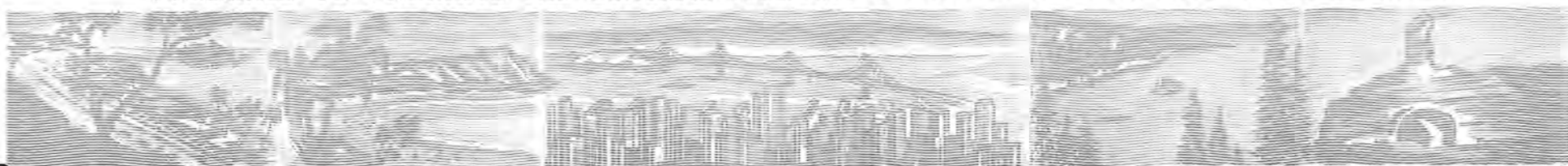


ENGINEERS NEWS



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. 6

SAN FRANCISCO, CALIFORNIA



June, 1967

Clem IUOE Vice President

Local 3 Manager Fills Converse Seat

WASHINGTON, D.C.—Local 3 of the Operating Engineers received a rare honor June 6 when Business Manager Al Clem was named a Vice President to the International Union.

Brother Clem will fill the unexpired term of Frank P. Converse, oldtimer and Business Manager of Local 18, headquarters in Cleveland, Ohio, who died following a brief illness. Converse was 81.

Brother Clem has a long history as a team player, and one of devoted support to the International Union, and to Local 3.

"As much as the members of our Union operate on various types of heavy construction equipment and because of the technological changes now taking place, and because of the fast change of pace of the construction industry, the responsibilities of each member of the General Executive Board are continually increasing," Clem stated.

The General Executive Board is made up of the General President, General Secretary-Treasurer, an executive Vice President and nine vice presidents who hold equal responsibilities.

ADD PRESTIGE

He stated that the appointment could only add prestige to Local 3 and the 32,000 members who have worked as a team to make it the outstanding organization it is today.

His duties, with the other General Executive Board Members, include assisting General President Hunter P. Wharton, General Secretary - Treasurer Newell J. Carman in administering the affairs of the International Union, one of the largest in the AFL-CIO.

The duties of the Executive board, as spelled out in the constitution include: Powers — All powers of the General Convention when in session shall, when the same is not in session, pass to and

See CLEM on Page 2

Labor Press Raps Boost In Mail Rate

A proposal to increase the postal rate on piece mailings for non-profit second class mail came under heavy fire from some 70 delegates at a San Diego Convention of the California Labor Press Association on May 26.

The delegates termed the provision "alarming."

A resolution was adopted by the delegates to request a thorough reconsideration by the Postal Department.

The delegates said they were not flatly opposed to a rate increase, but were shocked at the proposal which would impose a disproportionate burden on non-profit second class mail, since it would likely make it impossible for a number of California labor publications to continue publication.

The House measure, H.R. 7977, would raise the piece rate on non-profit second class mail from the present eighth of a cent to a fifth of a cent a copy.

This would constitute a 60 per cent increase on such publications, three times that which would be imposed on other classes of mail.

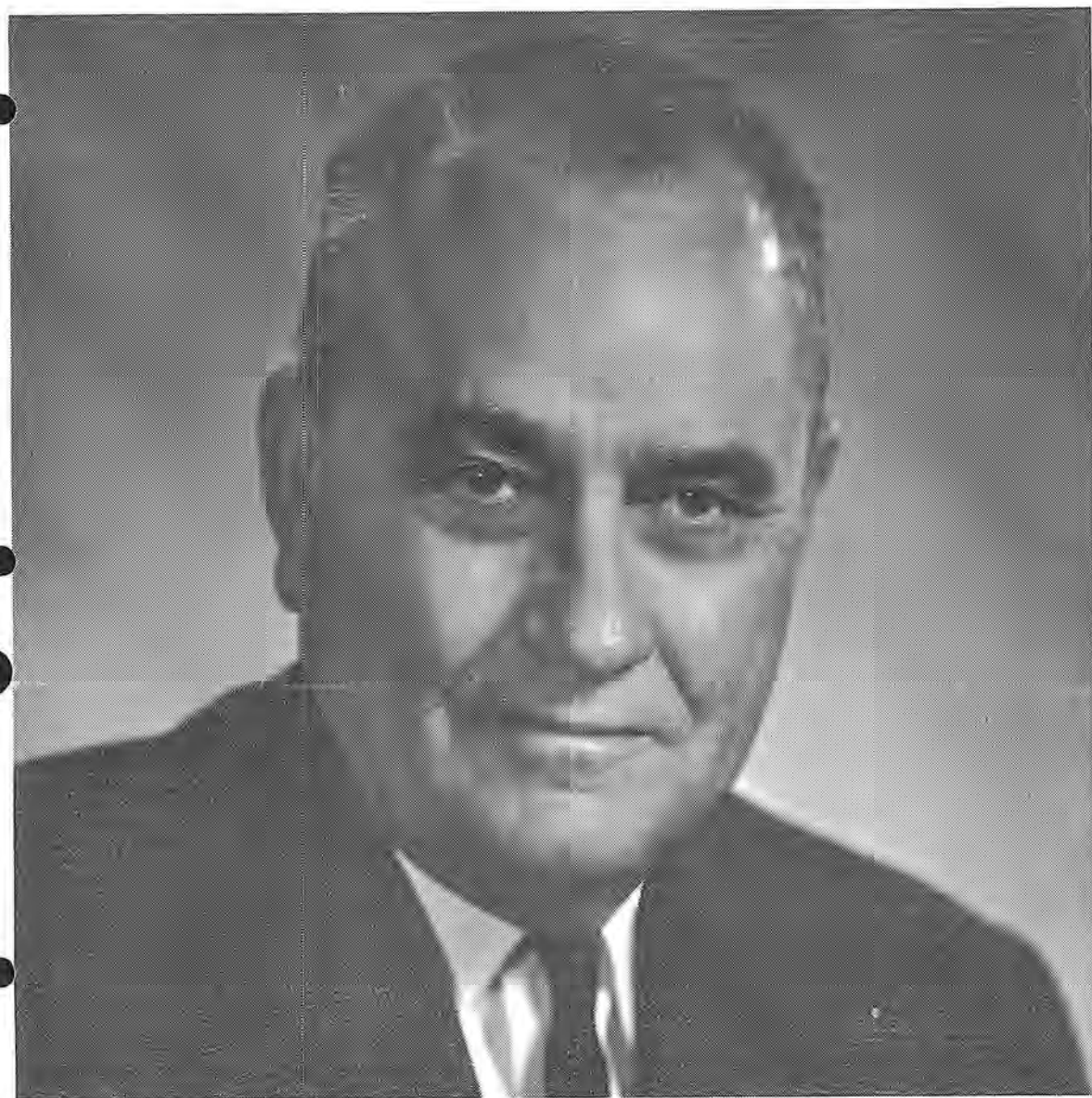
Since these publications receive little in the way of advertising revenue, such stiff mailing costs would cause the death of some publications.

The resolution adopted by the Association said:

"These publications are generally devoted to the goal of keeping Union members informed on matters important to them, a vital function in a democracy.

"Moreover, the revenue to be gained from such a disproportionate increase in non-profit second class mail rates is relatively minuscule."

The Association urged the post office and Civil Service Committee in particular, and Congress in general, to avoid the "unjust and discriminatory" increase.



Business Manager Al Clem has been named to the position of Vice President with the International

Union of Operating Engineers. He fills the unexpired term of Frank P. Converse, now deceased.

Lag In Personnel Planning

EDITOR'S NOTE: This is the second 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

Man, with his infinite wisdom, stands on a threshold of scientific

development unmatched or even approached by any time in history.

Yet, with all the possibilities looming before today's intelligent generation, the nation is experiencing a tragic wave of unemployment and social unrest.

New methods of production have created a host of complex problems, ranging from unemployment to air and water pollution, urban congestion to auto safety.

The stigma has required the intervention of the federal government and commitment of U.S. funds for a solution, but the opportunities for private initiative remain enormous.

In fact, public policies which create a healthy economic environment and provide liberal pension, unemployment and health benefits, increase the ability of private

See LAG on Page 2

F. P. Converse, IUOE Aide, Dies

CLEVELAND, Ohio—The International Union of Operating Engineers and all of its affiliated Locals were saddened to learn of the death of Vice President Frank P. Converse, 81, who died following a brief illness.

Converse, business manager of state-wide Local 18 in Ohio, had previously served as I.U.O.E. Secretary-Treasurer.

He had served in the capacity of Third Vice President to the International, and as business manager of Local 18 since 1939.

He had joined the Union in 1913, and was elected president of the Cleveland Local in 1917. In 1942 he was named to the office of International Vice President.

Converse had played a vital role in the move to merge six smaller

Local Unions of the portable and hoisting engineers into one statewide organization, which presently has more than 13,000 dues-paying members.

Funeral services were held June 2 in Cleveland.

Local 3 extends its sympathy to Brother Converse's family and friends, and to the members and officers of Local 18.



Collectively Speaking with Al Clem

At long last the dispatch offices are showing signs of activity as many of the Brothers are being called back by former employers.

A few new jobs have emerged, also, which will require some new employees.

But frankly, we do not look forward to a heavy work load this coming season, but we hope there will be sufficient employment so our members and their families will not suffer undue hardship.

At present, we are busy negotiating agreements covering a number of equipment dealers. But more important, it is with a great deal of pleasure that we are able to report success in winning the election covering employes of the last Caterpillar dealer in northern California, the Zumwalt Equipment Company, Colusa.

Now we must negotiate an agreement with them that is satisfactory to the employees.

We have begun negotiations with the Associated General Contractors in Nevada, and have made some progress. But, of course, many more hours of discussions will take place before a contract will be finalized.

Of interest to the Brothers employed in the rock, sand and gravel industry in California, we are now engaged in negotiations with their employers.

As this industry is a multiple employer-employee unit, negotiations are liable to drag on for some time. We are hopeful that by the time the July edition of the *Engineers News* is published, some progress will be forthcoming.

In addition to the larger master agreements which are open, we have a great many smaller contracts which must be completed.

Recently, I was in Houston, Texas, where the National Pipeline Committee negotiated wages for operators in the southern part of the United States. We were able to secure a satisfactory agreement.

The contract covering all pipeline contracts in the United States, will be open next year for wage, hour and working-condition negotiations.

I was sorry I was unable to attend the Watsonville, and Stockton District meetings. But because of prior commitments in negotiations, getting to these meetings was impossible.

We have concluded negotiations with Tenco, and the employees ratified the agreement. We are happy to have this company in our jurisdiction.

We will soon be conducting negotiations with Allis Chalmers, in Emeryville, where we were forced to employ a work stoppage.

We hope that we will be able to reach an agreement satisfactory to the employees who work there, and with a minimum of conflict.

★ ★ ★

Local 3 lost a good friend and able statesman May 26 on the handball court of San Francisco's Olympic Club when J. Eugene McAteer's favorite game beat him.

McAteer died of a heart seizure during a gruelling game of handball—ironically, after the state senator said if he had to die, he hoped it would be while playing his "favorite game."

It is impossible to measure the loss of this driving, determined and hyperactive individual. He had made proposals concerning California that, perhaps, will never be voted into law. He had made himself a success, not only as a legislator, but as a businessman and friend to many Californians, several outside San Francisco.

But Gene leaves a legacy to those who admire the spirit to live. He was never one to let down—in his mind, physical strength meant the difference in mental development, and he continuously went the limit in developing both.

Although we had our differences with him on occasion, we found him to be alert to the problems facing the Building and Construction Trades crafts, and willing to listen to our problems.

We also found that Gene would take time to take up a good cause and fight tooth and toenail to make the cause a reality.

Certainly the Labor Movement in San Francisco and all of California will miss the man whose friends he referred to as "champ."

We extend our sympathy to his family.

★ ★ ★

June is Apprenticeship month—the time when the California Apprenticeship Standards calls upon employers to open up oppor-

Clem Gains IUOE Post

Continued from Front Page
vest in the General Executive Board, with the exception of such powers as may herein be specifically delegated to the various officers and subdivisions of the International Union. Specifically, but not in limitation of its power, it may initiate amendments to the Constitution and conduct referendums thereon, and it may formulate and establish pensions for such of the General Officers of the International Union of Operating Engineers and the employees of the said International Union as the General Executive Board shall deem worthy, and it may order that payments be made thereon for the terms allotted, in such manner as to vest irrevocably the benefits thereof; provided however, that any and all pension applications so adopted shall be reasonable and non-discriminatory.

