit of his ability.

A network of tuition-free community colleges should be established to extend educational opportunities through at least 14 years of school. Schools must also offer remedial courses and continued education for adults.

Benefits, including subsistence allowance should eventually be extended non-GIs to ensure that no qualified person will be denied the right to higher education.

There are several weaknesses in the nation's manpower policy which must be corrected. A program to correct these weaknesses would have to expand testing and counseling facilities, provide wider job vacancy coverage, match available workers with jobs throughout the country through a computerized system and aid workers who are willing to move to meet moving costs, including transportation of household belongings.

America must make jobs available to all who are willing and able to work, and it must offer the educational opportunities for retraining when technological advances make a particular occupation obsolete.

Washington News Desk

From the International Union of Operating Engineers



The current hearing on rebuilding American cities being conducted by a Senate sub-committee headed by U.S. Senator A. A. Ribicoff, D-Conn., enabled the building trades unions to bring to public attention a number of aspects of the problem and some possible answers.

Seven members of the Building and Construction Trades Department's administrative committee testified as a panel before the committee. One of the expert witnesses was I.U.O.E. President Hunter P. Wharton.

The panel emphasized that upon success of any renewal or rebuilding program is dependent upon the use of highly trained people, widely experienced in the construction business. It stressed that the primary responsibility for executing the program must be borne by individuals thoroughly familiar with all phases of construction.

In his statement which preceded an extensive and highly valuable question-and-answer period, President C. J. Haggerty of the Building and Construction Trades Department suggested convening a group of experienced building tradesmen, contractors, engineers, architects and federal government representatives who "could get the problem out of discussion, on to the drawing boards and under way to reality." To date there has been no attempt to form such a group.

Haggerty also told the committee that the Building and Construction Trades Department favored research into new methods of construction as long as the quality of building was not destroyed.

One of the most thought-provoking suggestions was presented for the record by President Wharton.

"An important yard-stick of the effectiveness of any economy," he said, "is whether a man or woman who wants to go to work and can work is able to secure a job. Support of the concept of guaranteed annual wage for any head of the family able and willing to work was almost non-existent ten years ago."

"Today, after endorsement by a presidential commission and by many important organizations, the idea is gaining acceptance," Wharton continued. "Viewed by the welfare recipients, it has the great value of simplicity."

Wharton said that in terms of cost to government, the total bill would probably be less.

"We subsidize the poverty-stricken in a multitude of ways," he said. "An assured annual income per year would go a long way toward reestablishing the family unit, insuring self-respect and diminishing crime among juveniles and adults."

"The poverty cycle must be broken, but it cannot be broken through a form of dependence which is all-pervasive in the daily life of the family."

"The nature of employment," Wharton said, "would be governed by individual differences. Certainly the rates of pay should equal the prevailing wages of work of a similar character in the locality. A great deal of work could be unbudgeted items for charitable, recreational or public bodies. I believe that we can win the war on poverty more quickly with this approach as a major weapon."

Wharton asserted that home or apartment ownership for the poor has not been given enough impetus.

"I have always been impressed," he said, "by the way residents of public housing have cared for their automobiles. It is a fact... that an individual will care for his own property with much greater zeal than for the property of someone else, and in particular, public property."

"The change to equity for the occupant would only create a book-keeping charge for the housing agency in terms of cost. Human dignity among the poor could receive a great assist through a growing supply of new cooperative or condominium apartments or houses."

"Terms of no down payments, below market interest and up to 50-year periods of amortization could be provided to make the purchase possible for low income people."

Go Directly To Jail!

OAKLAND—Byron L. Dusky appeared in Municipal Court recently to defend a client when he was approached by a policeman and placed under arrest.

A check by the Deputy District Attorney disclosed that Dusky had been suspended by the State Bar Association.

Dusky had failed to pay his membership dues in the bar association. Under California law, an attorney must maintain paid-up membership in order to practice.

In short, an attorney must join the Bar Association, actually, the lawyers' Union before he can legally make a living at his profession. If he is suspended and continues to work, he is subject to a jail sentence.

So the next time a lawyer yells "Union Tyranny" when a Union member is suspended and denied the benefits he would enjoy if he were paid up, remind him of the law that sent Mr. Dusky into three-day oblivion.

'Think I'm Going To Make It'

RENO — Three years ago Brother Richard Hardy, Fallon, was standing by his blade on the Wells Cargo-Mattich Construction Company freeway job at Verdi when an errant hot-rodder ran through the barricade and smashed into him.

He was thrown over the embankment, landing in an area where hot oil had just been laid.

Hardy was immediately removed to the hospital, where for weeks it was touch and go. Several bones were broken and he was badly burned.

A couple of weeks ago, Norris Casey, Reno District Representative, stopped to check on a blade working on the grade. There, grinning and proud to be around was Richard Hardy.

"I'm a bit stiff in the joints, but I still have the old eye," Hardy said. "I think I'm going to make it."

'Big Stick' Policy In Thailand As B-52s Begin Viet Raids

BANGKOK, Thailand — "We're expecting the B-52s any day now. They will be using the airfield seven miles from our operation. The whole plan is quite meaningful as a big stick policy and a hope the Chinese Reds don't get on the move south."

Jerry Martin, past business agent for Local 3 wrote the Engineers News about the activity now taking place in that oriental country in Southeast Asia, and stated, "As I always say, it'll all be history in a couple of years."

FIRST RAIDS

Recently, the huge eight-engine jet bombers carried their first raids to Viet Nam from their new bases in Thailand. The move was made as a deterrent to the communist aggression, and as an economic step, to cut down flying time between the home bases and the Viet Nam targets.

Military observers said in the national press several weeks ago that flying distance from Guam can be cut by 2,000 miles in basing the bomber fleet in Thailand.

The move caused severe criticism from several fronts, one, obviously, from the Communist bloc nations.

SMALL SATISFACTION

"But there is a sort of small satisfaction among those connected at the base, and on the waterfront if one has contributed in some way to peace in our time," he said.

Brother Jerry has been setting up water equipment and getting it operational. The work there has been extremely demanding, with crews meeting one deadline after another.

"Now that the situation is in hand, maybe we can come up for a

little air — sort of relax," Jerry sighed.

He had been recovering from a severe stomach condition, but had promised to help set up the equipment. His obligation is now complete, so he will soon be returning to California.

TWO BARGES

"We have two derrick barges here, both from the Rio Vista mothball area at Decker Island. We have also been busy reconditioning a suction dredge. The equipment has needed a great deal of attention, so we have kept busy," he stated.

Jerry said there are several Local 3 members working in Thailand, and they have many of the questions concerning Union matters the state-side Brothers have.

Local 3 makes every effort to serve its members, no matter where they may be.



Two barges from the mothball area at Rio Vista are now in operating condition in the marina off

Bangkok, Thailand. Crews there have also put a suction dredge into working order for harbor job.

Dilemma—Which One First?

Trustees of the California State College were wrestling with an "educational dilemma" the latter part of April, when Newhall Land and Farming Company donated 125 acres of choice Valley land for construction of a new college.

The site is on Cowell Ranch, located about five and a half miles northwest of Mt. Diablo between Walnut Creek and Concord.

But the donor has made a stipulation, which was accepted by the building committee — the college must be under construction by the end of 1974 or the gift will be cancelled.

The problem now facing the board is deciding which of three colleges—one at Redwood City, one at Ventura County or the newest selection—in Contra Costa—will be started first.

When the colleges were authorized by the last legislature to purchase sites with \$12 million, they were also told they could begin construction of one college by 1969, but the other two would have to await a report to the legislature from the State Coordinating Council for Higher Education slated for 1970.

State College Chancellor Glenn S. Dumke said he has no preference, but that the decision should depend upon where the need is greatest, population growth and ease of land acquisition.

In view of state budget policies, the trustees agreed to the cancellation clause on the Contra Costa site.

But it will require 380 acres for adequate campus facilities for the college, projected to have an enrollment of about 20,000.

Additional land acquisition would cost \$1.53 million, plus added costs for grading, access roads and the like, bringing the total pre-construction costs to about \$3 million.

Forecasts earlier stated construction could begin by 1970, but the move will depend upon the final decision of the trustees and the building committee.

SAND PAINTING, ANYONE?

Let's Frug 'N' Forget The Rain Dance

By LAKE AUSTIN and LOU BARNES

REDDING—There isn't much to say except glub—glub—glub—but we haven't gone down for the third time yet.

Every once in awhile our heads come out of the cave, and as did the proverbial groundhog, see a shadow—that of the apprehensive contractor who buries his head in his hands, ready to cover his rapidly balding pate when the all too constant raindrops gang up on him—and duck back inside.

We've asked the Tribes to stop their rain dances and take up something like sand painting. So far, no confirmation.

At any rate, we are hopeful the skies will get brighter blue and that the soggy terrain will stiffen up.

When it does, Fogle Construction Company, which has been on and off its Redding project, will be on again. Crews haven't YET heeded the old proverb that says "If at first you don't succeed, to hell with it."

Comconex has been dependent on the so far undependable TV people for underground work. The firm has tried working, but became bogged down. Wonder why?

Rain also halted C. O. Bodenhamer, who had begun construction of overhead structures and approaches on Lake Boulevard and Oasis Road. Sigh.

Last year, Kizer and Heintz did some dirt work in Modoc County, believe it or not. Now there are 5.7 miles of subgrading, base and paving work to be done. Just think of it!

But there is more. Modoc also has 16.7 miles which must be seal-coated—but not all in one stretch. The project is supposed to be let in May.

On May 10, Siskiyou County awarded a contract for grading, drainage and slide removal on 1.3 miles of two-lane road. The Fish and Game Department also plans to award a contract for processing existing rock base on dirt roads in various locations.

Shasta County has also joined the Awards Ceremony, and on May 17 will let contracts for ramps, asphalt, three bridges and other sundry work on a four-lane stretch of Highway 99.

In Lassen County, there are nine miles of existing highway to be surfaced with asphalt overlay.

The long winter appears to be over for Hughes and Ladd and Gibbons and Reed. They have moved back to the Happy Camp project.

When and if the snows melt, Power City Construction and Equipment will jump on its power line job. Crews will have about 40 miles of some of the most rugged terrain

in California to cover when they get the chance.

According to our congressmen, another \$1 million line project from Round Mountain Station to Cottonwood—some 70 miles—is supposed to come up for construction this year. Hope they are right.

Another Annual Blood Bank Drive was successfully completed recently, boosting our stockpile to 102 pints in reserve.

Our many thanks to the members and their wives who took time to contribute.

Those who participated can be proud of themselves and their organization for this splendid service to other Operating Engineers.

Those who contributed are: Olin Aldridge, John Amuchastegui, Dennis Bartels, Mrs. Dorothy Baxter, H. D. Brandt, W. R. Brown, Mrs. Wilma Carson, T. E. Carson, H. S. Clark, Monroe D. Cordell, Miss Judy Cunningham, Kenneth Cunningham, Fred Crandall, Mrs. Drue Ciulla, John Ciulla, Delbert Day, Mrs. Barbara Felsner, Robert Felsner, Darrell Fish, Mrs. Maudie Gregory, Donald Griffith, Kelly Griffith, Lester Griffith, Jack Griner, Jr., A. C. Harmon, Charles W. Hill, David Hoie, James Huckaba, Walter Hurlbut, Eric Johnson, Mrs. Anna Krone, Ernest LaFond, Don Lindley, Lee Lucas, James Maddox, Mrs. Mildred Maddox, Mrs. Ann Mann, C. L. McGettrick, Mrs. Betty McSwain, James Melby, Ed Milligan, Bryce Modrell, John L. Nash, Dean W. Noble, Mrs. Nettie Peck, Carl Powell, Meredith L. Reagan, Mrs. Fern Rogers, Mrs. Evelyn Sargent, Wayne A. Sellers, Ken I. Soder, Michael M. Stephens, Bernard Sirokman, Harold Stevenson, Hiram Stewart, Jerry Thompson, Ivan Tiffany, Mrs. Ruby Vardanega, Miss Valli M. Vardanega, Willie Vardanega, Mrs. Marguerite Webster, Larry Williams, George Willis and L. J. Michaels.

Dredging



Most Crews Waiting For Work To Break

By AL HANSEN

With the exception of Trans-Bay Constructors and Leslie Salt, most companies involved in dredging have most of their equipment in the various yards for either repairs or just waiting for something to break.

Another company, California State Dredging, has ample waterfront work for the San Francisco Port Authority, and is using one of the last steam dredges to be found on the west coast.

Leslie Salt Company is continually working to keep its levees, so its crews are not too hard pressed at this time.

In a project rundown, Olympian Dredging has its Monarch tied up at Rio Vista where she is being rebuilt. The Neptune and the Holland are also tied up there, but should be ready to go shortly. The company expects to be back at San Leandro Harbor within a few months.

Dutra Dredging has slowed down considerably because of weather, but is trying to keep its crews employed.

As of now, the Sacramento, the Liberty, the California and Stockton are still working, and things look promising for the year.

United Sand and Gravel has its Sandpiper tied up for repairs. This company is waiting for the green light from Trans-Bay to haul sand for the tubes.

Charles Hover Dredging is still moored at Days Island waiting for its job to begin at Petaluma.

Ideal Cement Company is one of the fortunate companies, with crews maintaining a hearty pace at Redwood City, dredging shell for the plant.

At Bay Farm Island, Utah Dredging Company is still extremely active, using the Franciscan to pump sand for a fill.

The San Mateo still has considerable work to do for Trans-Bay, so her crews should find plenty to do for quite some time yet.

Hydraulic Dredging is still waiting for things to open up at Foster City. The Papoose and the Rogue are still tied up at Pittsburg, with little going on in the yard.

At Santa Cruz and Moss Landing, Shellmaker Dredging was low bidder on the job for the Corps of Engineers. Some 57,100 yards of material will be moved at Santa Cruz and 48,000 yards will be moved at Moss Landing. Shellmaker is bringing the Vanguard in from Los Angeles for these jobs. The Explorer is still in Los Angeles and the Gypsy is at Richmond for major repairs.

At Fairfield, Associated Dredging has the Orton and the Solano standing by, with the Pacific at Brick Yard Cove in Richmond and the Delta I at Wheeler Island doing a small job.

Now for more salient things:

Four things come not back, says an ancient Persian proverb—The spoken word, the sped arrow, the past life and the neglected opportunity.

Do I realize the countless little challenges at home, on the job, at school or in civic life can have long-range consequences, or do I brush them off?

Do I familiarize myself with the great issues confronting our country and our world or do I succumb to the "it's none of my business" attitude?

Do I take to heart the admonition, or do I shut my eyes to opportunities to help solve the many social, religious, economic, racial and cultural problems of our time?