According to the Constitution, General Executive Board meets at such places and times as it may decide. It shall meet at the call of the General President, or at the

request of three members of the General Executive Board.

It may transact business before it without holding a session and record the votes of the members by mail, telegram or telephone.

Clem said he was proud to have been selected to represent Local 3 in his new position. He said he could not emphasize strongly enough the support given him by the members, the Executive Board and employees, without which the honor would not have been bestowed upon him.

WORK AS TEAM

"I hope we can continue to work as a team to build a stronger Local and International Union whereby all members in the United States and Canada, and wherever the Operating Engineers exist, can enjoy a better way of life, through securing better wages, fringe benefits and working conditions," he stated.

He said the appointment can only add prestige to Local 3 in negotiations and in dealing with other organizations, government

officials and civic leaders.

Brother Clem relinquishes his position on the International Pension Board, which has been filled by Joe Seymour, business manager of Local 12, Los Angeles.

JOHNNY POCELL

Converse's position as business manager of Local 18, Cleveland, has been filled by Johnny Pocell, whose father is a Past General President of the International Union. We feel he will do an excellent job in his new position.

Present at the June 6 swearing-in ceremony for Brother Clem were General President Hunter P. Wharton, General Secretary-Treasurer Newell J. Carman, and vice presidents John F. Brady, J. C. Turner, Leo Bachinski, Eugene M. Reardon, Sr., Richard Nolan, who is the executive Vice President, Thomas Maguire, Russell T. Conlon, William A. Gray and Dale Burchett.

Present from Local 3 were President Paul Edgecombe and Recording - Corresponding Secretary T. J. Stapleton.

Lag In Personnel Planning

Continued from Front Page
parties to solve the problems of joblessness and income loss.

Without such private involvement, the whole realm suffers, and the effects become limited and futile.

Through the technological advances, man has found that leisure time has established equal billing with time spent on the job.

Increased productivity has made it less and less necessary to work even 40 hours a week.

Possibilities for increased leisure are, indeed, staggering. In the construction industry alone, the tower crane has reduced the crew necessary for concrete work from 20 men to five.

Plaster-spraying machines double the amount of plaster a worker can apply in a day.

Power nailers can be used to drive nails three times as fast as can be done with a regular hammer.

Obviously, increased leisure is inevitable, and how rapidly the

nation moves to realize the possibilities present depends on how it learns to use its resources.

According to the Automation Commission, if we used all the productivity gains available during the next 20 years, the work week could fall to 22 hours by 1985 and the time worked during the year to 27 weeks, and men could retire at age 38.

But unemployment will compound the problems facing us, unless we use every reasonable measure to create more jobs and reduce the standard work week.

On the other hand, if we create more jobs by building more schools and houses, hiring more nurses' aides and recreational assistants and by undertaking other vitally necessary tasks, the movement toward reduction in hours can be geared more closely to the achievement of such tasks.

In this area, nothing could be of more importance to the economy than that of proper manpower planning.

If employers planned the manpower aspects of a changeover with the same care and detail normally devoted to investment in other businesses, layoffs and downgrading and other kinds of hardship could be avoided in many cases.

Maximum manpower planning would insure maximum effectiveness in employee utilization. Such planning would have to begin far in advance of a changeover, and above all, it would have to involve the employees and their Unions.

Time would be necessary to compute and program a retraining program. Time would be necessary for Union officials and management to examine and reach agreements on provisions for job security.

There is really no excuse for introducing new methods without careful manpower planning. Technological change involves more than technology and profits. It deals directly with the individual employee, and therefore, requires union participation to insure that the burden of change does not fall directly on the employee.

Technological change does, in fact, require constant consultation with Labor and management. In most cases changes are too complex to be adequately dealt with under the 60 or 90-day deadline.

Employers can avoid layoffs through adequate retraining, something which should rightfully be done during regular work hours and at company expense. Experience has indicated that most blue-collar workers are capable of handling many if not most automated jobs.

As the Automation Commission has stated, many skilled craftsmen are capable of learning work now assigned to junior engineers and white-collar technicians.

Leisure time becomes more enjoyable and makes a worker that much more effective if he can rest assured that he will still have a job when the changeover takes place.

tunities for young men who wish to learn a craft.

But we of the Operating Engineers would like to declare Apprenticeship month throughout our jurisdiction.

We have established programs in California, Utah and Nevada, and are now working on a program for Hawaii.

Recent statistics by the Bureau of Labor Standards indicate that Local 3 has been a national leader in the development of young men. We are proud of that.

But Local 3 isn't stopping there. It has proposed an affirmative program of training for Apprenticeship, for culturally deprived young men from age 18 through 21, who, for one reason or another, fail to meet the criteria for qualification in the regular Apprenticeship program.

The proposal is now under discussion in Washington with the Department of Labor Manpower Administration, which has shown considerable interest.

It would deal particularly in those areas of hard core unemployment as determined by the Department.

Here, young persons would not only get training in basic requirements, but would also be helped to develop proper mental attitudes and respect for work and manual labor so important to a person's over-all development.

Local 3 has for years been interested in development of the nation's young people, and has done whatever it could to help. An investment in today's youth is an investment in a prosperous future. See you at the semi-annual meeting July 8.

ENGINEERS NEWS

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Aides Ask Funds For Bullards Bar

By HAROLD HUSTON,
W. R. WEEKS, DAN
CARPENTER and JOHN
THORNTON

MARYSVILLE — Yuba-Sutter officials recently went before a congressional appropriations subcommittee to ask for federal flood control funds for the new Bullards Bar and Marysville Dam projects.

The officials, part of a California delegation, requested \$60.5 million for flood control and \$103.9 million for reclamation and irrigation projects.

Yuba County Supervisor Karl Cozad, representing the water agency, and Sutter County Supervisor Robert Paillex, representing the bi-county Marysville Dam Committee, testified before the House Appropriations Committee on Public Works.

NO WORD

At present, there is no word on the results of the hearings.

The \$5 million requested for Bullards Bar represents the federal flood control contribution toward construction already completed on the project.

Congress has agreed to pay about 11 per cent of the construction cost, but the contribution is paid in yearly installments and request must be presented each year.

Congressman Robert L. Leggett also testified in support of the two Yuba projects. Leggett suggested that if no other funds can be found, \$100,000 could be removed from this year's appropriation for Bullards Bar and for studies on the Marysville project.

NAVIGATION PROBE

The delegation also asked for \$25,000 for navigation studies on the Feather River below Marysville and \$30,000 for drainage studies in the Garden Bar area of the Bear River.

Ira J. Christman, new chairman of the California Water Commission, said \$164.4 million requested for flood control and reclamation is "realistic and in keeping with sound resources financing."

Elsewhere, Allis-Chalmers Manufacturing Company submitted a bid of just under \$3.77 million for furnishing and installing four hydraulic governors at the Thermalito Power Plant.

The bid was \$1.1 million below engineers' estimates.

AT FOREBAY

The plant will be located at the Thermalito forebay. Allis-Chalmers also bid low for similar equipment for the Oroville powerplant.

The job covers all the work necessary to make model tests on pumps and turbines, design completion and manufacturing and installing them.

The contract for construction of the Thermalito Power Plant is scheduled for advertising in July, with tentative completion in October, 1968. The Thermalito plant will have a generating capacity of 115,000 kilowatts. Both plants will operate on the pump storage principle with a combined power capacity of 710,000 kilowatts.

GENERATE POWER

Stored water flowing out of the reservoirs will generate electricity during peak hours. Water will be returned to the reservoirs during off-peak periods.

A bid of \$235,966.90 was submitted by the Baun Construction Company, Clovis, for reconstruction and paving of 1.7 miles of Cohasset Road in Butte County.

Provided will be 32 feet of paved roadway on a new alignment connecting with an already improved section, completed in 1961.

WORK LOOMS

Work should get underway in another two or three weeks.

The State Division of Highways has advertised for bids for resurfacing 5.3 miles of Highway 99 in Sutter County. A. Teichert and Son was low bidder, at \$116,280.

Work is scheduled to get underway in about a month and is slated for completion in August.

Asphalt will be applied half-width at a time over short sections, leaving one lane open at all times.

Gravelle and Gravelle, Fair Oaks, received a contract totaling \$230,106.20 to construct a bridge over the Verona cross canal.

TWO LANES

The two-lane bridge will be 489 feet long and should be completed by not later than January. The project includes approaches to the bridge also. Although only \$200,000 was budgeted, there is ample cash in the department budget to cover the added cost.

In other news, the Perini Land Development Company has purchased 50 acres in Olivehurst Linda for an industrial park.

The company has an option to purchase another 235 acres three miles south of Marysville and adjacent to Olivehurst.

First tenants will be Perini-Yuba Associates, builders of Bullards Bar Dam.

A. Teichert and Son Company has finally begun work on the freeway at Olivehurst with most of the crew recalled.

GRADE JOB

H. Earl Parker is across the road from Teichert with a contract for grade and drain for Perini's new shop and yard.

M. L. Duback Company again is working on fill for the new Sutter bypass bridge. Subgrade finishing is underway with little fill remaining to be placed by Gordon H. Ball on I-5 near Arbuckle. George Genise is back on that job as steward.

In the Oroville area, Guy F. Atkinson is working again on two shifts with 85 Engineers. The batch plant has been used on the Thermalito Power Plant and is now being dismantled and moved off the site. The powerhouse is in final construction stages with installation of turbines and generators slated soon.

Toward the dam, Morrison-Knudsen is getting ready for trimming and lining, which will take most of the summer.

TECH MEETINGS

Notice is hereby given of meetings for Tech Engineers scheduled for June. Meetings will begin at 8 p.m.

June 28, Sacramento, 2525 Stockton Boulevard.

June 29, Marysville, 1010 I Street.

APPRENTICESHIP CORNER

School Aide Hails Program

By DANNY O. DEES

The importance in training young people for jobs other than through a college curriculum was borne out recently when Ernest Groff, principal of the Chico Adult School toured two projects where Operating Engineer Apprentices are learning their chosen trade.

Mr. Groff termed his tour a "worthwhile experience which makes me feel happy to be associated with the training of Operating Engineers."

Groff toured the Oroville Dam and Bullards Bar projects with Coordinator Joe Reinert, and learned first hand the value of related instruction for craftsmen.

He said in spite of his mechanical talents, he views construction work with admiration and interest. He said he was awed with the immensity of the two quite varied projects and the different approaches which the Operating Engineers must apply in order to move the project toward completion.

"Because of my experience, thanks to you and the Engineers who invest a portion of their earnings to support an Apprenticeship program, I hasten to state that I am more convinced about the importance of related training," Groff said.

He said as he dusted off his hard hat, he was impressed with the emblem which read "think safety first." There is no better place to stress safety than in a class where workingmen can discuss their experiences with hazards and how to avoid accidents.

The importance of avoiding accidents was pointed up when the touring party met on a winding, narrow mountain road where a piece of wrecked equipment had taken the life of an operator.

It is by design that safety is the second unit of instruction in the first year of training in related classes for Operating Engineers.

In related training, attitudes toward the family, the Union, the company and others are taught because the craftsman with proper attitudes will be around for a long time making an important contribution to society.

Groff said while he was on the job he observed the gamut of digging, pulling, pushing, lifting, pouring and spreading involving the tremendous use of energy in the form of power units. Some of these units were broken down—no doubt, a man out of work and expensive machinery idled.

"The reason could be worn-out parts or perhaps mishandling of equipment. But my mind turned again to related instruction and how Apprentices have a wonderful opportunity to learn how his equipment is constructed, what to expect from it, how to care for it and how he can improve his skills in the use of it by sitting at the feet of an instructor who has used the equipment and can take it apart and reassemble it—one who knows what he is talking about," Groff said.

There are other skills which can be learned on the job, to be sure, Groff said, but combining theory and practice is a shortcut to satisfaction and success.

Work-Starved Operators Get Break In The Weather

By LAKE AUSTIN and
LOU BARNES

REDDING—At last—the dreary days of rain and sleet and storm have vanished, and the blue sky smiles down on the work-starved operators.