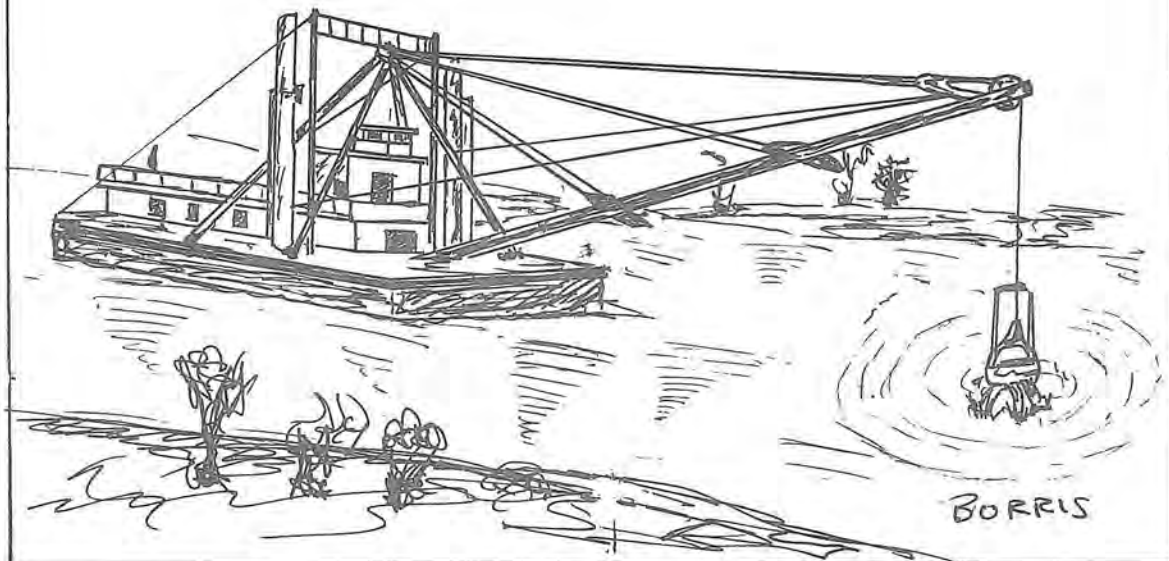
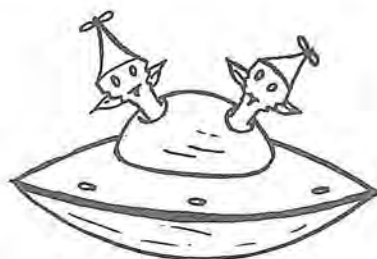
Am I alert to openings all around me to contribute to the betterment of everyone by voting regularly, taking an interest in school affairs, speaking up at meetings, writing thoughtful, constructive letters to newspapers, magazines, radio and television stations and to motion picture companies, or do I "throw in the sponge"?

Do I respond to the restless searching of youth by assuring them of the world's need for persons, with their talents and motivations, or do I muffle my chances to communicate with them?

Am I readying myself for future challenges, being wholesome and exercising self-restraint, or do I settle for an easygoing existence, expecting others to work wonders when emergencies arise?

It's something to think about.

"With an appetite like that, it's no wonder the earth has a food shortage problem."



Contracts Begin To Break The Lull

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

LODI — Wittman Contracting Company, Phoenix, Arizona, received the contract for construction of the sewer outfall pipeline, bid at \$646,160.

The line will extend from southwest Lodi to the proposed disposal plant west of Thornton Road, a distance of six and one-half miles.

In conjunction with the line, C. Norman Peterson bid \$2.5 million to build the water pollution control plant west of Thornton Road. This contract should be awarded by mid-May, with a starting date of June 1.

The bid price included provisions for road paving at the plant site and an outfall line from the proposed plant to White Slough. Each bidder also submitted an alternate bid for an oiled dirt entrance road, costing about \$10,000 or less.

In Alpine County, O. K. Mitty Company received a contract for construction and asphalt surfacing of two miles of two-lane highway about three and a half miles west of Lake Alpine.

The bid price was in excess of \$500,000, and it will be delayed until the snowpack melts.

The State Division of Highways will open bids approximately May 17 for one and a half miles of two-lane highway. The contract will provide an improved access to State Route 4 from Big Trees to the Mt. Reba resort area.

A. Teichert and Son picked off the Corral Hollow Road project south of Tracy in San Joaquin County. S. M. McGraw Co., Stockton, was low bidder on the River and Henry Road jobs near Escalon for the same agency.

On May 31, bids will be opened in Sacramento for several road jobs, including Route 26 in San Joaquin County from 5.7 miles east of U.S. 99 to 4.6 miles east of Linden, Route 12 in San Joaquin County from 10.7 miles east of Rio Vista to 14.4 miles east of Gordon Road in Rio Vista, Route 12 from the San Joaquin County Line to Valley Springs, Route 12 from its junction with Route 88 to the Calaveras County line, Route 12 from its junction with Route 26 to

the Calaveras River, U.S. 99 in San Joaquin County from 2.4 miles to 3.8 miles north of Ripon, south-bound lanes only; Route 4 in Calaveras County from one mile east of Arnolds to Dornington, Route 49 from Angels Camp to 1.8 miles south of San Andreas.

In addition, San Joaquin County will call for bids on Eight Mile road extension in Stockton, Waterloo Road in Stockton, Resur-

facing Mission Road in Stockton and Liberty Road north of Lodi.

As soon as the skies clear and the ground dries out a bit, the West Freeway, calling for construction of bridges across Smith Canal, Calaveras River and Fourteen Mile Slough and approaches should resume.

Fredrickson and Watson and Lord and Bishop were low bidders at about \$2.5 million.

Blood Bank On Peninsula Now In Its 25th Year

By BILL RANEY, MIKE KRAYNICK and GEORGE BAKER

SAN MATEO—About 26 years ago, the Operating Engineers Local 3 joined with several other building trades crafts in requesting that a blood bank be formed to benefit members and families who might one day desperately need blood.

Just 25 years ago, the bank became a reality. The building was constructed through donated labor and opened its doors during the early days of World War II. It is still doing a magnificent job.

On Saturday, June 3, the Bank will again swing open its doors, beckoning tradesmen from all the crafts. That day will surely become the greatest Building and Construction Trades Blood Bank Day in a quarter of a century.

Some 400 persons are expected to take part this year.

Once a donor has gone through the "mill," he is given his "orange juice" and is seated at a table where a lovely waitress brings his sausage and eggs, coffee, sweet rolls, applesauce, etc.

This is one of the events which brings out the "dignitaries." One can frequently see a senator, assemblyman, representative, occasionally a governor, mayors, etc.

Members may donate on days other than the two days during the year set aside for that purpose. And when you donate, please tell the registrar your contribution is to be put in the Operating Engineers bank.

The Engineers bank will release blood to those engineers or family

members who have given to the bank or offered to give, or to those Engineers or their families who live or have lived or worked in the general area.

When blood is paid for by an insurance policy, the bank cannot give double credit except in those cases where insurance payments have been inadequate and/or the patient's cost has created a hardship. Recipients are asked to have as many pints as possible replaced through donations by friends, family and neighbors.

More than 1,000 pints of blood have been released to Operating Engineers over the years. A request has never been refused.

During last June's drive, the Operating Engineers ended in fourth place, tied with the Carpenters. This year, we should grab top honors.

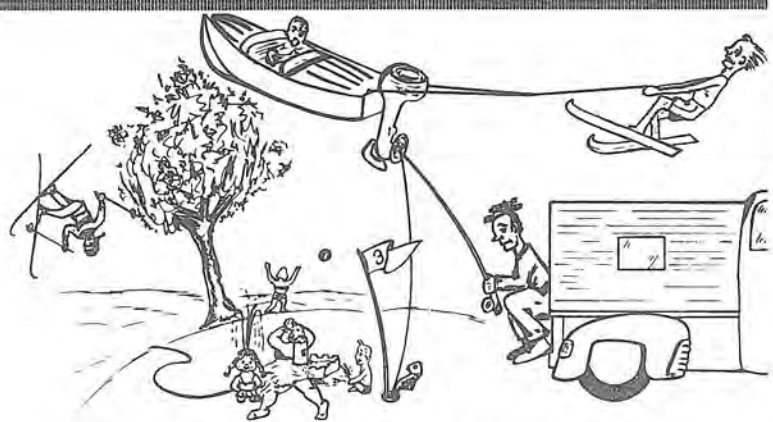
Now, to work—the southern campus of San Mateo College is due for construction as soon as things dry out somewhat.

Robert McKee Company has \$7 million worth of work there. Within another month, a similar contract should develop on the north campus.

In Woodside, L. C. Smith is restlessly waiting to begin work on the Junipero Serra freeway. He plans to work two shifts, but work will not begin until the summer winds can raise a bit of dust.

Guy F. Atkinson has several freeway and highway jobs waiting in the wings of the north county. Piombo is also waiting at Crystal Springs to begin construction on a freeway.

Several other projects will begin whenever we see Blue Skies.



At Your Leisure

Fritz Golf June 18-19

The Annual Billy Fritz Memorial Golf Tournament will be played June 17-18 with trials and barbecue slated June 16, according to Larry Goone, chairman.

The affair was launched last year by a group of Local 3 members who were friends of the late Bill "Slim" Fritz. Billy died suddenly last year of a heart condition. He had been an Operating Engineer and golf enthusiast for several years, so his friends dedicated themselves to doing something in his memory.

They formed a group known as the "Dirt Dings" and the annual affair was born, to be played each year at Fallon, Nevada.

Members of Local 3 interested in participating in the tourney and in meeting some great people should plan on being at the So-Par-O-Van Golf Course and participating in a stunning weekend.

For further information, contact Larry Goone at the golf course, Gummow Drive, Fallon, Nevada. Ph. 423-9928.

A HOLIDAY IN ITALY

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

To generations of travelers, four cities in Italy have presented the essence and image of that country.

Rome with its antiquities, Naples with its music, Florence with its glories of the Renaissance, and Venice—the city of canals, continually attract those wishing to get a taste of sheer ecstasy.

Venice is a dream for most travelers, but an absolute paradise for the vigorous "do it yourself" types.

This is, of all places, a city for walking, in spite of its famous Grand Canal, and its romantic gondola-ing.

The center of everything in Venice is the Piazza San Marco. It is the only large square in the city, and a logical place to launch a tour.

Even the confirmed pigeon-hater enjoys the spectacle of the birds flocking to Saint Mark's to be fed every day at 2 p.m.

The Cathedral of St. Mark, one of the finest examples of Byzantine architecture, was constructed in the year 829 to house the remains of the Saint brought from Alexandria by Venetian merchants. The basilica is hardly less spectacular than St. Peter's, but is seen only with the aid of an experienced guide, or at least, a detailed book.

The Doge's Palace, a pink and white 15th century structure to the right of the basilica was the official residence of the Doge and the seat of the Venice government in her days of glory.

There are hundreds of other striking sights to see there, but no space here to explain them.

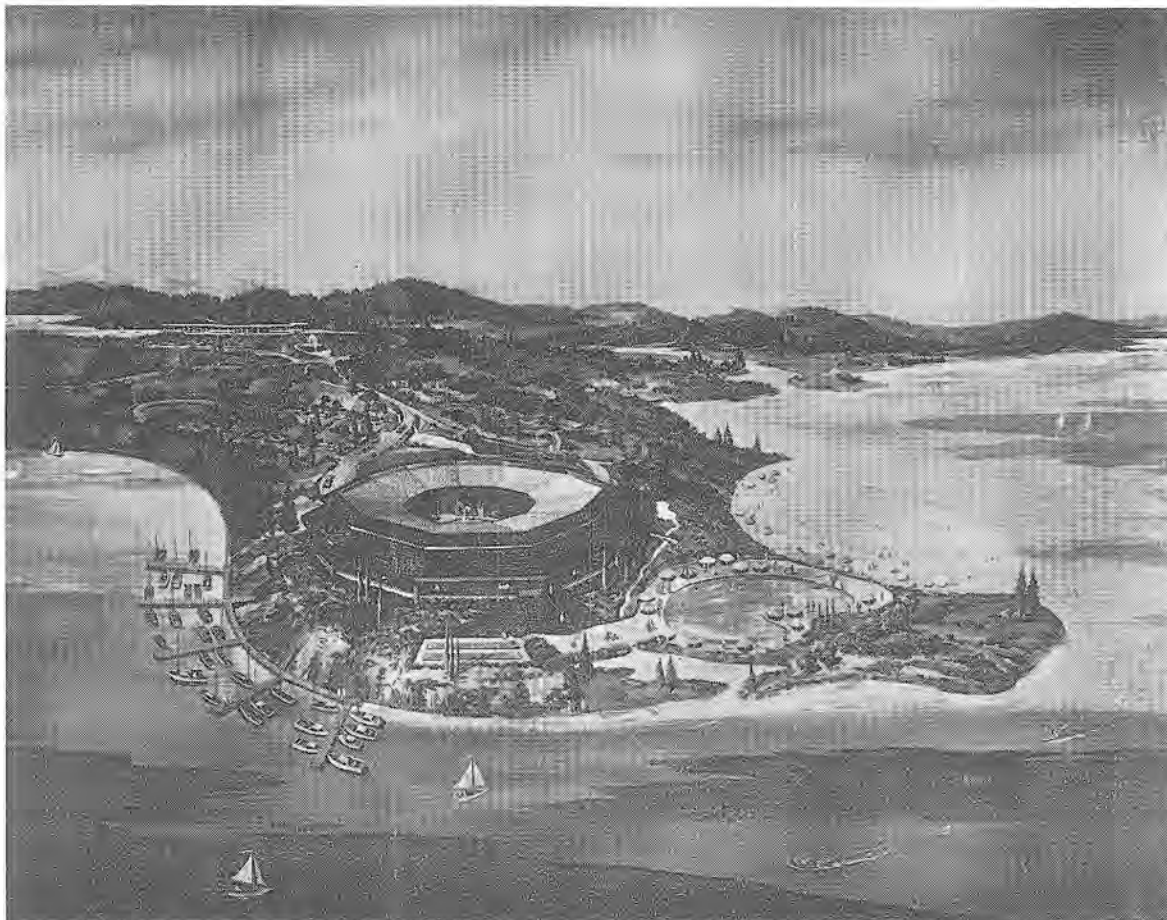
In Florence, the city of Giotto, Fra Angelico, Da Vinci, Botticelli, Michelangelo, Donatello and Cellini, the visitor sees the Etruscan civilization mixed with the modern as sleek sports cars snake through the narrow streets. Florence is a living museum which to many is the very essence of Italy.

One of the highlights is the Duomo, the Cathedral of Santa Maria, which took 150 years to build, and in 1436 was the largest church in the world.

If you don't like the weather in Naples, just wait a minute—it will change.

Whatever one may have expected here, the most vivacious attraction is the people. They seem to have no homes—they seem to live on the streets, to do nothing but talk and to shove each other forward on the crowded sidewalks, and watch each other from the myriad of cafes.

Perhaps the best place to begin a tour is at the Galleria Umberto, opposite the San Carlo Opera, a vast arcade under a glass roof,



Country Club Point will provide residents with a variety of activity, including swimming, tennis, and beach play. A marina and 18-hole golf course are under construction near the man-made lake.

Man-Made Lake Adds To Appeal

SACRAMENTO—United States Land, Inc., decided it needed more than just lots to make its investment profitable and attractive, so it built a 220-acre man-made lake, now the focal point in its 1,336 acres between Grass Valley and Auburn.

To date, 230 lots have been sold for a reported \$2.1 million, and the investors are smiling.

Robert C. Onorato, western manager, reported the lake, which is fed by Magnolia Creek, is full, but heavy rains have hampered

attempts to construct roads and buildings.

The area will be officially opened May 20. Development is expected to cost \$5.45 million.

Onorato said his company is pleased by the advance interest and sales but signs in the area have been posted telling visitors they are traveling at their own risk until roads are completed.

Construction is presently focused at Country Club Point, which will include a 6,000-square-foot club house, swimming pool,

beach, marina and tennis, badminton and shuffleboard courts.

An 18-hole golf course will grace the point overlook. A building containing lockers and a pro shop will be constructed.

At present, purchasers are buying lots for construction of second homes and week-end retreats.

Developers say resort property with water is the most under-supplied commodity in the nation and the demand keeps rising. Nature may have stopped making lakes, but she still creates people.

where many shops abound. It is the center of Neapolitan life.

Before making the ascent to the city's heights, visit Castel del'Ovo, reached by a causeway from Via Partenope. The castle was built by Norman king Guglielmo I in the 12th century.