And things have begun picking up. The good signs are appearing on all fronts, and the worried looks of many of us have turned to contentment and promise.

New Jobs are appearing, such as W. Jaxon Baker's two low bids, one on the Tehama County job from 12.6 miles to 7.1 miles west of Red Bluff. The job calls for two-lane highway to be constructed by grading, sealcoating on an aggregate base, and construction of a bridge.

The second job consists of 3.9 miles of grading and surfacing on Highway 44, and construction of three bridges.

The project will begin at Interstate 5, tying into Highway 44 at Airport Road.

J. F. Shea Company was awarded a contract for widening of the existing highway by grading and surfacing on aggregate base with construction of turning lanes and bus stops about 1.5 miles east of Redding at Hawley Road and Silver King Mine Road.

W. H. O'Hair was low bidder on about nine miles of existing highway to be surfaced with asphalt concrete in Lassen County.

The job is almost nine miles north of Ash Valley Road, near Madeline.

At present, Fredrickson and Watson is expecting to employ a full crew for trimming and lining on the paving phase of the Corning Canal.

The project ran into problems because of the heavy rains which caused an excess of water to collect in the canal bottom.

Baldwin Construction is almost complete with new phone lines, which will vastly improve the service in the area.

Buildings are still being con-

structed on the new college, so Guy F. Atkinson will be stabled there for some time to come.

The paving and grading remains to be done, but officials say it should be completed this work season.

In the Trinity Center area, late snows hampered a good start on construction of Coffee Creek Road, but Ray Kizer now expects to get going soon.

Heavy runoffs caused by the unusually heavy snowfall caused the creek to rise far above its normal level, which also caused a considerable delay.

Construction of bridges there will have to wait until the water level drops.

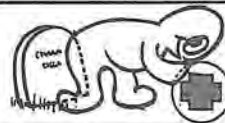
With these new jobs beginning

and with older ones resuming, the rock, sand and gravel industry has also experienced a resurrection.

It is expected that extra hours will soon be necessary to keep up with the demand for materials. At present, crews are stockpiling material.

Also, the crane rental business is picking up. It is not yet an exciting happening, but it could stir the blood streams in the near future.

We are also looking forward to new housing, which appears promising. Two home builders have begun work on tracts, and they expect to build a large number of homes—that is—if the money situation holds out.



PLAY IT SAFE

By DALE MARR and
FRAN WALKER

Everybody who runs a construction rig knows the seats create a bone-jarring ride, often injurious to the operator's kidneys, and that the dust stirred up by the huge pneumatic tires gets into the lungs.

But the general public is not quite so aware of the jarring and dusty circumstances surrounding the construction of the highways on which it drives or the ball parks in which it spends leisure hours.

The State Department of Public Health is fully aware of the problems, especially since the Operating Engineers Local 3 has made it a campaign to get manufacturers and government agencies to look into the problems.

It has been discovered that the temperature near a rig's stack may reach 180-200 degrees, and the noise is deafening.

Every inch of a heavy rig has been carefully engineered—except the part where the operator sits.

One of the greatest hazards is

that of noise. Experts have found that all operators experience some hearing loss at the end of the work day, and in older operators, some of that loss is permanent.

Dust exposure is obvious enough, so now several companies are mobilizing engineering studies aimed at the use of air-conditioned cabs with much better seats and safety equipment.

The experts said an operator could lose up to seven pounds a day, much of it through the loss of water.

Many contractors say installing air-conditioned cabs on their equipment is high in cost—with typical units estimated at about \$2,000, but they fail to take into consideration the human costs in exhaustion, hearing loss, emphysema and other illnesses resulting from poorly designed equipment.

There are trends toward the air-conditioned cabs, and manufacturers have become convinced that much greater engineering is necessary if operators are going to maintain any semblance of normal health.

\$325 Million Starvation Dam Begins

Howling winds and driving rain greeted hundreds of spectators and dignitaries at desolate Starvation Flats near Duchesne, Utah, May 25 for a chilled and sloppy Bonneville Day celebration.

The affair kicked off the beginning of construction of the \$325 million Bonneville Unit (Starvation Dam) of the Central Utah Project, a program certain to have dynamic economic impact on the state for decades.

Three thunderous dynamite blasts rumbled across the barren wilderness, adding to the importance of the occasion.

Representative Wayne Aspinall, D-Colorado, the principal speaker and chairman of the House Com-

mittee on Interior and Insular Affairs, said "We in Colorado and you in Utah long ago accepted the principle of water resources planning on a state-wide basis and that is the reason we are celebrating today the beginning of a trans-basin water project."

"In my opinion, we must extend this philosophy beyond state lines and beyond river basins to make it apply westwide."

He said westwide water planning will require the highest degree of water statesmanship and can succeed only if the states get together and agree upon planning procedures to protect the interests of all states while permitting water resources to be put to full use.

He further said the complicated

issues involved in western water planning and development cannot be resolved by some neutral group given a national rather than specific duty to perform.

At present, Goodfellow Brothers, Inc., has about 40 Engineers on the payroll, and expect peak employment sometime in the fall when the diversion tunnel and other preliminary work has been completed.

Centennial Development Company, Eureka, subcontracted the diversion tunnel. Crews are getting equipment ready and have the upstream portal ready for entry. One shift is presently doing the work, but two shifts will operate before July 1.

The Bureau of Reclamation ap-

proved the gravel pit for Utah Sand and Gravel to make aggregate and a plant is now being set up.

W. W. Clyde has received the contract for construction of the feeder tunnel. A small crew is presently preparing the portals and getting ready to begin tunnel work.

Three BOR projects making up the Bonneville unit Starvation Complex are now under construction. They are the Starvation Dam, Knight Diversion Dam and Starvation Feeder Conduit.

The multipurpose unit will store 167,000 acre-feet of water behind the earth-fill structure on the Strawberry River, three miles upstream from Duchesne.

New Science-Fiction Gear For Oakland's Post Office?

By ED HEARNE, TOM CARTER, FRED CONSALVES, GUY JONES, NILES COX and BOB MAYFIELD

OAKLAND—No one is quite certain what type science-fiction postal machines will be invented when the new post office facility is completed, and one of the most bewildered is Postmaster John F. Bushell.

He was marveling at the automated mail-handling equipment programmed for his new domain when word came from Washington that he wasn't going to get that stuff.

Instead, he was getting newer gadgets, just developed. And John expects more changes before Nov. 15, 1968, when construction of the new post office should be complete.

The new facility will cover 12 square blocks within Seventh, Peralta and Wood Streets and the Southern Pacific railroad tracks.

It includes a three-story, reinforced concrete building with 900,000 square feet of interior space, a single-story garage with 24,000 square feet and 545,000 square feet of parking and truck-maneuvering area.

When complete, some 3,000 employees will work inside, with an operational staff of 3,800.

Employment will rise because the post office is taking on new responsibilities.

It will consolidate clearing and local operations now being handled at several points, including the parcel post terminal on Oakland Army Base, the Bayshore Annex at West Grand Ave. and Cypress Street, a vehicle garage and the current main post office which will become a carrier station.

Foreign and military operations now handled in San Francisco will transfer to Oakland.

The new facility will process all transpacific mailings and will be the distribution point for northern California.

In all, the new Oakland Post Office will consolidate operations now being handled in seven buildings in the Bay Area.

All this consolidation means extra work. Some 65.5 million pieces of mail will flow into the facility in addition to the normal flow of 800 million pieces now handled.

Work will be done by three

Mark II cancelling machines, eight parcel sorters, four sack sorters and two letter sorters.

A \$5.4 million contract for building and installing the equipment was awarded Aerojet-General Corporation, which gave the job to its Industrial Systems Division in Fredrick, Maryland.

Linking the operation will be a 25,000-foot conveyor system with television monitoring to regulate flow.

All sorters are operated by key-punch consoles, which will greatly increase the work-output of the individual.

Each console operator will be able to handle 40,000 letters an hour and sort them into 279 bins. The capacity for workers using

manual methods is 1,600 letters an hour and 49 bins.

The enlarged operation will boost the Oakland payroll from \$20 million to \$25 million, at the expense of the San Francisco office.

But consolidation will not cost the jobs of permanent employees. They are guaranteed their jobs. Temporary employees, however, may find it more difficult to get postal jobs.

The \$20 million facility will be privately owned, which will keep it on the Oakland tax rolls.

The department will rent the facility at \$1,372,000 under a 30-year lease, with options to buy at the end of the basic term and each five-year renewal term.

Storm Clouds Disappear—Rays Of Hope All Aglow

By RAY COOPER and LEONARD YORK

EUREKA—The rays of hope have emerged. They made their appearance one mysterious day when the storm clouds disappeared and the sun crept over the mountain tops.

The snowpack now is melting so rapidly that the rivers are roaring in their channels, but the sounds and sights of spring and summer have not brought on a deluge of new work.

Rather, Operators are returning to those jobs that were underway last winter. At that, the jobless list is getting a trimming.

Green Construction Company has returned to Garberville and Pepperwood, both jobs involving freeway work which should be completed this year.

Mercer-Fraser Company has set up a crusher and hot plant at job sites and will be furnishing C.T.B. and paving. At present, the Pepperwood plant is operating, and the firm's crew at the Avenue of the Giants is resurfacing the road.

Morrison-Knudsen Company has begun a job awarded late last year consisting of storm damage repairs on the Avenue of the Giants between Sylva and Redcrest in nine different locations.

Pacific Excavators, Albany, is doing the dirt work for Nielson-Nickols on the \$3 million Humboldt State College job. Walter B. Sweet, civil engineering firm, Arcata, which recently signed a tech engineers agreement, will do the surveying.

In Orleans, work has been increasing. Jaxon Baker, Stroco Brundage and Troy Jones Companies have begun work on the Red Cap Road project.

Lyle Gregg is busily pushing roads through for Timber Sales Company. His crews are happy to be working again.

Lewis Nicholson Company and Henry Sparks have reopened jobs in Hoopa and Tish Tang Campgrounds. The facilities should be completed this summer so vacationers will be able to enjoy the Trinity River area before we get more rain.

Work in Crescent City has not improved greatly, except in the rock, sand and gravel industry. Hughes and Ladd, Oscar C. Holmes and Acme Paving Company have been recalling people to continue projects shut down last year, so the list is gradually dissipating.

In new work, Murl Kramer, at Orick, has begun work on a levee project, and as soon as the river recedes, work will get underway on the northwest 95, which will go two shifts.

Fred Wright will again do the excavating, which has encouraged several Operators.

In the Sylva-Redcrest area, bids will come up this month for two large projects to be let by the Division of Highways. The Klamath Freeway job is estimated at \$3 million.

The Garberville Freeway, to be let June 24, will cost about \$6.5 million, according to Highway engineers.

These projects will obviously help the members who have been out of work for up to eight months.

New Pier At Bethlehem

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

SAN FRANCISCO—The pilings under the pier at Bethlehem Ship Yards became about as obsolete and rotted away as the old ships that once were built there, and they have become almost as unstable.

They have had their day, and no longer are able to serve in their original capacity. One might say they are perfect examples of a splintered relationship.

Crews today are dredging out the old pilings and replacing them with new H beam structural steel ones, in preparation for construction of a new pier, which will be used in ship repairs.

The new pier, atop 242 pilings, now being set in place, will be about 590 feet long. It will better serve Bethlehem's function than could the old pier, installed in the late 1880s.

Manson General presently is doing the dredging, with Healy-Tibbits constructing the new pier.

No estimate of costs were immediately available.

The new area will contain new shops, warehouses, storage areas, etc., and will be constructed of a new type concrete, placed much as is grouting.

The new structure will be owned entirely by Bethlehem, and will be used strictly for ship repairs. Crews estimate it will take



The old pilings come out and new "H" beam pilings go in as Healy-Tibbits constructs pier for Bethlehem Ship Yards, San Francisco.

about a year to complete the job.

In other news, motorists in and around San Francisco are finding things much to their displeasure as streets have been torn up, making driving anything but pleasant.

There should be a new sign placed across one of the City's more famous streets reading "Mission: Impossible."

That's where work is underway on the new subway tunnel, which will serve BART users.

The Mission Street tunnel is one of the first to get underway. Others will be started on Market Street and the waterfront in the near

future. Construction of those tunnels will commence whenever Pacific Gas and Electric complete relocation of utility lines.

New contracts looming for BART projects should assist in reducing the number of members now on the out-of-work list.