Then to Rome, the eternal city, where the attractions are

too numerous to even suggest, except to mention the Coliseum, the Roman Forum, the Sistine Chapel and the Piazza of St. Peter.

But Rome is not incomprehensible. It is no larger than Detroit, Budapest or Vienna.

The rules in Rome are simple: slow down, don't try to see

it all, it can't be done. Take the little time you need to learn the plan and shape of the city before you plunge. Decide what is important for you to see, then see it properly.

For information concerning travel arrangements and fares, contact our office on Market Street.



Venice—the queen of the Adriatic cities, is one of almost unreal beauty. Once visitors have felt her persuasive charm, they are tempted to prolong their stay in this absolute paradise.

Sunshine Launches 101 Work

Bragato Begins Bridges, Ramps

By RUSS SWANSON and
ASTER WHITAKER

SANTA ROSA — Recent clear skies and warming temperatures have brought encouraging smiles and determination to Bragato Paving Company, which has been trying to get ramps and bridges constructed on Highway 101.

And the motorists will be happy when the complex job is completed.

The company has been trying to complete a bridge opposite 2nd Street. They are preparing pilings for that phase.

Officials say as soon as the bridge is in, traffic will be diverted northbound, when four intersections and three overpasses will be completed, then crews will move back to 9th Street for bridge construction. Then the down ramp will be started.

The project was not affected by the early fund freeze by the federal government, so no slowdown was caused there.

Once the downramp is completed, crews will begin installing curb and gutter and other items on the college section, then onto the old freeway for surfacing and widening.

Early in the fall, Bragato hopes to begin phase three of the Highway 101 project, when one northbound lane will be used for southbound traffic. New off-ramps will be built. Then when phase four is completed, the temporary off-ramp will be removed on the southbound lane.

Bragato officials say the job could be completed faster if the temporary off-ramp for southbound traffic could be eliminated, but it would cause a bit of a traffic problem.

There was no word on when the project would be completed, but when it is, motorists will have easy access in and out of Santa Rosa, one of California's charming cities.

Otherwise, Engineers are now waiting for weather-beaten jobs to open up.

Recently, several bids have been let, but no official word on when contracts will be awarded, or when work will get underway, but it shouldn't be much longer.

In Lake County, Red Lava Products is working, and crews are still progressing on the Lower Lake hospital project.

One contract for \$600,000 went to Reichold and Jurkovich for work on Highway 12.

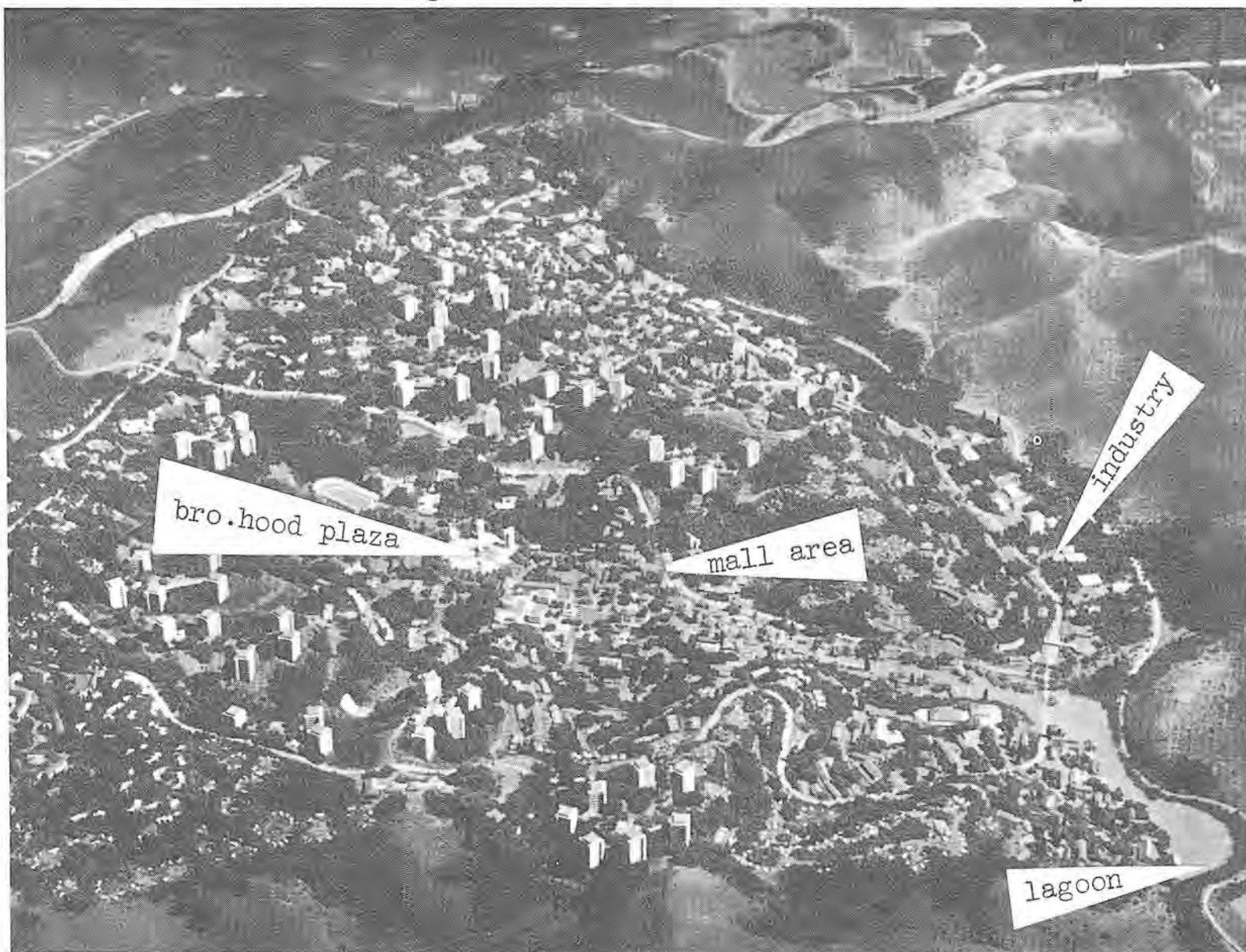
Low bidder on the channel job between Stony Point and Hearn Avenue was Merz Brothers, San Rafael, at \$151,124.

A refuse disposal area will be constructed during the next fiscal year at \$100,000. Supervisors say \$150,000 has been earmarked for park work and other small allocations, but nothing specific.

It appears good weather should give some relief to the disastrous unemployment figures which have crept into our ledgers.

MARINCELLO MALL

All The Supervisors Voted 'Aye'



New residents in Marin County's newest city will have the pleasure of living in a modern, uncrowded area amply supplied with parks,

malls and natural scenery. The colorful community is just north of the Golden Gate Bridge, providing a spectacular oceanic view.

By WAYNE (LUCKY)
SPRINKLE

SAN RAFAEL—A mile of pleasant shopping area will emerge within the hills just north of the Golden Gate Bridge when the Frouge Corporation puts into effect plans to construct a mall in the new Marin community of Marinello.

According to company officials, the first phase of the ambitious project will get under way this summer, with hopes of having the landscaping completed before fall.

Officials say storm drains will be installed first, then the mall completed in conjunction with road work.

WAIT APPROVAL

No contracts have been let yet, but as soon as engineering approval is granted, things should begin to hum.

"This is not a rustic, rural thing as people generally picture a mall in an area where there are no buildings. 'This mall will be 'Downtown,' a Frouge aide said.

He said there would be buildings on both sides of the road.

The plan recently received approval from the Marin County supervisors with a unanimous vote, and from the planners with a margin of 4-3.

SOME OPPOSITION

Officials say there is still some confrontation from the "loyal opposition" but plans are going ahead on schedule.

Docketed are between three and four miles of roadway to be graded and temporarily surfaced and landscaped. Permanent surfacing will not be placed until all underground utilities are installed.

One unique feature which planners hope will meet with enthusiastic acceptance is construction of "Brotherhood Plaza," a circular area wherein all churches, libraries, schools and cultural buildings will be located.

"This will depend largely on the churches and schools themselves," one official stated.

Frouge officials were quick to state that the entire project is a 20-year, \$300 million program.

Within Marinello will be about nine miles of primary road and 20 miles of secondary road. The County has a certain improvement program which will be effective on specific roads, then a cooperative plan which will become effective when the population reaches a certain density.

Plans currently call for about 18 highrise structures, all of maximum height, but this could change, depending on the density factor.

At present, the master plan gives a density factor of 7,483 dwellings, which is according to law, with 3.5 dwellings per acre.

On the south end of the development, the channel will be dredged to permit use of captive sailboating. It will be a landlocked lagoon.

INDUSTRY FEELERS

"We are presently getting some feelers concerning our industrial area. Some companies have asked when buildings will be available, so we are quite confident that phase will go as outlined," an official told the Engineers News.

Crews hope to begin work on park areas as soon as work commences on single family dwellings.

"We hope to give nice access to motor vehicles in the resi-

dential areas. This isn't done in many places. It will call for wider streets," officials say.

In other Marin news, two pre-job conferences were recently held with the Marin County Building Trades Council.

Security Builders, Daly City, were awarded a \$400,000 contract by the Navy for construction of 60 housing units at Hamilton Field. Ghilotti Brothers will do the grading and paving, Dill and Sederberg the heating and underground.

A tentative contract looms for June, in which the government plans to construct a new sewer plant with all new lines at a cost of \$600,000.

Madsen Construction Company, Napa, received a \$102,000 pact for development of the Ayala Cove Entrance to Angel Island State Park.

The project includes development of the immediate landing site, construction of a redwood board, a batten comfort and

checking station, a redwood picket control fence and gates and a concrete septic tank, sewer line and storm drain.

Another contract is due this month for four miles of new sewer lines and storm drains on the Island.

Argonaut Construction, Santa Rosa, recently received a \$148,567 contract for site work on Wilson Avenue Junior High School in Novato. The pact calls for widening of Vineyard Road on its southern side at the school site, and site grading and riprapping the creek where the school building will be located.

Brown and Ely was awarded a \$24,457 contract for construction of Center Boulevard and resurfacing on other Fairfax streets.

In the proposed job class, O. E. Christensen and Foster, Santa Rosa, bid low at \$1.3 million for construction of the Marin Community Mental Health Center, to be financed through state, federal, hospital district and county funds.

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Skeptics in 1935 said the Golden Gate Bridge couldn't be built, but today, she stands as a monument to the ingenuity and skill

of those who took part in her construction. No bridge in history has received the publicity and achieved the fame that she has.

30 Years Of Colorful Service

By A. J. (Buck) HOPE
and WARREN LeMOINE

They said the bridge couldn't be built. They said the footings would not support it, and that the span would be too much for the suspension to support.

They said it would collapse under its own weight, and that such a venture would be impractical.

But it was built, and today carries hundreds of thousands of commuters from Marin County into the "Porcelain City" where they hold down important jobs.

That was what they said 35 years ago, before the Golden Gate Bridge construction began. On May 27, that bridge will celebrate its 30th birthday.

Today it stands as a monument to the ingenuity of engineers and construction men who had a part in its construction.

Art Burch, Local 3 old timer,

now retired, spent time on the Marin side during the famous bridge's construction. He recalls much of what took place.

"When the bridge opened on May 27, 1937, they only let people walk or ride bicycles across it. Cars weren't allowed," he said.

He said for all practical purposes, the opening of the most famous bridge in the world spelled the end of the ferry service between Marin County and San Francisco.

Public reaction during the construction of the Golden Gate Bridge and the Waldo Tunnel, being built at the same time, was mostly enthusiastic, but he wasn't sure how the ferry people felt about it.

"When the Waldo Tunnel was built, it had two lanes each way, but that has long since proved inadequate for today's heavy traffic flow.

The scenery looks consistent on the Marin side of the

"I guess one could say that the Bridge was the key to the development of Marin County," Burch said.

There were a lot of timers working on the span, and at that time, was the longest in the world. They must be credited with making history.

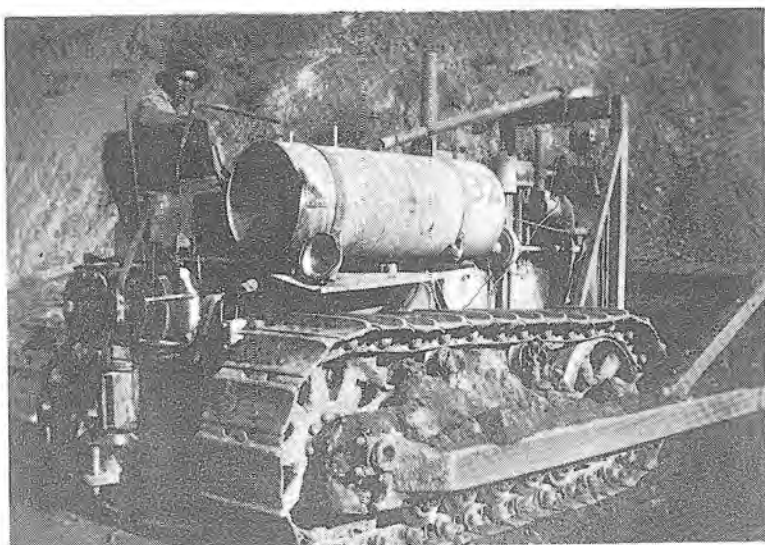
Burch said safety policing was not practiced as it is today, was not nearly as thorough, there were few accidents.

But one stands out because of the lucky break. An old timer named Oly Olsen was pioneering on the Waldo tunnel when he got too close to the edge, over and rolled, but Olsen came away unscathed.

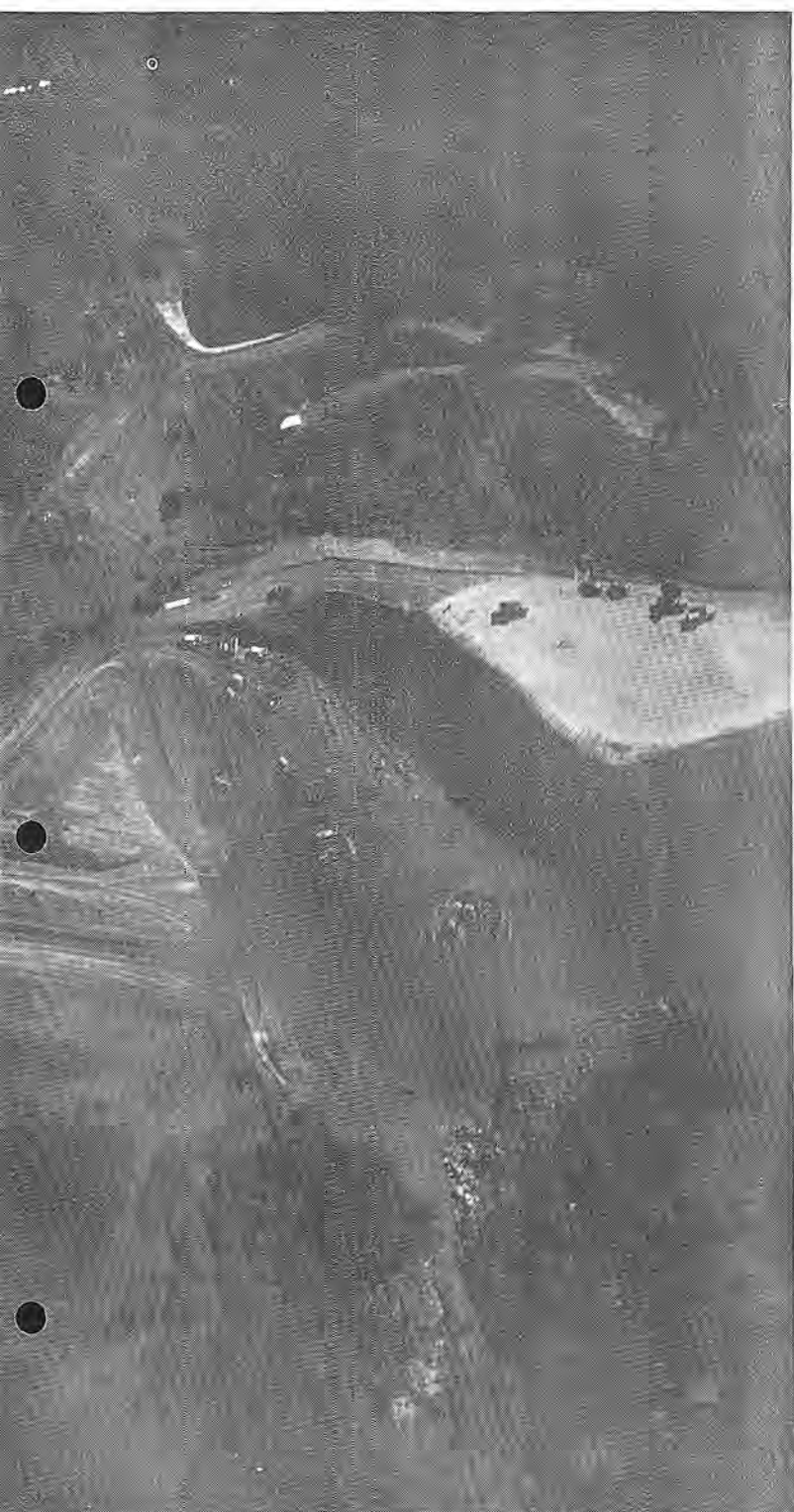
"There was one old boy I'll never forget," Burch said. His name was Clayton 'Missou' Smith. I still remember what he told me one morning—he said 'The coldest winter I ever put in was one in Sausalito.'