Also making news in the Bay-side City are the improvements being done to the several hospitals to better serve the community.

Work on these mercy facilities will greatly increase the patient capacity by providing several hundred new beds among the hospitals.



Crews are in completion stages of construction on the new John F. Kennedy High School in California's Capital. The new school has few windows, but is extremely functional and very comfortable.

New Sacramento High School Gains Revered Kennedy Name

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

SACRAMENTO — One of the most revered and famous names in American history will be emblazoned on the front of this city's fifth high school, now in final stages of construction.

Crews are now hurrying to complete the new John F. Kennedy High School at 6715 Gloria Drive.

It consists of 15 buildings strategically and artistically located on a 40-acre site in the southwest area of California's capital.

The buildings contain 230,732 square feet, and with equipment and outside improvements, will cost about \$6.4 million.

SEPT. 11 OPENING

It is scheduled for opening Sept. 11—so the students have formed a "Kennedy Cabinet," the parents have formed a PTA and the principal has chosen most of his faculty.

Architect Gordon Stafford, Peckinpugh and Stafford, the designer, says the school utility rests largely on use of standard components perfected by school construction, under a group supported by the Ford Foundation.

Sacramento and 12 other unified school districts are using standard components with the aim of cutting costs, insuring quality and speeding construction.

NO IMMEDIATE CUTS

But they are quick to state that no appreciable cut in costs will come until there are enough schools constructed to bring component costs down. Stafford said, however, that JFK High School will be easier and less costly to maintain as the result of the new developments.

Partitions and walls are removable, making possible a variety of classroom arrangements.

As happened in most recent construction projects, Campbell Construction Company has been hampered by bad weather, but company aides say they are still aiming at an on-time completion.

The school will have virtually no windows, which is standard in

an air conditioned-component system structure, but vision strips will prevent a "closed-in" feeling for students.

A three-story building, which logically will be the academic heart, will house the large library and several classrooms, language, reading and listening labs, viewing rooms, staff workrooms and offices.

Congestion will be relieved through use of a semi-covered court with overhead radiant heat panels.

Two pools in the memorial court will honor the memory of the late President John F. Kennedy.

2,000 STUDENTS

Initial enrollment is expected to reach 2,000, with a capacity of 2,500.

Elsewhere in the district, things are shaping up on the 29th-30th Streets Freeway, where crews are steadily making progress.

Vehicles now spurt in and out of Sacramento on an elevated structure with no stoplights to cause a slowdown.

Construction continues on the W-X Streets Freeway which will intersect I-80 traffic east and west into the completed north-south artery of U.S. Highway 99.

LANE OPEN

The fourth northbound lane is now open for traffic, with the southbound lane slated to open within a few days. Concrete pillars will support the extensive inter-

change which will join two major freeways in 1968.

West of Placerville, Vinnell Corporation is scraping rust off the equipment, and work has started again on Highway 50.

Company officials say more equipment will be moved to the job site shortly, so the project looks promising for this season.

7,166 FEET DRIVEN

Walsh Construction Company at Loon Lake Tunnel states 7,166 lineal feet have been driven. There are 31 engineers on the payroll, and relations between the company and the Union have been excellent.

Beginning this month, another 1,500 lineal feet of incline shaft, plus a gate shaft, will begin.

The firm has established an excellent safety record on this job and the White Rock Tunnel job. Project manager is Gerald W. Herd, superintendent is Brother Jack Johnson.

In the high country, Granite Construction Company is now pushing on jobs at Nevada City and at Roseville. A crew at Shady Creek is getting ready for a big run on materials.

WORK RESUMES

Sutherland Construction Company has again begun work around the new lake on Combie Road. Some 12,000 acres will be developed before the job is completed.

Mushroom Clouds An Encouraging Sign

By BILL RANEY, MIKE KRAYNICK and GEORGE BAKER

SAN MATEO — Those mushroom clouds rising over the Peninsula aren't being caused by alien invaders, but by a group just as virulent—those hardy Engineers who survived an arduous winter of nearly steady rain.

The rusty equipment has been oiled and cleaned up, the mud has dried, and the dust is creating a healthy cloud cover for the flat wallet set.

Piombo has resumed on the Skyline spread, Guy F. Atkinson has launched two highway jobs, L. C. Smith has begun grinding away on the Junipero Serra Freeway extension and Peter Kiewit has again started work on the 19th Avenue job which will tie into the Junipero Serra job.

Employers with existing contracts are rushing to catch up in an effort to avoid penalties and place themselves in favorable positions for future work to be let in the next five or six months.

On May 27, Brother Lannie Sample showed his eagerness to support the civic movement, when he and other skilled craftsmen demonstrated to a grateful congregation of the First Christian Church, Redwood City, donated their time to demolish two houses, a garage and remove several tree stumps in preparation for construction of a new church.

The feat astounded parishoners, and flabbergasted cameramen from KTVU Channel 2 and Channel 10, who ran hundreds of feet of film covering the happening.

The equipment, two 977s, was donated by Fisk, Firenze and McLean, and by Kunz Paving, two companies willing to aid a cause.

Assisting Lanny was Miles Shima, who operated the other 977.

In other news, two new college sites are nearly ready for building construction, which should start

immediately. The southern campus of San Mateo College will be constructed by Robert McKee Company, the north campus by Engstrom Nourse Company. The two contracts total nearly \$12 million.

Not included in these projects is a proposed state college to be built near Edgewood Road and Canada Road, but with no definite construction date set.

Murphy Pacific crews have almost completed steel spanning on the new San Mateo Bridge. The span is a spectacular sight from almost anywhere on the Peninsula.

Another project causing some stir in the area is the new Redwood Shore and Marineworld development. This project is one of the larger ones to come up for quite some time, as far as the San Mateo office is concerned.

When the Marineworld is complete, it will be a popular tourist attraction, where young and old alike will be able to see the larger inhabitants of the ocean perform.

And speaking of performances, try the Great Debate going on between the State Highway Commission and the residents of San Mateo over the placement of a critical segment of the Junipero Serra Freeway.

The segment will be from Ralston Avenue, Belmont, to the city of Woodside.

San Francisco, by one means or another, has managed to keep from constructing nothing in the way of a freeway for years.

Now that city opposes the logical route favored by a majority of people.

The mania has been foisted onto San Mateans. The proposed route would cause a curve around the hilltop for nearly a mile, and an unnecessary mile at that, and at unnecessary cost to the taxpayers.

At present, a hundred million plus dollar freeway leads nowhere, and will continue to do so until the link in the San Mateo area is awarded for construction.



Bill Raney, San Mateo Business Agent, presents certificate to Oran Brown, Operating Engineers Local 3 honorary at annual blood drive.

25-Year Rites for Blood Bank

Labor unions on the Peninsula held their 25th annual blood drive June 3, taking in more than 250 pints of life-saving fluid.

The turnout was again encouraging, but more needs to be done if the goals set by the various crafts are to be met.

The Operating Engineers placed third in the running, a good showing but somewhat disappointing—the top spot is where we should be. Local 85, Teamsters took top honors.

Those Engineers who participated were:

Dale Gillespie, Ron Nelson, Ken Dedimus, C. J. Williams, John O'Rourke, Chas. Troy, John Michaels, Oran Brown, Mike Mullins, Bill Brown, Virgil Dahms, Fred Benedke, James Toole, G. H. Logue, J. Gardner, V. M. Fullmer, Harry Fredrickson, James Morrison, Donald Pimentel, Milton Thompson, Julian Olsen, Pete Ramirez, Newman Baird, Earl Krier, Raymond Costa, Dorothy Cummings, Norris Cummings, Eugene Wayman, Virgie Lucien, Joseph Lucien, Neil White, Stewart Moncrief, Fred Olsen, George Halford, Mike Womack, Ivar Peterson, Wayne Keller, Frank Fredrickson, Ralph DeLaTorre, Kenneth Hayes, Douglas Tiffany, Robert Lehman, Floyd Anderson, Stanley Giles and Bill Raney.

WIDOWS THANK LOCAL 3

Dear Members:

"I wish to sincerely thank the members of the Operating Engineers for their kindness and sympathy in the recent passing of my dearly beloved husband, Buel Lee Conley. The Bible is truly beautiful. I thank you one and all again."

Lula Conley

Dear Members:

Words cannot express my thanks to the many friends and co-workers of the Operating Engineers, for all your kind consideration to myself and my family, during the recent loss of our loved one. The lovely Bible, which was presented to me in memory of Elgan (Bud) Baston, will always be close to my heart.

Sincerely,
Genevieve Baston

Long, Expensive Summer Will Nibble At Consumer

By SIDNEY MARGOLIUS

The financial weather forecast is for a long, hot, expensive summer. With wage-earner's real buying power already about \$1.50 a week below last year, seasonally rising prices, especially for meat, will prevail.

During a winter of dropping farm prices, retail food prices barely budged. Store prices remained up while farm prices fell. Now that farm prices are rising again, store prices will move up steadily until September.

There is no doubt that food processors and distributors have diverted recent farm price drops to themselves rather than to consumers. In just one year the cost of bringing food from farm to retail counter has risen from 59 cents on the dollar to 62 cents. The farmer's share has fallen to 38 cents.

Farm prices have dropped about 6.5 per cent, wholesale prices less than three per cent and retail prices less than one per cent. The National Cattlemen's Association is organizing a beef production cutback in an effort to bolster falling prices. This will hurt moderate-income families but not processors and retailers who will simply pass along the higher prices.

High food prices are causing a dilemma for moderate-income families, who have economized on food-buying in an effort to feed their families on the same expenditure in spite of rising prices. Significantly, food expenditures at stores recently averaged one per cent above a year ago but prices were 4.5 per cent higher.

Clothing stores are also boosting prices more than is necessary. The Bureau of Labor Statistics reports that in the past year retail apparel prices have gone up 4.1 per cent compared to a 1.7 per cent wholesale increase.

With consumers already harried by high food prices, the exaggerated price markups on clothing have caused a noticeable drop in men's wear purchases.

Higher prices have, however, created more opportunities to buy at sales. Retailers are being forced to offer more specials and bigger clearances because of the slowdown in consumer buying. Annual clearances of men's summer suits and shirts begin in late June. Women's dresses also go on sale this month, as do television sets and refrigerators.

Here are tips on June buying opportunities: June is a good month to buy refrigerators, even though two large manufacturers have announced increases.

Retailers are heavily stocked and are finding it difficult to sell the big side-by-side refrigerator-freezers and color refrigerators.

Color appliances, unless a neutral shade, create problems in changing kitchen color or in adding other color appliances.

Meanwhile, values in ordinary white refrigerators are good. All-frostless 13-14 cubic foot refrigerator-freezers are available for \$250 to \$300. Models with bottom-mounted freezer give more freezer space, and the difference in price between these and the less-expensive top-mounted models has narrowed. But be careful in considering deluxe models. Surveys indicate that the same refrigerator with an ice-maker or swing-out basket and shuck-out ice trays sells for an added 10 per cent.

Values in electric and gas ranges are relatively good. Modern ranges in 30-inch size with 24-25 inch ovens are available for under \$200. Always compare oven size in different models. Of two 30-inch models, one may provide only a 22-inch oven, the other 24 or 25.

A 30-inch range with 25-inch oven may sell for \$150 in the standard model but increased to \$260 with an automatic cooktop unit, automatic oven control, infinite heat controls, fluorescent work light, etc. More medium-price ranges now have Tefloncoated oven liners to ease oven cleaning.

Broilers have also become a leading supermarket "special."

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Lucky Hand At Del Valle



Excavation is taking place on the upstream side of the Del Valle Dam reservoir near Livermore.

The dam will provide much-needed water for the area, and will provide for excellent recreation.

LIVERMORE, Calif.—In spite of the heavy rains and unseasonably long winter, crews working on the Del Valle Dam near here have been producing at a rate that now has them at least two months ahead of schedule.

Jerry Olsen, office manager for Winston-Green, said his department has been extremely lucky in being able to continue operations in spite of the weather.

At present, much of the excavation has been done, on one of the final segments of the Feather River project.

The main spillway tunnel is holed through and ready for work to begin on the concrete liner.

The small tunnel, which will be used for the diversion tunnel while the dam is being constructed, is about three-fourths complete as far as concreting goes.

"This dam and reservoir will be

strictly for flood control, storage and recreation," Olsen said. There will be no powerhouse or generating plant in conjunction with this project.

The primary function of the dam will be to supply much-needed water to the somewhat dry and often scorched Livermore Valley.

But week-end vacationers and those who find it difficult to find places for leisure in the rapidly decreasing recreational world, will find a little relief when the reservoir is complete.

It will provide boating and fishing facilities, and perhaps, a beach or two for the sunbathers.

State officials of the Department of Water Resources have been alarmed of late with the increasing population and the lack of recreational facilities to meet the demand. Del Valle Dam will assist

in alleviating the dilemma.

At present, equipment has been moved in for construction of access roads and for preparation of the keyway. Crews have all but completed grouting the core, which extends down one embankment, across the basin floor and up the other embankment.

According to Olsen, some 4.5 million yards of earth will be required for completion of the dam.

He said because of the gentle slope on the upstream side and face, there is no danger of a breakthrough. Overflowing will be controlled through the standpipe spillway, which will contain two gates.

Earth-fill operations should begin within the next few days, with completion to take place sometime in 1969.

Water will be pumped into the reservoir for storage, and released as the demand arises, Olsen said.

Work Begins On 'Bottleneck'

By AARON SMITH

VALLEJO — Construction will begin this summer on a massive \$8.6 million road project, aimed at converting the American Canyon-Cordelia "bottleneck" north of this city to full eight-lane freeway status.

John G. Meyer, Stockton, district highway engineer, said after a highway commission meeting in Sacramento that \$3.5 million has been allocated for work on the project this year.

"This is only the first allocation, and once we get started we'll let the whole contract at once," Meyer said.

He said a call for bids will be issued in July or August.

FULL ACCORD

Meyer said he was in full accord with remarks of State Highway Engineer J. C. Womack, that conversation of this section of heavily traveled highway will "greatly improve safety and relieve congestion."

The job, which extends for 4.5 miles from the end of the existing freeway 2.5 miles northeast of State Route 12 at Cordelia, will take about two and a half years.

New construction will be generally on the northerly side, although there will be a frontage road on the south side in the vicinity of Mangels Ranch.

Included in the contract will be interchanges at the Red Top Dairy and a new interchange linking Interstate 80 with Highway 12, a new underpass at Cordelia and a separation underpass at Lynch Road.

\$5 MILLION INCLUDED

Meanwhile, an Associated Press story from Sacramento said that \$5 million is expected to be included in the 1968-69 highway budget to convert 4.6 miles of existing four-lane I-80 expressway just west of the Yolo County line to eight-lane status.

When completed, all of I-80 in Solano County will be full freeway status.

Although full details are not presently available, in a report issued in March, Meyer said:

"The conversion of 4.6 miles ... to a six-lane freeway from Pedrick Road to the Yolo County Line is in the planning stage and is estimated to cost from \$5 to \$7 million.

CONTINUE TALKS

"Discussions are continuing with the Solano County Board of Supervisors regarding the location of connections to the freeway.

"Design of the interchange in the vicinity of Dacis Road is being studied with the University of California at Davis and the Southern Pacific Railroad."

The Division of Highways said late in May that it is in an advanced state of an agreement with the University regarding rearrangement of I-80 facilities there.

Meyer added he was hopeful a public hearing on final route adoption and other phases of the project.

See WORK on Page 7



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CREDIT UNION SIMPLER

Many Half-Truths In Interest Rates

By AL CLEM

Not long ago one of our members came by to see us, and told us about a problem he had with a commercial lending firm when he purchased a washing machine.

He said he didn't take time to see what the contract said about the interest he would pay, and the lending company didn't take time to tell him.

The company told him what the payments would be on the amount he borrowed, but didn't tell him what the additional payments would be for the interest charges. He ran into a hostile and downright unfriendly conversation when he challenged the company.

Needless to say, the company repossessed the washing machine because the member couldn't meet the high payments, and he had to make up the difference between the current market value and the balance owed. He was, in effect, paying for a dead horse.

Such practice, obviously, would discourage anybody from borrowing money when hard times come around. But we think we have a solution to the problem through our Credit Union, where the people are friendly and more than willing to discuss terms.

You see, the Credit Union is owned by the membership, which automatically makes it a friendly and informal place to do business.

Although legislators and officials of Organized Labor have been trying since 1960 to get some protection for consumers in "Truth-In-Lending," it appears there will be a lot of opposition from the business world.

We get a little perturbed at interest rates charged by some firms that nearly match the amount of the original loan.

We get even more irate when some businesses refuse to let potential customers shop for the best interest rate. We're tired of seeing the public bilked under the pretense of having a favor done.

Since the Credit Union was established three years ago, those who have joined have found it a splendid way to create thrift in spending. It is our belief that people will do much better in their business ventures if they can deal with friends.

The Credit Union offers a few advantages that most loan companies don't. In most cases, it has an automatic life insurance plan to cover the amount of a loan. In most loan companies, the insurance policy is an additional charge, and many firms insist on a policy before they will close a loan. And at extra cost.

In the event of a death, the insurance generally will pay off the loan so the beneficiary will not be hobbled with payments.

But our Credit Union does more than act as a lending agency. It encourages members to invest in its future and reap dividends which it pays on their earnings.

As of July 1, it will provide another service by allowing members to transfer their vacation and holiday pay into individual share accounts, which pay dividends on money earned.

Shareholders get a life insurance policy equal (in most cases) to the account amount up to

\$2,000. That means if a shareholder dies, his beneficiary will receive whatever savings had accrued plus a like amount in life insurance payments.

Naturally, we, as is everyone involved in earning a living, are pressing Congress to get legislation passed to force loan companies to explain to customers just what they will be paying in interest.

Every year the bill has been considered, Labor has asked: "What's wrong with it?" We have yet to hear anything approaching a persuasive answer. It seems the

Continued from Page 6
ject would be held in the near future.

In other news, the Benicia Arsenal has been a hub of activity with several pieces of equipment operating from sunup to sunset. Roberts Brothers Construction has completed its section of site preparation.

Winton Jones has considerable

only institutions that will be hurt are those which have something to be ashamed of and who know they are bilking the buyer, and that the charges cannot stand disclosure.

We have nothing to hide. We would encourage all our members to do business with their friends and fellow Credit Union owners.

Work On 'Bottleneck'

work to do yet before steel erection on the large refinery can begin.

At present, Chicago Bridge and Iron has begun erection work, with five storage tanks under construction. The bulk of the refinery erection will be done by C. F. Bruan Company.

This work will begin as soon as the site pads are complete. Employment is expected to peak in May, 1968, with 100 Operating Engineers to be needed.

RESUME CRUSHING

Baldwin, Warren and Springfield has resumed riprap-crushing at Nelson Hill quarry. Huntington Brothers, Napa, has begun excavation of Highway 12 to widen it by cutting down some of

the hills. Contract price is around \$300,000.

Several small paving jobs have begun in the Fairfield-Vacaville area, with Solano Concrete and Syar and Harms doing most of the work.

Napa city streets are still torn up for work on the vast sewer and water project. J. H. Hatcher, Lentz Construction, C. Norman Peterson, McGuire and Hester and A. Teichert and Son have the majority of work there.

Basalt Rock has added a swing shift to quarry operations. Rock is being crushed riprap size and barged all over the bay area.

Kaiser Steel has resumed two-shift operations following settlement of a month-long boilermaker strike.

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VACATION AND HOLIDAY PAY?

Wage Increase Due in Utah AGC Pact

ADDENDUM A

WAGE CLASSIFICATIONS

AREA DEFINITIONS:

Reference is hereby made to a map attached hereto as Exhibit B showing Area 1 and Area 2, more particularly set forth as follows:

Area 1: All areas not included within Area 2 as defined below.

Area 2: Consists of the following sections of Utah:

- (1) All of Daggett County;
- (2) Those areas located a distance greater than a radius of twenty-five (25) miles from the court-houses of the towns of Vernal, Duchesne, Price, Castle Dale, Loa, Kanab, Montecello, Moab, and Coalville; and also a distance greater than a radius of forty-five (45) miles from the remain-ing county seats.

		RATES PER HOUR Effective Dates		
		7-2-67	1-1-68	7-1-68
GROUP I	Area 1	3.94	3.94	4.15
	Area 2 (a)	4.69	4.69	4.90
	Area 2 (b)	4.82	4.94	5.15
Chainman; Gradesetter; Partsman—Permanent Shop; Repairman Helper—Permanent Shop; Rodman.				

GROUP II	Area 1	4.10	4.10	4.32
	Area 2 (a)	4.85	4.85	5.07
	Area 2 (b)	4.98	5.10	5.32
Asphalt Plant Fireman; Brakeman—Locomotive; Ele-vator Operator; Fireman; Hydraulic Monitor; Ma-terial Loader or Conveyor Operator; Assistant to Engineer*; Partsman—Field; Repairman Helper—Field.				

GROUP III	Area 1	4.35	4.35	4.58
	Area 2 (a)	5.10	5.10	5.33
	Area 2 (b)	5.23	5.35	5.58
Air Compressor Operator; Concrete Mixer Operator (skip type); Concrete Pump or Pumpcrete Gun Operator; Engineer, Dinky Operator; Generator Operator (100 KW or over); Mixer Box Operator (concrete or asphalt plant), (continuous mix) or similar; Pump Operator; Self-Propelled, Automati-cally applied Concrete Curing Machines (on streets, highways, airports and canals); Screedman.				

GROUP IV	Area 1	4.44	4.44	4.68
	Area 2 (a)	5.19	5.19	5.43
	Area 2 (b)	5.32	5.44	5.68
Ballast Jack Tamper; Ballast Regulator; Line Master; Lubrication & Service Engineer* (Mobile and Grease Rack); Ballast Tamper—Multiple Purpose; Front End Loader (under 1 yd.); Hoist Operator—I Drum; Heavy Duty Repairman and Welder (Permanent Shop); Slip Form Pumps.				

GROUP V	Area 1	4.52	4.52	4.76
	Area 2 (a)	5.27	5.27	5.51
	Area 2 (b)	5.40	5.52	5.76
Air Compressor Operator (two or more compressors); Batch Operator (Asphalt Plant); Motorman; Pavement Breaker Operator (Emsco and similar type); Signalman; Shuttlecar; Small Rubber Tired Tractor; Small Self-Propelled pneumatic rollers; Towermobile Operator; Welding Machine (two or more).				

GROUP VI	Area 1	4.79	4.79	5.05
	Area 2 (a)	5.54	5.54	5.80
	Area 2 (b)	5.67	5.79	6.05
A-Frame Truck and Tugger Hoist; Concrete Saws (self-propelled unit on streets, highways, airports and canals); Engineer, Locomotive; Fork Lift (construc-tion job site); Kolman Loader (and similar); Magin-is Internal Full Slab Vibrator (on airports, high-ways; canals and warehouses); Mixermobile Oper-ator; Pipe Bending Machine Operator; Pipe Cleaning Machine; Pipe Wrapping Machine; Road Mixing Machine Operator; Ross Carrier, or similar type; Side Boom Operator; Small Rubber Tired Tractor (with attachments, including backhoe); Small Tractor with Boom; Surface Heater (self-propelled); Tractor Loader Operator (one to two yards); Tractor Oper-ator (Sheep's Foot and compacting equipment); Power Jumbo Operator (setting slip forms, etc. in tunnels); Small Rubber Tired Trenching Machine.				

GROUP VII	Area 1	4.88	4.88	5.14
	Area 2 (a)	5.63	5.63	5.89
	Area 2 (b)	5.76	5.88	6.14
Asphalt Plant Engineer; Bridge Crane; Chip Box Spreader (Flaherty type and similar) (Assistant to				

Engineer required)*; Concrete Mixer Operator (pav-ing or batch plant); Deck Engineer (Marine); Drill-ing Machine Operator (well or diamond); Dual Drum Mixers (Assistant to Engineer required)*; Elevating Grader Operator; Engineer, Crushing Plant; Fuller Kenyon Pump and similar types; Front End Loader Operator (2 to 5 yards); Heavy Duty Rotary Drill Rigs (such as quarry master, joy drills or equal) (Assistant to Engineer required)*; Hoist Operator—2 drums; Instrument Man; Mechanical Finisher Operator (asphalt or concrete); Mine or Shaft Hoist; Pavement Breaker, Pavement Breaker with compressor combination; Pavement Breaker, truck mounted, compressor combination (Assistant to Engineer required)*; Refrigeration Plant; Self-propelled Pipeline, Wrapping Machine (Perault, CRC, or similar types); Slusher Operator; Trenching Machine (Assistant to Engineer required)*; Tractor-Compressor Drill Comb. (Assistant to Engineer re-quired)*; Tractor Operator (Bulldozer, Scraper or Dragtype Shovel or Boom attach); No-Joint Pipe Laying Machine; Lull High-Lift (40 ft. or similar); Roller Operator or self-propelled compactor; Self-propelled Boom type Lifting Device (Assistant to Engineer required except on 10 tons or less)*.