During the construction phase, spectators were a common sight, but they stayed out of the way, mostly because they couldn't get too close until the structures were pretty well along.

Today, people tend to take the gleaming span for granted, considering the genius involved in designing and building what has become one of the nation's most striking landmarks. It is a monument to those members of the Building and Construction Trades who skill and ingenuity have again lasted the criticism and skepticism to give the Golden State one of the engineering wonders of the modern world.



Bennett Murray sits behind controls of his Cat during construction of the Waldo Tunnel and Golden Gate Bridge, each now 30 years old.



ly different today
lden Gate Bridge.

Here, crews prepare roadways leading into the
Waldo Tunnel, constructed along with the bridge.

APPRENTICE CORNER

You'll Need Education

By DANNY O. DEES

In recent months, the Operating Engineers Joint Apprenticeship Committee has participated in several occupational guidance institutes, most of them sponsored by County Departments of Education.

Here, students have had an opportunity of investigating the various careers and the requirements needed to enter into an occupation.

Invariably, the most common question is: How much college do

I need to become an Apprentice?

Our answer is always, only a high school level of education is required, as all applicants must pass a General Education Development test.

Then the next question is, what do I have to study to best qualify myself to become an Apprentice Operating Engineer?

It is our firm belief that students should study mathematics and English.

Why math and English? Because YOU'LL NEED on Page 16



Coordinator Ed Middleton explains use of transit to three youths who stopped by to investigate Operating Engineers Apprenticeship.

There'll Be New Places For 'Passing The Buck'

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

SACRAMENTO — Residents of this alluring Capital city will find an increasing number of places to "pass the buck" later this year, when several shopping centers are scheduled to open.

Largest of the new centers will be the 900,000 square-foot, \$22 million Florin Complex, now under construction at Stockton Boulevard and Florin Road, being built on a 74-acre site.

Stores which will locate in the new center are Weinstock-Hale, Sears Roebuck and Company, J. C. Penney Company which the firm claims will be the largest in California, Montgomery Ward and several smaller shops.

APPROVE REZONING

The Sacramento Board of Supervisors has approved rezoning, a variance and use permit for the Ward's store.

Among smaller shops intending to locate in the Florin Center are Roos-Atkins and Joseph Magnin Company, Inc.

The entire center is an enclosed structure with air conditioning, slated to become one of the largest Mall shopping centers in the nation.

Other center buildings will begin within four months, according to developer-owner James J. Corando Sr., at 65th Street and Stockton Boulevard and on Stockton between 65th and Florin.

ALLOW CONSTRUCTION

Supervisors gave final approval to land rezoning to allow construction of a major John Breuner Company store, said to be a \$2 million structure to be located on the east side of I-80 between Palm and Madison Avenues.

"We are progressing well on our plans," said Robert A. Breuner, "but at present we have not established a target date for completion."

'GOOD' MARKET

He said although redevelopment had been slow, the over-all market will be good "unless the downtown businessmen and city fathers realize that immediate execution of suggestions and recommendations which have been more in the discussion phase rather than actual implementation of the over-all needs of the downtown area, the downtown area will continue a downward trend as far as retail business is concerned."

Last May, the sale of Town and Country Village, Inc. was announced. The 20-year-old center was sold for \$5 million.

NOW COMPLETE

Part of a master development project covering 235 acres in the South Land Park Hills, a \$2 million complex, was completed last summer. That center, named Florin West, has 76,000 square feet of store space and parking area on eight acres.

Construction began in November on Southgate Village, a concentration of specialty shops in the Southgate Shopping Center. The \$350,000-40,000 square foot center is located just east of the Rhodes Department Store.

For those who wish to get away from it all, there are the road, tunnel and yard jobs, presently just

recovering from the iron-clad grip of winter.

ROUND THE CLOCK

Walsh Construction Company is still working round the clock on the Loon Lake Tunnel. Crews are presently a mile underground and doing nicely.

Vinnell Construction Company is still standing by waiting for fair weather. The fence crew is working long hours to finish up its work.

The equipment yard is complete and a lot of the equipment is presently on the job, which means men will be dispatched out of area one in Sacramento.

REMARKABLE BRIDGE

The recently completed Guy A. West bridge spanning the Ameri-

can River and which links Sacramento State College and Campus Commons is quite remarkable, both in size and design.

It is one of the longest suspension spans in the nation and similar in design to the famous Golden Gate Bridge in San Francisco.

The main span is 600 feet long and 16 feet wide with towers that extend 70 feet above the deck. The pedestrian-crossing section measures 1,144 feet including approaches.

The bridge was constructed by A. Teichert and Son, Sacramento, at a cost of \$636,000 and was recently presented to the city as a gift by the developers of Campus Commons, a residential project located across the river from the college.

EUREKA! WHOOPEE!

New Pacts Stir Sleeping Crews

By RAY COOPER and
LEONARD YORK

EUREKA—With the release of the "tight money," contracts in the building industry have begun to emerge.

Wright and Oretsky, Santa Rosa, was low bidder at \$1.27 million for construction of an Arts and Music Building at Humboldt State College.

Clearing and excavation work should begin by mid-May with construction on the building itself to begin as soon as preliminary work is complete.

NEW DORMS

Also to rise on the Humboldt campus will be new dormitories estimated at \$2.1 million. Low bid was submitted by Nielson-Nichols, Sacramento, at \$2.9 million, so it is not known when contracts will be let.

But one job which has begun is at Arcata, where Humboldt Bay Builders is constructing a \$1 million apartment complex, located on the north end of H Street.

Another critical program, that of flood control, is slowly being resolved, with the award of a contract to construct a filter and water source project at Redway, near Garberville.

PROBE CONDITIONS

Since the disastrous 1964 flood, which left the area without an adequate water supply, state and county officials have been investigating methods of preventing a like happening in the future.

Jim Johnson, Garberville, and Lloyd Huber and Sons were successful bidders.

Street work in Arcata will get underway shortly, if the weather cooperates (?) Redwood Empire Aggregates bid low at \$111,060 for the work. This firm bid \$111,668 on the same project last year, but the city said it was too high, so the bid was thrown out and put up for bids a second time. On the second bid, the same firm bid \$115,369, and again the city threw it out, this time because of complaints that residents' sidewalks would be raised, so the project was redesigned and work should begin in the near future.

Redwood Empire was also winner of a contract to widen Main Street in Trinidad.

The County has several small jobs coming up for bids this spring, including one at Petrolia.

Green Construction has kept a maintenance crew employed all winter, so when things get underway, their equipment will be in peak condition.

The state should also call for bids on two freeway jobs including another section of freeway at Klamath and another from Garberville to Benbow.

PROJECT SCUTTLED

Originally, the Klamath project was to include relocating the town of Klamath, completely washed away during the 1964 flood, but the cutback in federal funds scuttled these plans.

Effective April 1, Brizard Matthews Caterpillar Dealers ratified a contract with Local 3, calling for increased wages, health and welfare and pension contributions.

A new contract was also reached with California Tractor Company, which has taken over Moore Equipment in Eureka. The new firm is from Emeryville, where its plant is 100 per cent Operating Engineers. We welcome them to Eureka.

OTHER JOBS

In other news, Pelican Bay Company has sold its hotplant to a contractor in Lincoln, Oregon. Crews have been dismantling it and trucking it to its new site.

Ernie Van Dyke has done an excellent job as steward on this job under most adverse working conditions.

Further south, Allsup and Filipe Company has been working whenever possible on widening of Highway 101.

"Red" Schall, project superintendent, and Darrell Allsup, project manager, say work will resume as soon as things dry out.

Ayers and Rouse, local contractor in Crescent City, will be on the job, so it should go smoothly.

This firm, with Floyd Rushton, has been doing the dirt work on the Crescent City shopping center. Finish grade should be completed shortly.



Perini Yuba Associates have completed the diversion tunnels and coffer dam preliminary to the start of construction on Bullard's Bar Dam, which will add to the state's over-all flood control plan.

Floods—Man Is Gaining

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

MARYSVILLE—For the first time in 165 years, man has gained the upper hand in controlling the rampaging flood waters of the Yuba and Feather Rivers, which have had a lengthy history of destroying man and property. On June 30, 1970, the largest single flood control and power project ever attempted by man is scheduled for completion, climaxing 30 years of struggle. In too many instances lives have been lost, homes inundated and property destroyed when these two rivers have rampaged uncontrolled.

MOST DISASTROUS
Most disastrous was the 1955 flood which took 40 lives, forced 30,000 persons to flee their homes, left 3,300 homeless and claimed 6,000 head of livestock. Damage was \$200 million. The plan for the gigantic project began with the late W. T. Ellis who against opposition, designed the present levee system. In 1940, Merle Collins launched the first "hard push" for water development and flood control measures, and talks were held from 1952 to 1958.

FIRM STAND
In that year, community leaders took a firm stand and formed a network of communications which resulted in the Yuba River Project. In eight years, county supervisors and state legislators cut through the endless ribbons of red tape and brought to reality the \$180.2 million project. Key to the project, being constructed by Perini-Yuba Associates, is the 645-foot-high Bullards Bar Dam.

3 MILLION YARDS
The new dam, to be constructed with three million yards of concrete, will be 470 feet higher than the old structure, and will be located one and a half miles below the present dam. Excavation on the spillway and dam is being done on three shifts. Lohman Ridge tunnel excavation has advanced 6,000 feet from the upstream portal, but has been

temporarily abandoned because of water inflow.

ON SCHEDULE
At Camptonville Tunnel, work is progressing on schedule, advancing to 2,500 feet, with grading and slide removal continuing on Log Cabin Road. Excavation on Colgate Tunnel is on a three-shift, five day schedule, and is presently at the 2,100 foot stage. The access road to the new Narrows Power House is underway, and design work on the road continues. Most critical phase, the Yuba River diversion, has been accomplished.

100,000 VISITORS
It is estimated the project will bring more than 100,000 visitors and \$1.2 million into the economy during its first year of operation. The dam alone will be responsible for \$50 million in new business in Yuba County. The dam is to be financed

through approximately \$180 million in bonds. Bonds will be paid through sale of hydroelectric power by Pacific Gas and Electric. PC&E is obligated to pay back bonded indebtedness over a five-year period.

JOBS RELAXED
In other news, weather is temporarily holding up several pending jobs. At Hamilton City, Kaiser Industry is purchasing and installing a hot plant. A. Teichert and Son is waiting to resume work on the freeway south of Yuba County. Wismer and Becker has just begun underground work on the powerhouse. Spence Robinson is doing outside excavation. Morrison-Knudson is having trouble keeping slopes up because of slides. It is apparent considerable work will be opening in the district when weather permits construction resumption.

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Islands See Break In Funds Release

By HAROLD LEWIS, BERT NAKANO, WILFRED BROWN, KENNETH KANOONEI and WALLACE LEAN

HONOLULU—Unemployment among Operating Engineers is not as drastic as we had expected, and not as bad as it was in past months, but several operators are still waiting for the return of the sunshine. Considerable slowdown in construction has been experienced, but a break appears eminent within the next several weeks. One thing that will assist considerably in getting crews back to work is the release of \$53 million, previously withheld for Hawaii highway construction.

Through the efforts of Local 3's officers and the legislators in Washington, President Lyndon B. Johnson relented and released the much needed capital.

The release of funds was largely because of the late start in the Interstate Defense Highway Program.

Of the \$53 million total, half was made available April 10, with the remainder to be made available by July 1.

It is reported by Washington observers that an additional \$33 million will likely be made available in quarterly amounts, which will bring to the program a total of \$86 million for highway work.

Another welcome development was realized when businessmen and developers said they anticipate construction of 18,000 new residences in the Windward area.

Plans are presently being made to meet the shopping and housing needs of the growing population.

Hawaiian Housing Corporation, representing Centex-Trousdale, developer, expects to meet this

need with construction of 2,500 residential units within the next two years.

About 90 per cent of the development will be residences, five per cent for shipping and another five per cent set aside for parks and recreation areas.

First to be built will be the Aikahi Park Shopping Center, with work to begin within 10 months.

The shopping center will also serve residents of Aikahi Hillside Subdivision, a 70-lot development on the Mauka side of Kaneohe Bay Drive. Plans for this new development are reportedly in completion stages.

Other projects in the hopper include the Kainalu Park on Kailua Beach; Kawainui Park, a 225 lot leasehold subdivision on Kapaa Quarry Road and Koapa Subdivision between Enchanted Lake and the newly aligned Kalaniana'ole Highway.

Since the first of the year, we have made considerable progress in our organizing campaign. As a result, Amity Developers, Inc., Allied Aggregates Corporation, Allied Construction Inc., Demolition Engineers Inc., Isemoto Contracting Co. Ltd., Kuwaye Brothers Inc., E. F. Nilson Inc., and Volcanite Ltd. are now under contract with Local 3.

We recently won NLRB elections with Canadian Pacific Corporation (Honolulu), Mauna Kea Sand and Gravel and Custom Cannery of Hawaii Inc.

Negotiations are being held with Custom Cannery, with negotiations with Canadian Pacific and Mauna Kea to begin in the near future.

Since May 1 was LEI DAY, the office and staff extends a warm aloha to all the brothers.

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A Ghostly Awakening

By AARON SMITH

COLLINSVILLE — The dance halls rocked with the sound of twanging pianos and the frilly-gowned girls laughed it up with the rough and ready cowboys and bawdy sailors.

Empty beer mugs and whiskey bottles took over the once-abundantly stocked shelves.

Then in 1873 the "New York of the Pacific" began to fade when the shipping industry moved downriver to other major ports, then the railroad joined in, and suddenly, only the ghostly wind paid its lonely visit to the pleasure dens.

Today the people of Collinsville, all 14 of them, are faced with a tremendous element of unknown—Pacific Gas and Electric has crept into the lush green hills and the whispering has created a thundering silence—what does the company intend to do?