GROUP VII-A	Area 1	5.12	5.12	5.39
	Area 2 (a)	5.87	5.87	6.14
	Area 2 (b)	6.00	6.12	6.39

Heavy Duty Repairman or Welder; DO-Mor Loader and Adams Elegrader; Euclid Loader and similar types; Tractor Operator (Bulldozer, Scraper or Dragtype Shovel or Boom attach) (200 Draw-bar H.P. or similar).

GROUP VIII	Area 1	5.12	5.12	5.39
	Area 2 (a)	5.87	5.87	6.14
	Area 2 (b)	6.00	6.12	6.39

Boom type (Back-filling Machine) (Assistant to Engi-neer required)*; Chicago Boom (including Stiff Leg and sheer pole); Chief of Party; Combination Slusher and Motor Operator; Concrete Batch Plant (Multiple units); Front End Loader (5 yards and over); Koehring Skooper (or similar, up to 5 yards) (Assistant to Engineer required)*; Motor Patrol; Mucking Machine Operator; Saurman Type Dragline (under 5 yards) (Assistant to Engineer required)*; Self-propelled Elevating Grade Plane; Soil Stabilizer (P & H or equal); Sub grader (automatic sub grader—fine grader) (Assistant to Engineer required)*; Tractor (tandem scrapers); Mechanical Trench Shield; Rubber Tired Scrapers (under 35 cu. yd. M. R. C.); Tri-Batch Paver (Assistant to Engineer required)*; Universal Equipment Operator (Shovel, backhoe, dragline, derrick, derrick barge, clamshell, crane, grade-all, etc.) (up to 5 yards) (Assistant to Engineer required)*; Tower Crane (Linden type or similar designs and capacity) (in the erection, dis-mantling and moving of equipment, there shall be an additional Operating Engineer); Tunnel Badger (Mole or similar) (Assistant to Engineer required)*.

GROUP IX	Area 1	5.21	5.21	5.49
	Area 2 (a)	5.96	5.96	6.24
	Area 2 (b)	6.09	6.21	6.49

DW10, 20 (tandem); Combination Mixer and Com-pressor (Gunite); Highling Cableway Signalman.

GROUP X	Area 1	5.30	5.30	5.58
	Area 2 (a)	6.05	6.05	6.33
	Area 2 (b)	6.18	6.30	6.58

Foreman; Highline Cableway Operator (Signalman re-quired); Lift Slab Machine (Vagtborg and similar types); Locomotive (over 100 tons) (single or mul-tiple units) (Assistant to Engineer required)*; Pre-Stress Wire Wrapping Machine; Saurman type drag-line (5 yards and over) (Assistant to Engineer re-quired)*.

GROUP XI	Area 1	5.57	5.57	5.87
	Area 2 (a)	6.32	6.32	6.62
	Area 2 (b)	6.45	6.57	6.87

Automatic Concrete Slip Form Paver (Gradesetter, Screedman, and Assistant to Engineer required)*; Koehring Skooper (or similar) (5 yards and over) (Assistant to Engineer required)*; Multiple Pro-pulsion Power Unit Earth Movers (up to and in-cluding 75 cy "struck" M. R. C.); Remote Controlled Cranes and Derricks (Assistant to Engineer re-quired)*; Power equipment with shovel-type con-

trols (5 yards up to 7 yards) (two (2) Assistants to Engineer required)*; Rubber Tired Scrapers (35 yards and over); Self-propelled Compactor (with multiple propulsion power units); Slip Form Paver (concrete or asphalt) (1 operator, and 2 screedmen when required); Tandem Cats; Tower Cranes Mobile (Assistant to Engineer required)*.

GROUP XI-A	Area 1	6.17	6.17	6.47
	Area 2 (a)	6.92	6.92	7.22
	Area 2 (b)	7.05	7.17	7.47

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.) (As-sistant to Engineer required; an additional Assistant to Engineer is required if shovel or dragline is elec-trically powered)*.

GROUP XI-B	Area 1	6.47	6.47	6.77
	Area 2 (a)	7.22	7.22	7.52
	Area 2 (b)	7.35	7.47	7.77

Operator of Helicopter (when used in erection work). * 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.

NOTES:

ADDENDUM B

STEEL AND TANK ERECTION

I. COVERAGE

This Addendum shall cover all work of the Individual Employer in the State of Utah, that comes under the recognized jurisdiction of the Operating Engineers when servicing the following crews when they are performing work that comes under their recognized jurisdiction: In-ternational Association of Bridge, Structural and Orna-mental Iron Workers Union; International Brotherhood of Boilermakers, Iron Shipbuilders, Blacksmiths and Helpers; or United Association of Journeymen and Apprentices of the Plumbing and Pipefitting Industry of the United States and Canada.

III. WAGE SCALES

WAGE CLASSIFICATIONS

RATES PER HOUR
 Effective
 7-2-67 7-1-68*

GROUP 1	\$5.125
Assistant to Engineer (Oiler) or Indentured Apprentice; Rear Chainman.	
GROUP 2	\$5.335
Assistant to Engineer (Truck Crane Oiler); Compressor; Generator, gasoline or diesel driven (100 k.w. & over); Rodman, Head Chainman.	
GROUP 3	\$5.875
Compressor and/or Welding Machines, gasoline or diesel driven, or Combination (2 to 6) (Over 6 additional engineers required); Deck Engineer; Fork Lift; Instrument Man; Signalman (using mechanical equipment).	
GROUP 4	\$5.985
Heavy Duty Repairman; Tractor Operator.	
GROUP 4-A	\$6.13
Combination Heavy Duty Repairman-Welder.	
GROUP 5	\$6.40
A-Frame or Boom Truck; Boom Cat; Chicago Boom; Chief of Party; Crawler Cranes & Truck Cranes (15 tons m.r.c. or less) (Assistant to Engineers required); Self Propelled boom type lifting device (Assistant to Engineer required, except on 10 tons m.r.c. or less); Single Drum Hoist; Tugger Hoist; Universal Liebherr and Tower Cranes (and similar type) (in the erection, dismantling and moving of equipment, there shall be an additional Operating Engineer) (15 tons and under).	
GROUP 6	\$6.65
Crawler Cranes and Truck Cranes (over 15 tons m.r.c. 1 Assistant to Engineer required); Derricks (2 operators required when swing engine remote from Hoist); Highline Cableway (Signalman required); Hoist (2 or more Drums); Tower Cranes Mobile	

See WAGE on Page 9

Wage Increase Due in Utah AGC Pact

Continued from Page 8
RATES PER HOUR
Effective
7-2-67 7-1-68*

(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) (over 15 tons).

GROUP 7\$7.51

Operator of Helicopter.

BOOMS—Operators, assistants to engineer and Indentured Apprentices on equipment with booms, including jib and/or leads of more than 80 feet, including jib, shall receive additional premium pay according to the following schedule:

Booms in excess of 80 feet, up to and including 130 feet 15¢
Booms in excess of 130 feet, up to and including 180 feet 30¢
Booms in excess of 180 feet 45¢

In the application of the above, the length of the boom shall be measured from the center of the heel pin to the center of the head sheave pin, the length of the leaders shall be the length of the leader column.

NOTE:°

Wages commencing July 1, 1968 shall be the same as those negotiated between the Union and the Employers in Northern California. Effective July 1, 1968, ten cents (10¢) of the negotiated wage rate shall be deleted from the wage rates and applied to Vacation and Holiday Plan for Utah.

PILEDIVING

For raising steam on any equipment before a shift begins, except as otherwise provided, effective July 2, 1967, \$4.825; effective July 1, 1968.

RATES PER HOUR
Effective
7-2-67 7-1-68*

III. WAGE CLASSIFICATIONS

GROUP 1\$4.875

(a) Assistant to Engineers or Indentured Apprentice (Fireman, oiler, deckhand).

GROUP 2\$5.50

(a) Operator of tugger hoist (hoisting of material only).\$5.625
(b) Compressors and/or Welding Machine (2 to 6).

GROUP 3\$5.785

Deck Engineer; A-frame (truck); Handi Crane; Forklift Operator.

GROUP 3-A\$6.01

Heavy Duty Repairman.

GROUP 4\$6.25

Operating Engineer in lieu of Assistant to Engineer tending boiler or compressor attached to crane pile-driver; Operator of Crane (not driving piles but servicing pile butt) (Oiler required); Operator of Piledriving rigs, skid or floating and derrick barges (Assistant to Engineer required); Operator of diesel or gasoline powered Crane Piledriver (without boiler) up to and including 1 cu. yd. rating (Assistant to Engineer required).

GROUP 5\$6.41

Operator of diesel or gasoline powered Crane Piledriver (without boiler) over 1 cu. yd. rating. (Assistant to Engineer required); Operator of Crane (with steam, flash boiler or compressor attached); Operator of steam powered crawler, or Universal type driver (Raymond or similar type) (Assistant to Engineer required).

Note:° Wages commencing July 1, 1968 shall be the same as those negotiated between the Union and the Employers in Northern California. Effective July 1, 1968, ten (10¢) cents of the negotiated wage rate shall be deleted from the wage rates and applied to Vacation and Holiday Pay Plan for Utah.

Dredging

HYDRAULIC SUCTION DREDGES

A. The following rates for the following classifications shall be effective on the dates indicated:

	July 1, 1967
Chief Engineer	1250/mo.
Leverman	5.94/hr.
Assistant Engineer (Steam or Electric)	5.45
Welder	5.45
Deckmate	5.05
Levee Foreman	4.985
Winchman (stern winch or dredge)	4.985
Fireman or Oiler	4.53
Leveeman	4.53
Deckhand (can operate anchor scow under direction of deckmate)	4.53
Bargeman	4.53

CLAM SHELL DREDGES

Leverman	5.94
Watch Engineer	5.45
Deckmate	5.05
Barge Mate (Seagoing)	4.985
Bargeman	4.53
Deckhand	4.53
Fireman, Oiler	4.53

Washington News Desk



From the International Union of Operating Engineers

One of the brightest rays to illuminate Washington, which this year is experiencing a gloomy spring because of Vietnam and the bad weather, has been competition for scholarships awarded by the International Union of Operating Engineers and other organizations, including the AFL-CIO.

It is apparent from the type boys and girls who have sought scholarship assistance that the individuals attracting the most public attention are neither the majority of our youth nor a fair cross-section.

The contests for I.U.O.E. college scholarships not only produced the largest number of applicants in history but some of the most outstanding in respect to their scholastic attainments, their community participation and their general character.

Newspapers and radio TV programs are saturated with reports of misbehavior by youth, involving drop-outs, flamboyant demonstrators and dangerous juvenile delinquents. Seldom on Capitol Hill is heard an encouraging word about the fine young people of a community.

The AFL-CIO Executive Council at its recent two-day spring meeting in Washington charged that House Republican leaders were "playing politics with the education of America's youth" by supporting a move that would wreck the two-year-old program of federal aid to elementary and secondary education.

The Council called on Congressmen of both parties to reject a substitute bill proposed by Congressman Albert H. Quie—R-Minn., which would hand over money to the states, with little control over its spending.

The bill could drag education into the partisan political arena. The Quie bill could also spark the controversy over the state-church issue that blocked enactment of federal aid to education for nearly twenty years and intensify conflicts between large cities and state governments.

In connection with the desire of boys and girls to go to college, the Senate recently approved a tax-break for parents of college students. This is a move in the right direction.

Higher education is a matter of great importance to the individual and the nation. It is true for youngsters at every level of our society, economic and otherwise, who can qualify for college.

From the parental point of view, however, the cost of a college education has been going up and up. Without help, such as the I.U.O.E. and other organizations are extending to deserving youths, there soon will be no room in many family budgets to educate children who want to go on to college, who ought to go on to college and who would be more useful citizens if they did go.

The tax credit proposal is on the modest side—a maximum of \$325 per student. Smaller credits would be allowed for those with incomes above \$25,000 a year and none for those whose incomes exceed \$57,000. For the great majority of Americans, the \$325 figure would be applicable.

'Greens Need Loving Care'

HAYWARD—"It's nice to be able to play a round of golf free, but I don't get much of a chance because I'm too busy keeping the course in shape," said Stan Pacheaco, grounds keeper at La Vista Land Company's public course.

Stan is recognized as one of the finest greenskeepers in northern California. He has been a member of Local 3 since 1938.

Several golf courses in California have been organized by Local 3.

Stan has a real "tough" job. He is the superintendent.

"That takes a lot of time and patience, and the public could help a lot," Stan said.

He said many golfers, either through ignorance or carelessness, fail to exercise common golf course etiquette.

Many of them will throw an empty cigarette pack on the fairways or in the rough, rather than in the trash cans placed at each tee.

Many drag their carts onto the putting green, or onto the apron surrounding the green, which wears out the grass, and spoils the playing surface.

Then there is the case of vandalism. Stan said there have been cases where youngsters have driven their cars upon the putting greens and spun out on them. Such a practice becomes expensive.

"We estimate that each green costs in the neighborhood of \$10,000, so when one of them gets destroyed through either carelessness or vandalism, its sickening," he explained.

But Stan has other problems, many of which he takes in stride. He must recognize the various diseases which attack the grass. Much of the problem stems from the golfers, who play one course, then wear their shoes on a different course, or bring the cart onto the course, with disease-bearing particles still on them.

"We can't ask the golfer to clean his shoes or cart before play-

ing our course, so we regularly apply fungicides and other chemicals to combat whatever may be brought onto it," Stan said.

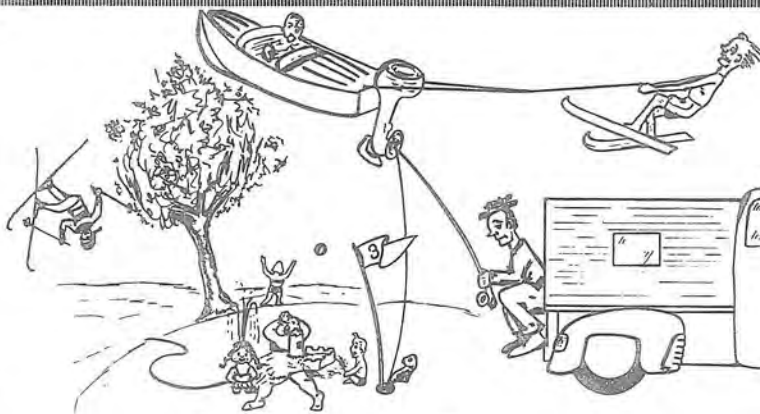
Each summer Stan and his crew re-do seven or eight aprons of tees and greens, often requiring complete replanting and top-grassing. Greens frequently require aerating to keep the grass healthy.

"This is a coming business. It's difficult to find a person qualified to maintain a golf course. And from a standpoint of wages and fringe benefits, it's one of the really fine jobs to be had," Stan said with enthusiasm.

He said several colleges and other schools are now offering courses in agronomy, which lead to becoming greenskeepers.

It's getting to be a scientific business, and several organizations now offer scholarships to those who wish to make a career of greenskeeping.

And it's healthy.



At Your Leisure

Dull, Void Sound In San Rafael Canal

By AL HANSEN

The San Rafael Canal is supposed to be six feet deep at a minimum, but from the "sounds" of things, it isn't.

The condition, caused by silt, has alarmed many in the boating industry, who have been prodding the city council to get the canal dredged to make it safe for navigation.

Soundings taken in February by the U.S. Power Squadron indicate the canal mouth to be only

ing for the 1968-69 budget would put the project more than a year away.

In 1962, dredging the canal cost \$144,000. Knowledgeable persons say dredging should be routine maintenance, accomplished at least each five years.

If the official engineers report indicates dredging is needed, and it undoubtedly will, an appeal to the Congress will be made by Rep. Don H. Clausen, Sen. Thomas Kuchel and Sen. George Murphy.

They will call for a special ap-



Stan Pacheaco, greenskeeper at Hayward, inspects lush green at No. 9, which has not been abused by play carts and pedes

SKY'S THE LIMIT

Soaring—No Sport Li

"You'll never get me to ride in one of those things," said the wide-eyed secretary as she watched the launching of a smoothly designed sailplane. She had just taken her first ride in a light airplane.

You see, a sailplane, commonly known as a glider, has no engine, but those who fly them say that not having an engine gives them just one less thing to worry about.

In fact, soaring, or sky sailing, is one of the most rapidly growing sports in America today.

The exhilarating sport got its start in Europe several years ago, and now has found fantastic acceptance in the United States.

Soaring fulfills the dream of every person who has envisioned real flight—as experienced by the birds.

In talking with Frank Kelsey, Salt Lake City, who soars out of Heber City when he isn't chartering passengers in his air taxi operation, the sport has really taken on ominous growth in the past five years.

His comments were echoed by Les Arnold, Fremont, Calif., who said his student load has doubled

since past year, and his operation is now at capacity, or above.

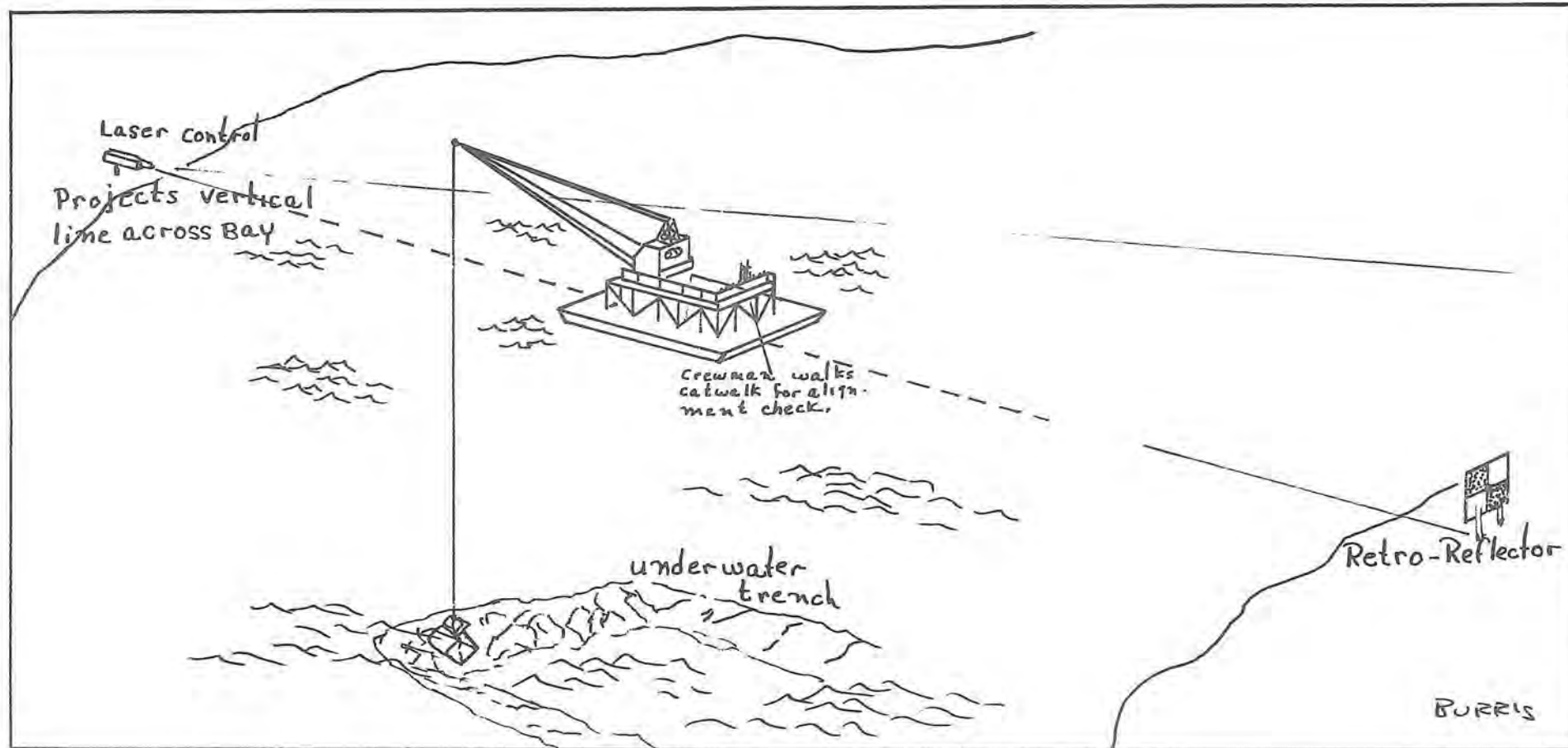
Soaring is the only true form of sporting aviation in the world today. Because of its nature, where piloting ability and knowledge play such a large part in the distance and speed performance of a sailplane, it is possible to hold organized contests and competition.

Meets are held often in various sections of the world, and a bianual World Championship contest is held, which attracts the finest pilots in the world.

The sport presents an ever present challenge to stay aloft that draws enthusiasts back time and time again to once more experience the thrill of motorless flight.

What about safety? Soaring is probably one of the safest sports in the world today. Sailplanes land at speeds between 30 and 40 miles an hour, and because of the design, craft have a low center of gravity with great landing ability.

Average flights in a medium performance craft exceed 100 miles. The world's record is 647 miles, and the altitude record, set by Paul Bickel is 46,267 feet, set



FRESNO ATTRACTION

A Fashion Fair—Permanent Event

By CLAUDE ODOM, JERRY BLAIR, and KEN GREEN

FRESNO — The Fashion Fair opens Feb. 1, 1969 with all the hoopla and festivity befitting such an occasion—and this Fashion Fair will be a permanent institution. It's a new shopping center located at North First Street and East Shaw Avenue.

The announcement was made by Charles J. Merritt, executive vice president of Gordon L. McDonald Associates, Santa Barbara.

The investment represents from \$18 to \$20 million, with a contemplated retail volume of \$35 million in the first year of operation.

3-STORE CENTER

The concept is based on the three-department-store center, which was the original plan. It will be the third regional center in which MacDonald has been in together with J.C. Penney Company and Broadway-Hale Company. The other ventures are in Ventura and Huntington Beach.

Negotiations are proceeding with J.C. Penney Company, and the situation with Gottschalks is essentially one of updating an existing lease proposal.

Planners say there will eventually be 55 tenants in the 700,000-square-foot shopping center. The area is about half again the size of the Manchester Center and from three to four times the size of Fig Garden Village.

NO SET DATE

Merritt said there was nothing concrete yet as far as a groundbreaking date is concerned, other than that it will be "around the first of the year."

The new center with its air-conditioned mall promises to be one of the most eye-catching in the state from a landscaping viewpoint.

Reportedly, Broadway-Hale will not locate in any center without first approving of the landscaping plan.

Merritt said to his knowledge, Fashion Fair will be the first center in the state to use the sidewalk

concept introduced by Yoneo Ono, city planner with a landscape architect's license.

WALKS TO MEANDER

Walks will meander through the heavily landscaped areas and different elevations will be created to contrast with the flat surface of the surrounding areas. In this venture, straight sidewalks will be a thing of the past.

The southern boundary will be mounded and heavily landscaped to screen the center from the adjoining residential area.

Spokesmen for the center emphasize that it is within city limits which means that one per cent of the gross retail volume will go to the city in sales tax revenue and that 50 per cent of the real estate taxes estimated at \$400,000 a year initially, will go to the school district.

CITY-COUNTY SPLIT

The remainder will be divided between the city and the county.

George A. Kerber, assistant city planning director, is enthusiastic about the landscaping. He said that even the parking areas will be landscaped.

The center will also have strict controls to assure that all signs blend architecturally into the comprehensive design.

Employment-wise, Granite Construction Company received a contract for construction of four lanes of freeway west of Los Banos on Highway 152. Clearing has begun.

Brewer, Wunschel and Small, joint venturers, received a contract for 9.5 miles of freeway. Their job will tie into the Miles and Son job on Highway 152.

Crooks Brothers, Mariposa, has resumed work on the Bootjack road job, and American Paving has begun demolition and site-clearing in the central business district.