The residents of this once-booming community are caught up in a most nerve-racking situation. They are afraid that one morning they will awake to find giant earth-gouging machinery taking over their peaceful domain—in sort of an "outer limits" innuendo.

There is wonderment and anxiety over PG&E's plan to construct a \$100 million atomic power plant in this waterfront haven, where the major commodity is peace and quiet.

Frank Vitalie Jr., who operates the Collinsville resort, took out a 15-year lease on the property nine years ago. He still has six years to go, and he is at a loss as to what to do with his investment.

"The gas company has tried to educate the people here, and I guess it has, but it won't give us any answers about when it plans to move in and move us out."

Frank would like to fix up his decaying operation, but is afraid to because anything he invests now will probably be lost.

Others in the town are just as confused.

John Baldetta, a Local 3 dredgerman, said, "We don't know nothin'—people outside know more than we do. We heard they were going to build an atomic plant out here, but we don't know nothin'."

"We heard they were going to kick us out, so if they do, we'll move. We'll wait until they give us our money then we'll get out of here," he said wistfully.

PG&E has reported it may be 1975 before anything will take place on its 1,100 acres near the junction of the Sacramento and San Joaquin Rivers.

The site was picked after much study, because of the abundant supply of cooling water, and because of its central location in a future booming population area.

It is apparent that Solano County officials favor the plant. Reliable reports estimate an



Once-lively and promising Collinsville has decayed into a shambles in recent years, but the folks

there, all 14 of them, have been told a new atomic power plant will be built in the area by PG&E.

added tax revenue of \$2.5 million would be generated through the plant's operation.

Land values have skyrocketed since the purchase of land by the giant utilities firm. Property which once sold for \$40 an acre is now selling for \$1,500, but the 14 residents say they cannot get that much for their land.

Today, the empty ramshackle

houses stand mired in stagnant pools of water and decay has caused several hazards. Signs posted on splintered porch posts tell what visitors venture into the town to "keep out."

"So far, the only opposition raised to the plant has come from sportsmen, who don't want to see this fabulous fishing spot taken over by a powerplant," young

Vitalie said.

He claims his lease was bought out from under him through the "right of eminent domain," and he doesn't know how it happened. He doesn't like the way the deal was handled, but says there isn't much he can do about it, and he doesn't know what he will do when he is evicted.

That's progress.

Serious Discussion On 'Blood Alley'

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

SAN JOSE—Death-laden "Blood Alley" on Highway 17 came up for serious discussion at a recent meeting of the Santa Clara Chamber of Commerce meeting.

The Chamber's county-wide highway committee apparently has been alarmed at the treacherous segment of the mountainous highway, and is now recommending interim improvements and full freeway status for the Los Gatos-Santa Cruz route in the list of 1968-69 priority road projects handed the State Chamber of Commerce.

The committee also urged studies for full freeway status and landscaping from Lark Avenue to the County line.

SUPPORT SEEN

State Chamber officials are expected to strongly urge action on the Santa Clara County priorities when they meet with the State Highway Commissioner later this year.

The priority list was presented to state chamber officials during a Board of Supervisors' session.

Other projects on the "must" list include Sinclair Freeway, Los Gatos Freeway to Alum Rock Avenue across San Jose, Guadalupe Freeway from Coleman Avenue-Market Street to Alma Street, Los Gatos Freeway from Moorpark Avenue to Lark Avenue, El Camino Real at Page Mill Road including modification of signals and interchanges, El Camino Real from 1,800 feet south of San Antonio to Lawrence Station Road 7.2 miles and from Lawrence Station Road to Scott Boulevard and from Scott to De La Cruz

Boulevard calling for widening to six lanes.

WIDENING URGED

Several other important road jobs, including widening to eight lanes of Bayshore Freeway from the north county line to Guadalupe freeway, were also urged.

Another welcome sign was

flashed when Fairchild Semiconductor began work in Mountain View on what will soon become one of the largest industrial structures in the Bay Area.

The new edifice will have 342,000 square feet on two levels and a full basement. The site is located at 464 Ellis St.

A Two-level parking garage is to

be located at the rear with an additional 100,000 square feet. The garage will be so constructed to permit addition of a third level later.

1968 TARGET

The main building and the garage are to be completed in 1968. It is reported that some 2,000

employees, mostly of the administrative variety, will have offices in the new complex, releasing other Fairchild space for production and assembly work.

Contractor for construction of the main building is Johnson and Mape, Redwood City. Plating shop contractor is Rudolph and Sletten, Mountain View.

A. J. Raisch Paving Company, San Jose, received a contract totaling \$1.21 million for construction of the San Tomas Expressway, Unit 5B, between Budd Avenue and Camden Avenue, and a second contract for improvements to Vine and San Fernando Streets and to Park Avenue.

\$5 MILLION HOSPITAL

In the Santa Cruz area, heavy rains have, as is the case almost everywhere, halted much of what was happening, and caused delays on projects which were to begin this spring.

But with the advent of spring, Carl N. Swenson Construction Company, San Jose, will begin work on the \$5 million Pajaro Valley Hospital. The project recently received approval by the Board of Directors of Watsonville Community Hospital, after it had been opened for bids.

A project to bring full freeway status to Highway 101 will get underway this year when Thomas Construction Company, Fresno, begins work on an overpass and frontage roads at Chittendon Junction. The structure will be a two-span affair with other advancements which will eventually bring the expansion to eight lanes.

G. W. Davis was low bidder at \$1.76 million to build the new LaFonda High School in Santa Cruz, so things appear to be on the upsurge.

Sidewalk Boss's Paradise

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

OAKLAND—It's a sidewalk superintendent's paradise!

Yessirree—the Bay Area Rapid Transit's subways, tunnels, tubes and tracks provide as varied a collection of "fun things" to watch as one would find anywhere.

And with more than half of the \$1 billion transit system under contract—38 of the 75 miles—it's almost impossible to go anywhere in the Bay Area without seeing some sort of activity.

More than \$200 million has been let for BART projects in the East Bay alone.

In Oakland, 13 projects are underway, six of them being subway jobs totaling 2.6 miles.

Downtown, BART is spending \$46.3 million on four projects including the \$4.4 million Fallon to Seventh Streets .4-mile subway, the \$4 million .3-mile 21st to 24th Streets subway, the \$15 million 19th Street station and the \$19.4 million .4-mile 12th Street station and tunnel to the 19th Street station.

And if one looks through the board fence peepholes, he is likely to see a subway under construction

at 8th Street and the Estuary Channel between Fallon and 7th Street. It's .6 mile long, costing \$4.4 million.

Add to this the subway connection to the Trans-Bay tube running along 7th Street to Maritime Street, costing \$8.4 million and the outlay becomes almost staggering, but there's more.

In Walnut Creek, operating tracks are everywhere, including the 4.5 miles of test track that has been in service for months. It was rather inexpensive at \$3.8 million.

Everybody likes tunnels, especially those costing \$31 million.

No one can see BART's yet, but there's one running from Chabot Canyon in Oakland 3.5 miles to Orinda.

And there are more than 3.5 miles of joint BART-freeway construction underway where the tracks will occupy the median strip.

Work is also ripping along on the Grove-Shafter freeway alignment between 24th Street and 52nd Street, with BART picking up \$6 million of the tab, and from 52nd Avenue to Golden Gate Avenue at an additional \$6 million.

More aerial work is underway on the North Oakland line where the Berkeley-Richmond line leaves

the Grove-Shafter freeway and heads north along Grove Street.

That street is being widened to six lanes with the BART line in the middle under a joint project with Oakland.

Work is now being done between 47th and 61st Streets as part of a \$7 million contract which includes 2.5 miles of aerial construction in El Cerrito.

In Berkeley, three subway contracts are in progress, including the downtown station on Shattuck Avenue near University, and subway going in each direction.

In Contra Costa County the advance work is underway for the State Department of Highways for widening Route 24 to four lanes in each direction.

BART needs 3,500 parcels of land to complete its three-county rails network. To date, more than 2,150 of them, costing \$55 million, have been purchased.

In other happenings (excluding the Hippie types) early actions on sections of the Grove-Shafter freeways and other vital new projects are being sought in the 1968-69 Alameda County budget.

County, city and Chamber of Commerce aides recently adopted recommendations to be presented to the State Highway Commission.

HOW TO BUY

Wives Angry About Labeling

By SIDNEY MARGOLIUS

Mrs. Robert Stickler is fighting mad. So are Mrs. Eugene Shilts, Everett Teske and a number of other readers who have complained of the quality of many processed foods purchased.

"I bought a package of frozen 'Gravy & Sliced Turkey,' weighing two pounds for \$1.49. When it was baked and ready to eat there were about four cups of gravy and not enough turkey to serve one person, and there were four of us. For 75 cents a pound, I would expect a fairly good serving of meat."

Mrs. Shilts also has a beef.

"The only way I can make ends meet is to buy good quality products," Mrs. Shilts writes. "When I pay a dollar for food I expect my dollar's worth. We use lunch meat a couple of times a week because I have a son in school and my husband takes lunches. Most of the time lunch meat is strong-tasting and loaded with fat. Most families buy lunch meat. Do they all get beat with plastic wrappers, extra casings, all kinds of fat, pickles and olives to add to the weight?"

Mr. Teske's experience is equally disturbing: "I bought a jar of strawberry preserves. When I used it there were only six strawberries on top. The rest—about three-quarters of the jar—was nothing but strawberry jello."

What our indignant friends do not understand—along with almost 200 million other Americans—is the subtle labeling permitted by our laws and the U.S. Agriculture Department. The rules are so subtle that they permit all kinds of foolery and waste in the sale of modern ready-to-serve foods.

In the case of the "Gravy & Sliced Turkey," the fact that the word "Gravy" comes first means there is more gravy than turkey. Moreover, if Mrs. Stickler had read the list of ingredients in fine print (food labels are getting as bad as insurance policies), she would have seen that under "Gravy," the first item listed is water. Water, therefore, is the leading gravy ingredient.

Other ingredients, in order of importance, are starch, flour, salt, vegetable fat, chicken fat, turkey giblets, various flavorings and caramel color. Who needs to pay \$1.49 for this concoction of cheap fillers?

The picture on the package misled Mrs. Stickler and would mislead me too. It shows six good-sized slices of turkey and a small bowl of thick gravy with noticeable chunks of giblets floating on top.

Under "Turkey" the label shows a separate list of ingredients: "turkey, natural juices, salt, brown sugar, sodium phosphate, hydrolyzed vegetables, protein, flavoring, sodium erythorbate." While this version of "turkey" might well win the American Chemical Society's annual award for new advances in chemistry, careful reading discloses how relatively little turkey there is in the two-pound package.

Mr. Teske's strawberry-jar label could fool me too. It says: "Pure Strawberry Preserves," and underneath, "Whole strawberries . . . cooked with care to retain natural fresh taste." What that weasel wording seems to mean is that the strawberries were whole before they were cooked.

Under present loose regulations, one has to carefully watch foods and lists of ingredients to survive in the food-processing jungle. One has to make distinctions between such labeling as "chili con carne" which is 40 per cent meat (on the fresh basis), while "chili con carne with beans" is only 25 per cent meat.

One of the most ridiculous distinctions permitted by the USDA is that a canned product labeled "Vegetables And Beef" must have at least 35 per cent beef. But one called "Vegetables With Beef" needs only 20 per cent meat.

As for the luncheon meat, we have warned many times that many packaged cold cuts have "water" as their second leading ingredient. The cellophane covering helps the retailers more than the customers because it prevents the water from drying out before the package is weighed. If cold cuts are sold in interstate commerce, they can contain no more than 10 per cent water for bologna, franks and similar cooked sausage, and 3 per cent for luncheon meats and loaves. This is plenty of water. But cold cuts processed and sold within a state may have even more, depending on state regulations.

The amount of fat is another matter. So-called "all beef" and "all meat" cold cuts and franks can be deceptive since they can contain a large proportion of fat. Actually, cheaper "franks with cereal or non-fat dry milk" often have more protein.

Granted, the USDA has fended off some of the more flagrant potential deceptions, but standards permitted by the USDA and Food and Drug Administration are low, and the labeling inadequate as long as the consumer is not actually told the *percentage* of the ingredients. Consumers can hardly be expected to memorize hundreds of standards.

But families who want a dollar's worth of food for a dollar had better read the labels closely, cook their own turkey meats for lunch sandwiches.

Copyright 1967 by Sidney Margolius

\$28.7 Million In Nevada Roads

By NORRIS CASEY, BUD MALLETT and JACK BULLARD

RENO — Construction projects costing \$31.5 million are currently under construction, according to John Bawden, state highway engineer, with a major portion of it in the northern half of the state.

Of the 144 miles of highway under contract, more than half involves the Interstate system.

As of April 1, construction was underway on 78 miles of freeway costing \$28.7 million. Primary projects totaling 65 miles and a cost of \$1.2 million were in progress, while secondary activity accounted for 1.3 miles and \$1.5 million in cost.

The announcement came in conjunction with the Highway Department's semi-annual construction progress report.

The report disclosed that less than 240 miles of the 537-mile system remain to be constructed to complete the system in Nevada. To date, 297 miles costing \$80.6 million have been completed.

In the past seven years, the

state has supervised construction of an additional 875 miles of new or improved highway on the primary and secondary road network, costing \$62 million.

Another 401 miles is under design at an estimated cost of \$210 million and of that total, \$150 million is earmarked for the state's two Interstate routes.

Nine of the present jobs in progress are on I-80 in the northern section of Nevada. Three of these are in the Reno-Sparks area including the Lawtons-to-Keystone Avenue job in Reno, the Truckee River Bridge and the viaduct in downtown Sparks.

Other I-80 jobs include four miles east of Fernley to one half mile southwest of Brady's Hot Springs.

—One and a half miles northeast of Humboldt House to one mile northeast of Mill City.

—Two and a half miles east of Winnemucca to one mile west of Golconda.

—Four miles west to six miles east of Deeth.

—One to nine miles east of Junction with U.S. 93 at Wells.

Now for the long range weather report—fair and warmer with intermittent snow and rain showers between seasons for the remainder of the year.

Summer is finding it rather difficult in wedging itself into a corner of the pix.

Recent storms blanketed the state from Lovelock to Wells with powder, excellent for skiing, but miserable for construction.

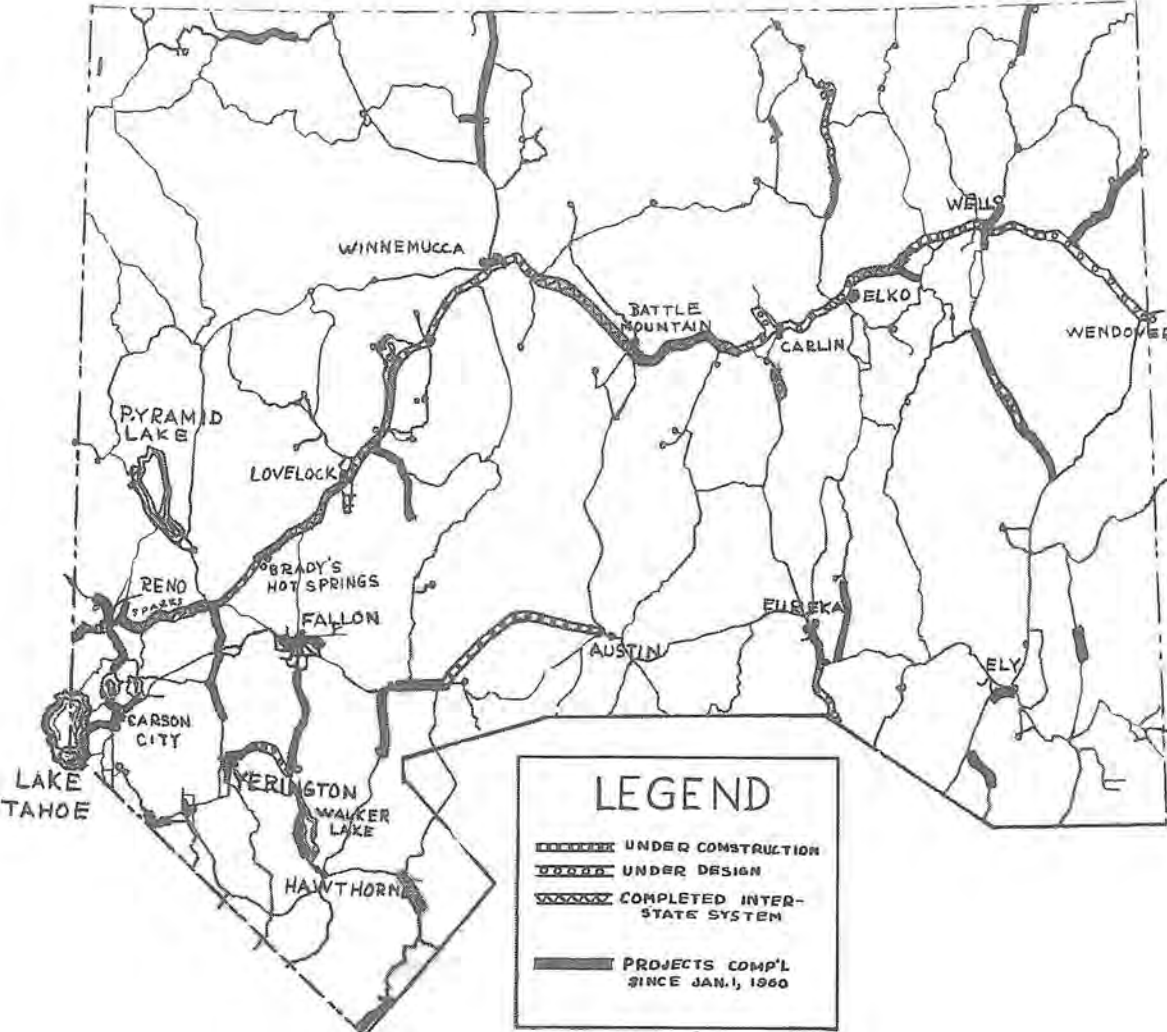
Three jobs at Deeth and Wells will re-employ many members now sitting around the potbelly stove in Elko, and the unemployment list will shrink a bit.

The Carlin Gold Mine job comes up for bid May 27, so another slice of unemployed will hit the market.

At Inlay, industrial crews are putting down type I material and Allied Paving is getting ready to lay blacktop on the Winnemucca job.

In the mines, members have lost little time. These operations work round the clock regardless of weather.

And as one Brother put it—"I hope summer comes on Sunday this year so I can go fishing."



Well, What'd Ya Expect—Another Arnie?

For years Sam Smord trained his pet gorilla to play golf. Finally the animal became quite proficient with the clubs, so Smord took his pet to the local Country Club to

show him off.

"I'll bet any man here my gorilla can beat him at the game," the proud and boastful Smord said.

He had no takers until an old

timer showed up, took the bet for \$100, and headed for the first tee.

The old timer teed off first, then watched as the gorilla, with one hand, drove a beauty down the 445-yard dogleg left first hole.

The old timer took two more strokes getting to the green, there to discover the gorilla was just one foot from the pin on his first shot.

"Man, I'm calling off the bet. This is ridiculous!" he shouted.

Smord would have none of it, claiming the old timer had played more than half the first hole, so the bet stood.

Finally, after a lengthy argument, Smord let the old timer buy him off for \$50.

"By the way," the old timer asked him, after the deal had been settled, "how is your gorilla at putting?"

"Same way—445 yards," Smord said with a smirk.

A TABLE FIT FOR KINGS

EUREKA—For years, Tiny Swanton spent his working hours at the Crown Simpson Pulp Mill, and taught grade-setting classes whenever those interested would enroll.

He has been a tremendous asset to the Operating Engineers. Now, he has tried another of his talents, again in a successful manner. He has become a gourmet specialist, setting out famous cuisine at the King's Table, located at 2748 E Street, Eureka.

His specialty includes beef stroganoff with noodles, but he has several other tasty dishes. He will gladly prepare whatever one wishes to order, and with that special touch that makes the name of the place a prophetic title.

He also prepares food, either hot or cold, to go, so some Sunday afternoon, drop by the King's Table for a meat fit for a king.

His experience as Chief of Party has prepared him quite well in surveying the proper ingredients for a delicious meal.

N. California AGC Wage Rates

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	Rates Per Hour June 16 1967
GROUP No. 1.....	\$4.625
Assistant to Engineer (Fireman, Oiler, Note (1) Signalman, Switchman, Brakeman, Deckman, Tar Pot Fireman, Heavy Duty Repairman Helper); Partsman (heavy duty repair shop parts room when needed); Note (4) Rear Chainman.	
GROUP No. 2.....	\$4.815
Mechanical conveyor (handling building materials); Note (2) Compressor; Concrete Mixer (up to 1 yard); Conveyor Belt Operator (Concrete Plant); Fireman Hot Plant; Note (2) Pump Operator; Tar Pot Fireman (power agitated); Hydraulic Monitor; Spreader Boxman (with screeds).	
GROUP No. 3.....	\$4.945
Box Operator (bunker); Note (4) Head Chainman, Rodman; Locomotive (Assistant to Engineer required)*; Motorman; **Lubrication and Service Engineer (Mobile and Grease Rack) (Moves to Group 4—June 15, 1966); Ross Carrier (const. jobsite); Screedman (except asphaltic concrete paving); Self-Propelled, Automatically Applied Concrete Curing Machine (on streets, highways, airports and canals); Tugger Hoist, single drum.	
GROUP No. 4.....	\$5.25
Ballast Regulator; Ballast Tamper Multi-purpose; Ballast Jack Tamper; Boxman (asphalt plant); Fork Lift or Lumber Stacker (const. jobsite); Material Hoist (1 drum); **Lubrication and Service Engineer (Mobile and Grease Rack) (effective June 15, 1966); Line Master; Shuttlecar; Tie Spacer; Towermobile.	
GROUP No. 5.....	\$5.375
Note (3) Compressors (2 to 6); Concrete Mixers (over 1 yard); Concrete Pumps or Pumpcrete Guns; Generators, gasoline or diesel driven (100 k.w.); Grader, Grade Checker (mechanical or otherwise); Press-Weld (air operated); Note (3) Pumps (2 to 6); Note (3) Welding Machines (gasoline or diesel) (2 to 8).	
GROUP No. 6.....	\$5.44
Boom Truck or Dual Purpose A Frame Truck; Concrete Batch Plants (wet or dry); Concrete Saws (self-propelled unit on streets, highway, airports and canals); Drilling Machinery (not to apply to water-liners, wagon drills or jackhammers) (Assistant to Engineers required)*; Highline Cableway Signalman; Locomotives (steam or over 30 ton) (Assistant to Engineer required)*; Mechanical Finishers (concrete) (Clary, Johnson, Bidwell Bridge Deck, or similar types); Maginnis Internal Full Slab Vibrator (on airports, highways, canals and warehouses). Power Jumbo Operator (setting slip forms, etc., in tunnels); Portable Crushers; Roller; Self-Propelled Compactor (single engine); Screedman (Barber Greene and similar) (asphaltic concrete paving); Surface Heater; Self-Propelled Pipeline Wrapping Machine (Perault, CRC or similar types); Slip Form Pumps (power driven hydraulic lifting device for concrete forms); Small Rubber Tired Tractors.	
GROUP No. 7.....	\$5.535
Deck Engineers; Dual Drum Mixer (Assistant to Engineer required)*; Fuller Kenyon Pump and similar types; Note (4) Instrument Man; Journeyman Trainee; Material Hoist (2 or more drums); Mechanical Fin-	

ishers or Spreader Machine (asphalt) (Barber Greene and similar) (Screedman required); Mine or Shaft Hoist; Mixermobile; Pavement Breaker with or without compressor combination; Pavement Breaker, truck mounted, with compressor combination (Assistant to Engineer driver required)*; Pipe Cleaning Machine (tractor propelled and supported); Pipe Wrapping Machine (tractor propelled and supported); Pipe Bending Machine (pipe lines only); Refrigeration Plant; Self-Propelled Boom Type Lifting Device (Assistant to Engineer required, except on 10 ton capacity or less)*. Self-Propelled Elevating Grade Plane; Slusher Operator; Small Rubber-Tired Trenching Machine and similar small equipment (any assistance in the operation if needed shall be performed by an Assistant to Engineer)*; Small Tractor (with boom); Soil Tester; Trenching Machines (Assistant to Engineer required, except as provided above)*; Truck-type Loader.

GROUP No. 7-A \$5.76

Asphalt Plant Engineer; Heavy Duty Repairman, and/or Welders; Armor-Coater (or similar), (Two (2) Operators and One (1) Assistant to Engineer required)*; Cast-in-Place Pipe Laying Machine; Tractors, Dozers, Scrapers, Sheep Foot, self-propelled Compactor with Dozer, and Push-Cats; Woods-Mixer (and other similar Pugmill equipment).

GROUP No. 8..... \$5.76

Combination Slusher and Motor Operator; Concrete Batch Plant (multiple units); Euclids, T pulls, DW-10, 20 and 21 and similar (with earth-moving equipment up to and including 45 cy "struck," m.r.c.); Kolman Loader (Assistant to Engineer required on two (2) or more)*; Loader (up to 2 yards); Mucking machines (Assistant to Engineer when required)*; Portable Crushing and Screening Plants (Assistant to Engineer required)*; Mechanical Trench Shield; Tri-batch Paver (Assistant to Engineer required)*; Tunnel Badger (Assistant to Engineer required)*.

GROUP No. 9..... \$5.885

Canal Finger Drain Digger (Assistant to Engineer required)* (In addition to the above there shall be one (1) Group 7 Operator); Chicago Boom; Combination Mixed and Compressor (gunite); Highline Cableway (5 tons and under) (signalman required); Lull Hi-Lift (40 foot) (or similar); Power Blade Operator (Moves to Group 10—July 15, 1966); Tractor (with boom) (D-6 or larger, and similar).

GROUP No. 10..... \$6.00

Boom-type Backfilling Machine (Assistant to Engineer required)*; Bridge Crane; Chemical Grouting Machine (Assistant to Engineer required)*; Cary-Lift (or similar); Note (4) Chief of Party; Combination Backhoe and Loader (to and including ¾ yard) (Assistant to Engineer required when more than 200 degree swing)*; Cranes (not over 25 tons, hammerhead and gantry) (Assistant to Engineer required)*; Euclid loader and similar types (Assistant to Engineer required)*; Euclids, T pulls, DW 20, 21 and similar (with earth-moving equipment over 45 cy "struck," m.r.c.).
Derricks (2 operators required when swing engine remote from hoist); Derrick Barges (except excavation work) (deck engineer and Assistant to Engineer required)*; Do-Mor Loader and Adams Elegrader; Heavy Duty Rotary Drill Rigs (incl. caisson foundation work and Robbins type drills) (Assistant to Engineer required)*; Koehring Skooter (or similar) (Assistant to Engineer required)*; Lift Slab Machine (Vagtborg and similar types); Locomotive (over 100 tons) (single or multiple units) (Assistant to Engineer required)*.
Loader (2 yards and up to and including 4 yards); Multiple Engine Earth-moving Machine (Euclids, Dozer, etc.) (no tandem scraper); Power Blade Operator (Effective

Rates
Per Hour
June 16
1967

Rates
Per Hour
June 16
1967

July 15, 1966); Power Shovels, Clamshells, Draglines, Backhoes, Grad-all (up to and including 1 yard) (Assistant to Engineer required)*; Shuttle Car (Reclaim Station); Soil Stabilizer (P&H or equal); Sub grader (Curries or other automatic type) (Assistant to Engineer required)*; Track laying type—Earth Moving Machine (single engine with tandem scrapers); Tractor, Compressor Drill comb. (Assistant to Engineer required)*; Train Loading Station; Pre-Stress Wire Wrapping Machine; Vacuum Cooling Plant.

GROUP No. 11..... \$6.16

Automatic Concrete Slip Form Paver (Grader-setter, Screedman, and Assistant to Engineer required)*; Automatic Railroad Car Dumper; Canal Finger Drain Backfiller (Assistant to Engineer required)* (In addition to the above there shall be Two (2) Group 7 Operators); Canal Trimmer (Two (2) Assistants to Engineer required)*; Cranes (over 25 tons) (Assistant to Engineer required)*; Earth Moving Machines (multiple propulsion power units and two or more scrapers) (up to and including 75 cy "struck," m.r.c.); Highline Cableway (over 5 tons) (Signalman required).

Loader (over 4 yards); Power Shovels, Clamshells, Draglines, Backhoes, and Grad-alls (over 1 yd. and up to and including 7 cu. yds. m.r.c.) (Assistant to Engineer required)* (2 Assistants to Engineer required on 120B similar or larger)*; Self-propelled Compactor (with multiple propulsion power units); Single Engine Rubber-Tired Earth Moving Machine (with tandem scrapers); Slip Form Paver (concrete or asphalt) (1 operator, and 2 screedman when required); Tandem Cats.

Tower Cranes Mobile (Assistant to Engineer required)*; Trencher (pulling Attached Shield) (Assistant to Engineer required)*; Universal Liebherr and Tower cranes (and similar types) (in the erection, dismantling and moving of equipment, there shall be an additional Operating Engineer at Group 7A rate); Wheel Excavator (up to and including 750 cy per hour) (Assistant to Engineer required)*.

GROUP No. 11-A \$6.765

Band Wagon (in conjunction with Wheel Excavator); Multi-Purpose Earth Moving Machines, Two (2) or more scrapers (over 75 cy "struck," m.r.c.); Power Shovels and Draglines (over 7 cu. yds. m.r.c.) (Assistant to Engineer required; an additional Assistant to Engineer is required if the shovel or dragline is electrically powered)*; Wheel Excavator (over 750 cu. yds. per hr. (Two (2) Operators and one (1) Assistant to Engineer required; any additional assistance shall be by Assistants to Engineer)*.

GROUP No. 11-B \$7.06

Operator of Helicopter (when used in erection work).

Section No. 12 (Second Part)

Notes (1), (2), (3), (4) — see below after (h).

(a) Operators, Assistants to Engineer and Indentured Apprentices on cranes with booms of eighty (80) feet or more, including jib, shall receive additional premium according to the following schedule:

	Per Hour
Booms of 80 feet up to, but not including, 130 feet	\$.15
Booms of 130 feet up to, but not including, 180 feet30
Booms of 180 feet and over45

(b) An Operating Engineer shall maintain and service gasoline or diesel driven welding machines when the welding is being performed by another craft.

*In each instance in which one (1) or more Assistant to Engineer is required, subject to the provisions of this Agreement, an Indentured Apprentice may be employed.

**When the Engineer needs assistance an Employee covered by this Agreement (Assistant to Engineer)* may be employed.

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE

10 ACRES, small 2 Bdrm. unfinished house, good 8-inch well o.w.l.d. water. \$9,700 or \$3,600 dn. Woodrow Wilson, 7665 Citrus Ave. Oroville, Calif. Ph. 533-8241. Reg. 663967. 3-1.

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

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

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

TD-21 INTERNATIONAL dozer with logging winch and canopy. 241 series with 6,130 hrs. Charles Johnson, 4032 S. Hwy. 99. Stockton, Calif. Ph. 463-1243. Reg. 0782077. 3-1.

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

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

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

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

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

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

52.85 ACRES, \$1,000 per acre, total price \$52,800. Roy E. King, 1931 Salmon Creek Rd. Redding, Calif. 96001. Phone: 243-2999. Reg. 278806. 3-1.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1963 DODGE p/u Deluxe cab, 8 1/2 ft. box, excel. cond. \$975. Dan Heeney, 2068 Mento Dr., Fremont, Calif. Ph. 656-2818. Reg. 482414. 4-1.

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

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

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

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

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

'54 JEEP, engine in excellent condition, runs like a top. \$750. Wesley Hightower, Box 824, Weaverly, Calif. 96083. Ph. 623-6650 or 623-3241. Reg. 1219606. 4-1.

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

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

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

'58 INTERNATIONAL dual drive 8-10 dump truck 401 gas engine. \$3,200. Fred Caviness Jr., P.O. Box 457, Blue Lake, Calif., Phone: 707-668-5721. Reg. 1137641. 4-1.

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

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

L-S-70 LINK BELT, 3/4 yd. backhoe crawler. Excellent condition, new stick. D-4 Traxcavator new under carriage. 1948-2 1/2 T. Dodge Dump bob tail. Recon. motor, new recaps. Byron Farnworth, 345 E. 1600 So., Orem, Utah. Reg. 939636. 5-1.

SALE OR TRADE, Cleveland 95 Trencher O.C. 4 Oliver Trencher, 14 Ft. Trailer. Leo D. Scott, 12511 Paseo Flores, Saratoga, Calif., Phone: 379-2876. Reg. 947325. 4-1.

THREE BEDROOM, 1 1/2 acres, fenced livestock, \$25,000. O. E. Mitchell, 2045 3rd Ave., Napa, Calif. Phone: 226-7372. Reg. 454312. 5-1.

SNO-SKIS, 6' 8" Austrian metal, tyrol bindings, ski poles, 10 1/2 ski boots. Used twice, \$100 or trade for Scuba gear, guns, etc. Jim Reed, P.O. Box 43, Myers Flat, Calif. Reg. 1212474. 4-1.

SIX ROOM HOUSE, above Woodside on Skyline Blvd., approx. 1800 sq. ft., among redwoods and overlooking S.F. Bay. \$13,500. S. J. Carpenter, P.O. Box 372, Belmont, Calif., Phone: 851-0998. Reg. 763831. 5-1.

LO BOY transport, very small, good condition. \$1,695. **OILER** on Chev. truck, good condition. \$575. John E. Brown, 474 Minas Dr., San Jose, Calif. Phone: 408-269-6542. Reg. 434969. 4-1.

TWO, 2 BEDROOM, 5 lots (4 25' x 120' 130' x 120') corner property. West end Boise, Idaho, \$9,500. Chas. Schiedel, 1102 8th St., Monterey, Calif. Reg. 1171860. 5-1.

BARBER GREEN hot plant, portable, continuous mix type. Includes dryer, 2 hot elevators, Symons screen, etc. \$20,000. Ted Mitchell, 8101 Greenback Lane, Fair Oaks, Calif. Reg. 826853. 4-1.

TWENTY TWO B, Bucyrus Dragline G. M. Diesel Engine 40' boom drag-bucket, rud-o-matic, extra parts. \$10,000, or may trade for real estate. M. Jensen, 1229 Oleander Ave., Chico, Calif. Reg. 987215. 5-1.

'66 BUICK Skylark, 2dr. Grand Sport, turquoise, power steering, power brakes, 17,000 miles, \$200 down and pay off balance of \$2,463. Phone: 916-499-3732. 5-1.

FOR SALE, 1 Standel Bass Amplifier, 1 Framus Bass Guitar, includes microphone and guitar stand. Excellent condition. \$500. William F. Brockman, Route 1, Box 215, Newcastle, Calif. Phone: 663-3550. Reg. 8174764. 5-1.

WAUKESHA HESSELMAN, oil engine 6 Wakh mounted on 4 wheel trailer. Equal to D 1300 Cat., burns diesel. \$400. Earl More, 203 Oak St., Clayton, Calif. Phone: 415-689-0221. Reg. 1189114. 5-1.

TOWER BINOCULARS, 16 x 50. Perfect condition, purchased new 1964. Will accept reasonable offer. T. G. Bracewell, 6453 Moss Lane, Paradise, Calif., Phone: 877-7057. Reg. 931000. 5-1.

1964 CHEVROLET, SS Impala yellow, black interior, good condition, 42,000 miles, power steering, radio, heater. \$1,800. Dean Zaner, 191 E. El Camino, Space 240, Mountain View, Calif. Phone: 967-8804. Reg. 904809. 5-1.

NON-TRACT home, corner lot. Trade for prop. S. Alameda County, or sell. 82' x 125'. Los Gatos. Leased @ \$165 mo. with 6 months remaining, zoned rural, with possible prof. or comm. Joseph A. LaScala, 26495 Perkins St., Fremont, Calif. Phone: 793-4629. Reg. 1092462. 5-1.

'59 KENSKILL TRAILER, '61 Ford 2 ton flatbed dump, '53 4-W-D Jeep, for sale or trade. Earl Hagle, Box 1106, Clearlake Highlands, Calif. Phone: 894-2273. Reg. 307911. 5-1.

'61 530 CASE, backhoe diesel with loader, digs 14 1/2 ft. D. L. Sare, 2237 Hurley Way, Sacramento, Calif. Phone: 925-7600. Reg. 1040538. 5-1.

2010 JOHN DEERE, loader ripper. Good condition, low hours. Also T & J Machinery Trailer 1000, 12 ply tires, vacuum brakes. G. F. Anderson, 578 El Portal Ave., Fremont, Calif. Phone: 797-2194. Reg. 226144. 5-1.

TWO BEDROOM, house in country below Terminus Lake, 1 acre, well with pump, shed, quiet and peaceful. Needs repair. \$7,500. Johnnie Woods, P.O. Box 24, Lemon Cove, Calif. Phone: 597-2360. Reg. 643107. 5-1.

SALE OR TRADE, 600 Terra Trac diesel crawler, backhoe and loader. 120 ft. 4" galv. well pipe. Carroll Dow, 11 Dow Lane, Novato, Calif. Phone: 892-6150. Reg. 369082. 5-1.

1963 BUDGER EXPANDO, 8' x 40' legal road length opens to 16' x 40', 2 large bedrooms with wardrobes, kitchen appliances, wall oven, fan vented stove, glass shower door over tub, sliding front door. Excellent condition. \$6,500. Johnnie Woods, P.O. Box 24, Lemon Cove, Calif. Phone: 597-2360. Reg. 643107. 5-1.

TWO BEDROOM, roadmaster 8' x 40' or trade for smaller trailer or pickup with camper. \$2,000. Roy H. Watson, Route 1, Box 2885, Colfax, Calif. Phone: 389-2581. Reg. 315147. 5-1.

OVERHEAD HOIST, gear drive, 5' x 9 1/2" x 13" wheel 13' x 2 1/4" rail. 2 units good condition. \$120. Lloyd Bulger, 5008 Feather River Blvd., Marysville, Calif. Phone: 916-742-4363. Reg. 758343. 5-1.

BUDA GASOLINE engine, like new condition. Model Z-P1879, \$750 or best offer. W. D. Sorensen, 7028 Thornhill Drive, Oakland, Calif. Phone: 652-3041. Reg. 238823. 5-1.

CHINCHILLA TRAILER, 40' x 8', 57 tropical 85 cages, 12 breeders, babies, 15,000 BTU air conditioner, miscellaneous supplies, \$2,500 cash or \$1,500 cash and take over trailer payments. Consider trade for small house trailer, good condition. Louis McCleery, 941 Elmor Avenue, Marysville, Calif. Reg. 857929. 5-1.

BRITTANY SPANIEL, 4-month-old pups. Field Champion bloodlines, champion on mother and father. Joseph Waldner, 4228 Rose Avenue, Marysville, Calif. Phone: 743-2673. Reg. 942818. 5-1.

INTERNATIONAL LOADER, TD9-Drott 4 in 1, \$2,250; D-John Deere Tractor with B & G Pump, \$1,150. Good running condition. W. L. Maddox, Route 1, Box 1202, Los Banos, Calif. Phone: 826-0684. Reg. 1043556. 5-1.

1963 FORD, Galaxie 500, 6 cylinder Stick Shift; 25,000 miles, new tires and new battery. \$1,100. Buck Brumley, 43431 Mintwood, Fremont, Calif. Reg. 1070926. 5-1.

6" GOLD DREDGE, underwater type, and scuba diving equipment. Art Keeler, Route 1, Box 106, Biggs, Calif. Phone: 868-5631. Reg. 1043694. 5-1.

HAMMOND ORGAN, 2 keyboards, 25 pedals. Good condition. Cost was \$2,700. Will sell for \$1,995. B. M. Moseley, 6540 Almaden Road, San Jose, Calif. Phone: 266-7242. Reg. 553073. 5-1.

TAHOE PARADISE, 1/4 acre; beautiful pines backed against National Forest, electricity and water at lot, \$7,950. B. M. Moseley, 6540 Almaden Road, San Jose, Calif. Phone: 266-7242. Reg. 553073. 5-1.

524 VERMEER TRENCHER, 6 ft. depth; \$2,625. \$1,000 down will finance. Model 65 IHC-Wagner backhoe, \$1,125. George Pedrazzi, 23595 Parker Road, Salinas, Calif. Phone: 408-455-1884. Reg. 1112958. 5-1.

LORAIN TRUCK, crane, 20 ton 1946 Mdl. 110 ft. boom incl. 30 ft. jib, 3/4 yd. drag bucket, 3/4 yd. clam, 2 1/4 concrete buckets, 1955 Ford flat bed, Dodge A frame. Many other items incl. All in good working order. \$8,500. Jerry H. Reynolds, 2318 S. Chestnut Ave., Fresno, Calif. Phone: 251-6538 or 251-6274. Reg. 376490. 5-1.

BACKHOE LOADER, Massey Ferguson, Comb. two buckets, 12 and 24 inch. \$3,000. Tilt Trailer \$500 or make offer. Milton Jackson, 919 8th Avenue, Redwood City, Calif. Phone: 368-3251. Reg. 983116. 5-1.

TWO BEDROOM house, fireplace, one acre in pines, landscaped view. Seven miles east, Auburn, 1 1/2 mi. off inter. state 80. Meadow Vista, \$10,750. J. E. Hamilton, P.O. Box 287, Cedar Ridge, Calif. Ph. Grass Valley 273-8576. Reg. 1142741. 5-1.

AGRI-TRAC Dozer and ripper—hyd. controls, elec. starter, 12 1/2 h.p. air cooled Wisconsin Eng. Angle Dozer long track, 1964 model F. \$2,500 or trade. George F. Azevedo, 515 Daugherty Ave., Morgan Hill, Calif. Box 515, Rt. 2. Ph. 779-3547. Reg. 640830. 5-1.

STANDEL BASS amplifier, 1 Framus bass guitar. Includes microphone and guitar stand. \$500. Frank F. Brockman, Rt. 1, Box 215, Newcastle, California. Ph. 663-3550. Reg. 8174764. 5-1.

FOR SALE, 18 acres, new well and pump house, fenced, good road on three sides. On Winter's Hiway, zoned for 5 acre lots and also two 2 bedroom houses on one lot in Vacaville. Renting \$90 each per month. Ray Woody, 1031 E. Monte Vista, Vacaville, Calif., Phone: 678-5454. Reg. 347177. 5-1.

RULES FOR SUBMITTING ADS

- Any Operating Engineer may advertise in these columns without charge any PERSONAL PROPERTY he wishes to sell, swap or purchase. Ads will not be accepted for rentals, personal services or side-lines.
- PRINT OR TYPE the wording you want in your advertising on a separate sheet of paper, limiting yourself to 30 words or less, including your NAME, complete ADDRESS and REGISTER NUMBER.
- Allow for a time lapse of several weeks between the posting of letters and receipt of your ad by our readers.
- Please notify Engineers Swap Shop as soon as the property you have advertised is sold.
- Because the purpose should be served within the period, ads henceforth will be dropped from the newspaper after three months.
- Address all ads to: Engineers Swap Shop, AL CLEM, Editor, 474 Valencia Street, San Francisco 3, California. Be sure to include your register number. No ad will be published without this information.

Personal Notes

FRESNO

Our congratulations to new grandfathers, C. L. McPherson and Oscar Clark Sr.

Our condolences to the families and friends of late Brothers Eli Ropp and John Counts.

SAN JOSE

M. S. (Sky) Holman has returned to Nigeria, West Africa as a heavy duty equipment superintendent for Reynolds Construction Company, New York. He said 120 miles of highway across six major rivers will be constructed in a three-year period, and that new housing is being constructed to provide living quarters for workers' wives who may wish to go there.

Our sincere sympathy to the family of Brother George Bacus who died April 18.

Brother and Mrs. Sal Giordanos welcomed Gina Luree on April 11, their first daughter, who will be teased by three brothers.

MARYSVILLE

Congratulations are in order for Apprentice and Mrs. James Brown, new parents of a son.

Hospitalized during the month were Vern Miller, back surgery; Scotty Harris, industrial accident and John Pole who is recuperating from an auto accident.

It is with sorrow that we report the deaths of Ivan C. Baker, George Borsen, William Corboff, Francis Higgins and Donald S. Newell.

OAKLAND

We regretfully and with sorrow report the deaths of Charles Bray, Ted Burkhart, Joseph H. Caentano, Frank Figeira, Clay Nelson and Edwin Howard. Our sincere condolences to their families.

STOCKTON

Our deepest sympathy to the family and friends of Brother Ezra Clifton, who succumbed to lung cancer in March.

Brother Gerald Greene dropped by recently to tell us he was scheduled to leave for Viet Nam May 1. Brother Greene is a Petty Officer First Class in the Seabees Mobile Construction Battalion.

RENO

Our condolences and heartfelt sorrow in the deaths of Brothers James A. Hall, Jack W. Johnson and John Reeves.

SAN FRANCISCO

Our sympathy to the families and friends of late Brothers Ken Bigelow and Maurice Helean.

SAN RAFAEL

Our thanks to Brother Henry Hahne for taking time to donate blood.

Brother Russ O'Neal is temporarily out of the dirt-moving business and into the hash-slinging business. He has opened the Gold Nugget on the Miracle Mile in San Anselmo, so drop by and partake. Our best wishes for success.

Brother Paul Greves has been confined to Hillcrest Hospital in Petaluma. He recently was released to his home where he is reported doing nicely.

Naturally, we could not pass up the opportunity of slapping Brother Fred Jensen on the back in his successful bid for a fourth term on the San Rafael City Council. That's true civic pride.

SANTA ROSA

We wish to thank Brothers Harry D. Sonnikson, Stanley Denny and Wesley L. Hay for taking time to donate to the Operating Engineers blood bank.

SACRAMENTO

Our best wishes to Brother Howard Sanders, who broke his arm. He is back on the job with his arm in a cast.

Our sympathies to the families and friends of Brothers Jack Roulette, Arthur Ross, Edgar McManama, William Corboff, James Henry



Clements Barnes



Thomas Marvidaks



McCleery Fenn



Galvan Markus



Hatfield Badavinatz



Withers Haight



George Farrell
... E Board member



Stewards In Utah Hold First Confab

April was an extremely busy month, and May has begun in the same fashion.

The work has begun to pick up, which means more men will be dispatched to jobs throughout the entire jurisdiction of Local 3.

It also means there will be more problems arising, and more complaints brought before the Job stewards. Again we would encourage each steward to report immediately any grievance which arises to the business agents.

Problems can be handled much easier and effectively if they are not permitted to well up inside the individual involved. Harboring a problem can only add to its bothersome characteristics, often making it appear much more serious than it really is.

During the latter part of April and early part of May, meetings were held in Oakland, San Jose, San Mateo, San Rafael and throughout Utah.

This was the first series of meetings to be held in Utah, and the participation there was excellent.

In Salt Lake City, we met with such people as Joey Badavinatz, Cart Hatfield, Bill Markus, Henry Galvan, Therlow Fenn, Ralph McCleery, Jay Haight, Cal Withers, George Farrell, who is also the Utah Executive Board member; Kay Clements, Max Barnes, Tony Marvidaks and Jay Thomas.

These men showed their interest in Local 3 by asking some pertinent questions peculiar to a right-to-work state. They have some problems that exist nowhere else in the entire Union.

In Provo, Cedar City and Vernal, the response was the same.

Although Business Manager Al Clem could not be in Utah for these meetings, he conveyed his thanks to the stewards for taking on the responsibility of overseeing the jobs.

These men were told they were selected for their particular assignments because of the initiative they had shown, and that they were approved by Brother Clem.

* * *

Local 3 has made great strides in seeking better methods of protecting what is rightfully Operating Engineers' jurisdiction.

One of these strides was recently reported in the International Magazine, The Engineer, published in Washington, D.C.

Brother Clem had met with the Federal Mediation and Conciliation Service to establish a program whereby its personnel could be utilized in instructing stewards in that agency's purposes and methods. It is the first such program to be attempted in the Building and Construction Trades Unions.

The program has received excellent acceptance in the areas where it has been presented, and it will be carried to as many areas as possible.

Job Stewards throughout Local 3's jurisdiction have an important job to perform, and they are doing a good job.

Stewards have been instructed in the importance of checking job clearances when new men report to a project, and in reporting any violations to the business agent servicing the job.

To date, there are more than 1,250 job stewards taking on heavy responsibility in the Operating Engineers Local 3.



Meeting in Cedar City were Stan Bryan, Merle Bowman (front) and Jack Short, Bert Whitney, Joe Leeder and District Rep Hugh Bodam.



Stewards sign in at Oakland where they get instructions in gaining confidence of the membership. Looking on is Ted Mason, E Board.

Obituaries

Name — City	Local Social Security No.	Register	Deceased
Allen, John	3	698307	4/1/67
Woodland, Calif.	SS # 560-24-0175		
Bacus, George	3	549272	4/18/67
Santa Clara, Calif.	SS # 554-03-8509		
Baker, Ivan C.	3	946978	4/18/67
Chico, Calif.	SS # 564-20-7688		
Bigelow, Ken	3	313861	4/11/67
San Francisco, Calif.	SS # 345-01-6778		
Borsen, George	3	921387	4/24/67
Sutter, Calif.	SS # 566-12-8476		
Bray, Charles	3	683151	4/23/67
Pleasant Hill, Calif.	SS # 558-24-8881		
Burkhart, Leo	3	429123	4/5/67
Barstow, Calif.	SS # 523-09-0117		
Burkhart, Ted	3	254918	4/9/67
Hayward, Calif.	SS # 536-07-1661		
Caetano, Joseph H.	3A	351372	4/6/67
Richmond, Calif.	SS # 567-16-2539		
Clifton, Ezra	3A	758415	3/28/67
Stockton, Calif.	SS # 552-09-3836		
Companey, Charles	3	293374	3/29/67
St. Petersburg, Fla.	SS # 560-07-7133		
Corboff, William	3D	1067452	4/14/67
Lincoln, Calif.	SS # 558-18-0004		
Counts, John	3	1046717	2/26/67
Merced, Calif.	SS # 565-40-3736		
Figeira, Frank	3D	1216294	4/14/67
Oakland, Calif.	SS # 573-12-5049		
Hall, James A.	3	1142740	4/7/67
Reno, Nevada	SS # 543-10-0785		
Helean, Maurice	3	687342	4/11/67
San Francisco, Calif.	SS # 517-03-0891		
Henry, James W.	3	241909	4/17/67
Sacramento, Calif.	SS # 560-03-5173		
Higgins, Francis	3	216008	4/4/67
Oroville, Calif.	SS # 349-07-9094		
Howard, Edwin	3	399351	4/1/67
Pleasant Hill, Calif.	SS # 573-20-0068		
Johnson, Jack W.	3	925032	4/5/67
Reno, Nevada	SS # 563-34-6761		
Johnson, Melvin	3A	1161179	4/3/67
Orem, Utah	SS # 528-46-8076		
McKinney, Merle	3	912027	1/13/67
Redding, Calif.	SS # 560-40-4270		
McManama, Edgar B.	3	896234	4/2/67
Placerville, Calif.	SS # 522-22-0347		
Nelson, Clay	3	246657	4/13/67
Livermore, Calif.	SS # 566-10-8133		
Newell, Donald S.	3	892556	4/18/67
Oroville, Calif.	SS # 552-03-2222		
Reeves, John	3	698528	4/19/67
Reno, Nevada	SS # 449-18-5808		
Steagall, Jack	3	324349	3/22/67
Coulterville, Calif.	SS # 549-09-4679		
Winters, C. J.	3D	1055018	4/12/67
Sacramento, Calif.	SS # 541-09-9298		



Floyd Lewis, Orin Wiese, Alex Beffort, Smoky Black, Barney Dougal and Ray Lewis were among those who attended meeting in Provo.

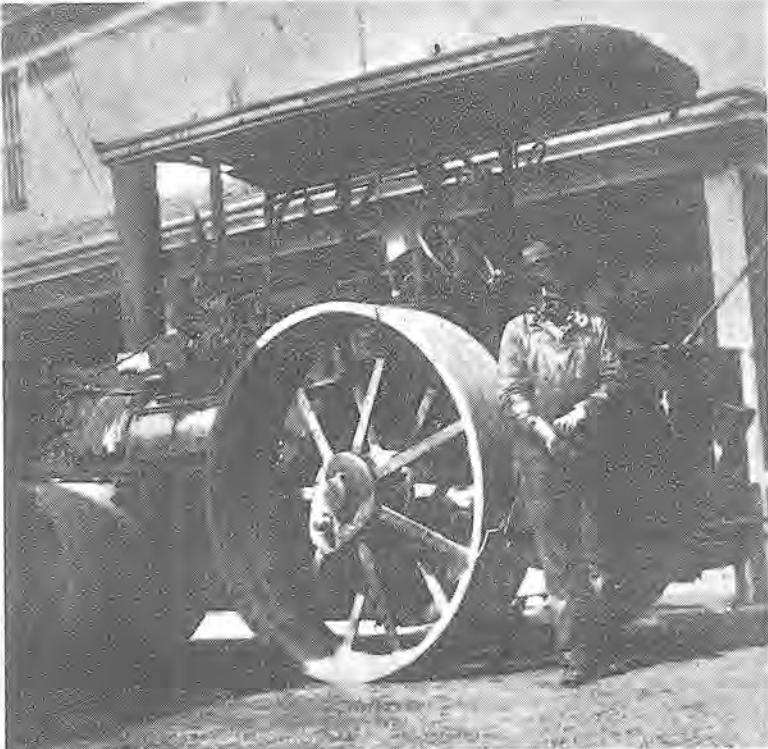
That's A Real Smoke Screen

Then there were the two girls who were in a restaurant eating lunch when one of them lit up a cigar.

"How long have you been smoking cigars?" asked the first.

"Ever since my husband found one in the ash tray by the bed," said the other.

REMEMBER WHEN?



Today's Buffalo Springfield has a unique sound, to the younger generation, pleasant, to the older folk, annoying. But this old Buffalo Springfield has a sound all its own. Here, Don Shireman rolls asphalt for A. J. Raisch at the San Francisco Presidio. Picture was taken in 1927, before present Buffalo Springfield emerged.

Another Disney Resort?

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

FRESNO—The big thing Walt Disney Productions has been waiting for has happened—the California Highway Commission has approved financing for 25 miles of all-season highway in Tulare County, which will now, in all likelihood, trigger construction of a new Disney Resort.

The \$20 million needed for the road will be spread over a seven-year period. Reportedly, the Disney organization's construction of a new resort was contingent upon approval of the highway.

Commission Chairman Gordon C. Luce pointed out that commission action was contingent upon gaining permission from the National Parks Service to place the highway across a small segment of Sequoia National Park.

THROUGH MOUNTAINS

The new road, to be designated Route 276, will run through the mountainous terrain between Route 198 near Three Rivers and Mineral King, where the Disney

development has been proposed.

The entire setting is in the shadows of majestic Mt. Whitney, the highest point in California.

The commission also allotted an additional \$800,000 for Fiscal 1967-68 State Highway Budget for necessary rights-of-way.

Luce said development of year-round facilities in the beautiful area of the High Sierra will not only help solve California's growing need for outdoor recreation, but would greatly benefit the state's economy.

NEW PAYROLLS

He said \$1 billion in new construction, payrolls, retail sales and taxes would be added to the economic spectrum during the first 15 years of Mineral King's operation.

"Not only will the Mineral King development eventually create 2,500 new jobs, but these will result in annual payrolls of \$13 million at the site and neighboring areas," Luce stated.

Of the expected 2.5 million yearly visitors, about one million would bring in out-of-state money.

Luce termed the commission action a prime example of cooperation among state, federal and private organization. He lauded the U.S. Economic Development Administration for making a \$3 million grant to supplement state highway funds in making the highway possible.

Both Senators Thomas Kuchel and George Murphy lauded the action as one which would create "inestimable value to... California and provide vast recreational opportunities for all the people of America."

FAVORS PLAN

Agriculture Secretary Orville Freeman, in a letter to the department, said his Department favors prompt development of the Mineral King area and described it as potentially "one of the outstanding recreational areas of the country—if not the world."

The new route will be a multi-purpose highway, serving Sequoia National Park and Forest. It will also open up new areas for campers and other outdoorsmen, accommodate thousands of acres of privately owned land, and provide an improved and badly needed fire-control road to the U.S. Forest Service.

Word has been received that the Army Corps of Engineers has ordered the first flood control release in 11 years from the Pine Flat Reservoir.

A Kings River Water Association spokesman said about 1,000-acre-feet per second, in addition to the existing 2,165 already passing into the river began spilling into the San Joaquin River via the Fresno Slough about 6 p.m. April 28.

SIMILAR ORDER

Pine Flat has a capacity of one million-acre-feet. The lake is now at 844,612-acre-feet, but the extra release was ordered because of a 16 per cent increase in runoff, expected in the April-July period.

The Bureau of Reclamation ordered a similar release from Friant Dam and Millerton Lake on Feb. 1.

The other 2,165 acre-feet of Pine Flat water was being released to help replenish the ground water. Farmers already concerned with continued unsettled weather conditions, were not expected to find much use for it.

In another development, the Bureau of Reclamation, which has taken over the responsibility of constructing a drain to carry away brackish irrigation water from the San Joaquin Valley, plans to begin work early in 1968.

Robert Pafford, regional director in Sacramento, said following a trip to Washington the timetable calls for the bureau to start buying land for the drainage canal this summer. Contract awards, according to Pafford, will come later this year.

He said the portion of the drain between Tranquillity and one of the regulating reservoirs should be in operation by the end of 1969.

Until January, the state had planned to construct the drain, but William R. Gianelli, new director of water resources, decided the state would not construct it, and passed the responsibility on to the federal government.

Gianelli said, however, the state would assist the Bureau in purchasing enough extra land so the drain can eventually be expanded to do the job the master drain would have done.

Experts say the used water, unless carried away, will contaminate farm land.

MEETINGS SCHEDULE

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

1967—Schedule of Meetings Dates

SEMI-ANNUAL

Saturday, July 8, 1967

MAY

Fresno—Tuesday, May 23

JUNE

Santa Rosa—Thursday, June 1

Provo—Friday, June 9

Reno—Saturday, June 10

JULY

San Francisco—Wed., July 5

Eureka—Tuesday, July 11

Redding—Wednesday, July 12

Oroville—Thursday, July 13

Honolulu—Wednesday, July 19

AUGUST

Sacramento—Tuesday, August 1

San Jose—Wednesday, August 2

Stockton—Tuesday, August 8

Oakland—Thursday, August 10

SEPTEMBER

Fresno—Tuesday, September 5

Ukiah—Thursday, September 7

Salt Lake City—Friday, Sept. 8

Reno—Saturday, September 9

OCTOBER

San Francisco—Wed., October 4

Eureka—Tuesday, October 17

Redding—Wednesday, October 18

Honolulu—Wednesday, October 18

Marysville—Thursday, October 19

NOVEMBER

Watsonville—Thurs., November 2

Sacramento—Tues., November 7

Oakland—Thursday, November 9

Stockton—Tuesday, November 14

DECEMBER

Fresno—Tuesday, December 5

Santa Rosa—Thurs., December 7

Ogden—Friday, December 8

Reno—Saturday, December 9

Meeting Places

San Francisco

Labor Temple, 16th and Capp

Oakland

Labor Temple, 2315 Valdez St.

Stockton

Engineers Building,
2626 N. California St.

Eureka

Engineers Bldg., 2806 Broadway

Fresno

Engineers Bldg., 3121 Olive St.

Marysville

Elks Hall, 920 D. St.

Redding

Engineers Bldg., 100 Lake Blvd.

Sacramento

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

San Jose

Labor Temple,
45 Santa Teresa Ave.

Watsonville

Veterans Memorial Bldg.,
215 3rd St.

Santa Rosa

Veterans Bldg., 1351 Bennett Av.

Reno

Musician's Bldg., 120 W. Taylor

Salt Lake City

1958 W. North Temple

Provo

125 E. 300 South

Ogden

Teamster's Hall,
2538 Washington Blvd.

Honolulu

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

You'll Need More Education

Continued from Page 9

cause there are several different computations necessary to become a journeyman in any of the fields, but particularly if an applicant wishes to become a surveyor or a grader.

But math is important in any phase of the industry.

A knowledge of English is definitely an advantage because of the style of writing in the related textbooks, the plans and blueprints, the service manuals, etc. A background in English makes these volumes that much easier to understand.

A total of 6,000 hours of on-the-job training and 432 hours of related classroom study are required for graduation from the program.

With the advances being made in technology and methods, only those who have availed themselves of higher education and greater

skills development will have a chance to be constantly gainfully employed. New methods are doing away with the once-common occupation. The need for continuing education cannot be over-emphasized in any phase of the industry.

An incident took place a few years ago that did much to dispel the idea that operators are coarse, uncouth, tough individuals.

Crews were putting in a small road in Sacramento. Near one end of the job was an immense tree in front of a small, neatly kept house, which was surrounded by a neat lawn and profusion of colorful flowers.

During the length of the project, many of the operators parked near the house and ate lunch under the big tree. Occasionally, crewmen would venture into the yard to fill waterbags.

The occupant of the house was a tiny lady, probably in her 70s. She rarely put in an appearance, but when she did, there was always a cheerful "hello," and a comment on the weather.

At the conclusion of the job, she came to the yard while the men were eating lunch.

"Gentlemen," she said, "I have for many years heard what rough, tough, uncouth people construction men are. I can only say that while you gentlemen have been eating under my tree, I have not heard a word of language that would be amiss in anyone's home. Perhaps not always grammatically correct, but never offensive. Nor have you left one scrap of paper or refuse behind. After seeing the work you do and the machines you run, I don't know what you are paid, but whatever it is, it isn't enough. Gentlemen, God bless you."

MOVING?

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