Harris Construction Company is also involved in the central business district, and it appears they will be there for a considerable time to come.

Alignment Much More Accurate Through Use Of Laser Beam

SURVEY NOTES

By MIKE WOMACK



Believe it or not, Ian Fleming (creator of the James Bond rage) isn't the only person who has found practical and interesting uses for the laser beam.

The powerful beam has been employed, and will continue to be employed to keep construction men on the straight and narrow.

Most recent uses of this unique and highly accurate instrument can be found on the Trans-Bay tube trench job, and on the Cry-

stal Springs tunnel segment of the California Water Project.

Its operation is relatively simple, but most effective, say those who have used it, for aligning dredges, guiding tunneling machinery, installing sewer pipe, checking "tightness" in tunnels, intermediate survey references, boundary markers and many other construction applications.

Trans-Bay Constructors have found the system to be most efficient.

For its job, a catwalk on the aft of the dredge is marked for vertical and horizontal dredge line and beam control.

The operator walks from side to side to acquire the line. He can check his heading by looking at a laser reflector reference mounted on shore. The retro-reflector reflects light back exactly in the direction from where it came. If the laser control is jarred off position, it will not hit the retro-reflector.

Operators using the system say its accuracy within three inches is routine.

The laser control operates 24 hours a day, and requires little if any attention. Calibration is quick and easy. The control is mounted atop a K & E paragon transit. The telescope is mounted under the laser and parallel with the laser beam in the vertical plane. Visibility of the beam is up to five miles in mild haze, much greater at night.

For tunneling, a bullseye target is mounted above the mole operator. At various locations through the tunnel, plates with a center hole are mounted. At the origin of the tunnel, the laser control is mounted. The reference beam passes through the holes in the plates and on the target which the mole operator watches.

If the laser control is bumped, it will not penetrate the plates, and the operator will not have a target. The operator centers the spot on his target for proper alignment.

Accuracy within one inch is not uncommon, and intermediate alignment checks are easy to make at any time.



Dimitri Keriotis, party chief; Jerry Clow and Eugene Schaufler, set up laser beam for aligning the huge BART trans-bay trench.

'Salty' Research In Utah

SALT LAKE CITY— There is a scale model ocean, complete with salty brine in Utah, being invaded by an armada of boats, balloons and tin cans (real ones). The idea is to determine the so-called "Pickled pollution" content of the Great Salt Lake.

The University of Utah is trying to find out what the chemical content of the saline lake is and how to get rid of the unwelcome deposits.

The endeavor will call for establishment of a micro-oceanography program in the department of Civil Engineering under the federal program of sea-grant colleges to which the University of Utah was named last year.

With the Great Salt Lake as its experimental area, the department has begun graduate projects pertaining to lake recovery which could be utilized in further ocean study in the Pacific.

Research to determine stability of tailings is underway with cooperation of Kennecott and the Great Salt Lake Authority.

The 2,000 tin cans are partially filled with brine to observe the flow pattern. For several months the survey staff has been researching the lake's pollution chemistry, mapping the bottom and determining the depth with the use of a U.S. Navy electronic echosounder.

Local 3 Launches Eye Plan

Operating Engineers in Local No. 3 began receiving cards in the mail shortly after the middle of June informing them of the new eye care plan under the Bay Area Union Health Center.

For the time being, the coverage will primarily benefit those living in the Bay Area, although any member in the Local's entire jurisdiction may apply.

According to Dr. H. Paul Schwadel, executive director of the program, the only clinic now in operation under the plan is at 715 Bryant Street, San Francisco, so those wishing to participate must come to the clinic here.

The new plan offers a free eye examination for Union members and their families, and reduced rates for glasses or contact lenses, if needed.

The Health Center has complete facilities to fill any prescription for glasses.

There is no membership fee. The Union Executive Board recently approved affiliation with the Health Center, and the fees have been paid.

There is one important requirement, however. Members and dependents must phone the center and register the red number on the membership card within 10 days in order to receive an appointment for the prepaid examination.

Examinations may be taken at any time after the member has registered, but registration is a must.

Dr. Schwadel said members should take advantage of the exam because of the preventive aspects.

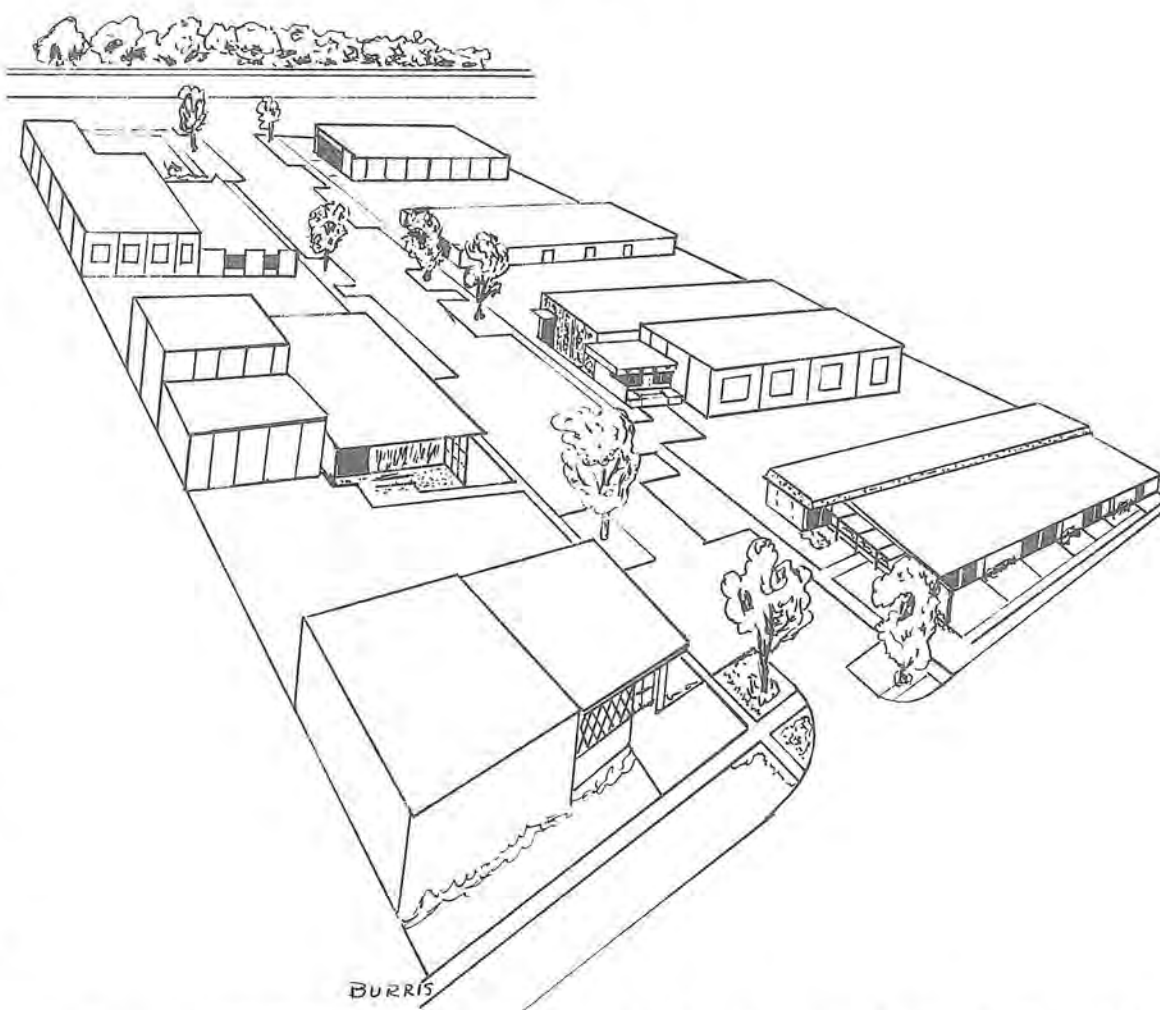
He said this is a thorough check, done with the latest instruments, and not just a chart-type check.

Cards will not be mailed in one batch, so if a friend receives his card before you do, don't call the Union office. The card is probably on its way, and will reach you directly.

Mailing will be done in a 60-day period. A full brochure explaining the program will be enclosed with the membership cards.

20TH CENTURY PARK

S.L.'s New \$3 Million Plaza



A new industrial park, to be known as 20th Century Park, is presently being constructed in Salt

Lake City. The 10-acre site will cost about \$3 million. It will house some 25 commercial firms.

By HUGH BODAM, JAY NEELEY, VANCE ABBOTT, JACK SHORT, TOM BILLS and BILL METTZ

SALT LAKE CITY—Five firms have completed agreements to locate in a new 20th Century Park to rise between West Temple and Main Street.

The 10-acre site will be constructed at an estimated cost of \$3 million. Presently, buildings amounting to \$300,000 are under construction.

According to John Price, president of 20th Century Development Company, the site represents an investment of \$600,000.

Buildings for the various tenants are being designed by several architects — Paul Lemoine, Holland, McGill and Pasker, and Minson and Halander.

Contractor is John Price Associates.

Aesthetics and structural disciplines will be part of the plaza concept, according to Price, with all exposed walls to be faced with brick or stone.

West Temple and Main Street will be buffered by 30-foot-wide landscaped areas with shade trees. Buildings will be set back 35 feet from street and curb to permit landscaping and to provide for customer parking.

Entry will be from 2950 S. Main Street via a 50-foot-wide road already built through the area. Utilities are now in place.

Some 25 commercial and light storage buildings are anticipated in the new park, ranging in size from 5,000 to 15,000 square feet.

Those firms which have decided to locate in the new plaza include Clark's, Inc., a local cafeteria chain; Olympus Aerial Survey; Pittsburgh Testing Laboratory;

Powers Regulator Company, a national controls manufacturer installation firm and Templeton, Linke and Alsup, an engineering firm.

Elsewhere in the state, several segments of construction are taking place.

USU EXPANSION

At Utah State University in Logan, expansion plans are still very much in the news.

Construction of the new stadium is underway, with excavation ahead of schedule. The new stadium, located between 10th and 14th North Streets, is originally slated to seat 20,000, with plans to expand as needed.

Ample parking will be provided, a serious problem of the old Romney Stadium.

Parking will surround the new structure, with access from four

corners, alleviating traffic congestion.

The stadium is reportedly scheduled to be ready for play this fall, with the opening game said to be against Memphis State, a powerful team from the Southern Conference.

Also planned is a new \$2 million highrise business building, completion of the library and an addition to Widsoe Hall to house chemistry research.

The new library is six times the size of the original building, and will house one million volumes, and will act as home base for the Department of English, Center for study of the Causes of War and Conditions for Peace, the International Affairs Office and the Audio-Visual Aids Center.

MOST MODERN

The library is recognized as one of the most modern and convenient in the country.

The first phase of the new Fine Arts Center, now under construction east of the Engineering Building, will contain a 2,200 seat concert hall, an 800-seat theater, classrooms, office facilities, rehearsal halls and dance studios.

The Fine Arts Center, distinctive in design, commands the east entrance to the campus. The initial phase will cost about \$2.8 million, with the second phase not yet funded. That phase will provide additional classrooms, seminar areas and illustrated lecture rooms in addition to art studios.

NINE STORIES

The new Business Building will rise nine stories, making it the tallest structure on the campus. It will be located just east of the massive library. It will house the departments of economics, accounting and business administration.

The state Department of Highways will advertise for bids this summer for \$15.7 million in new highway construction, pending the release of needed federal funds.

Included will be structures and surfacing of 10 miles of I-15 from 31st to Hot Springs at an estimated \$5 million tab, construction of seven miles of I-80 from Coalville to Echo Junction at \$7 million, construction of seven miles of I-80 from Echo Junction to West Henefer at a cost of \$3 million.

92 PCT. SHARE

The federal government is expected to provide 92 per cent of the cost of interstate systems, with the state to furnish the remaining eight per cent.

Also scheduled to be let will be the largest highway construction project in the state's history, a 30-mile stretch of I-80 from Wendover to Knolls at a cost of \$9 million.

In addition, Vinnell Corporation, Phoenix, Arizona, will construct about 14 miles of I-70 at a cost of \$1.4 million.

In Provo, the Coca-Cola Bottling Company has broken ground for construction of a new plant at 825 S. 200 West. It will be completed sometime this fall.

Ground was also broken in mid-May on the first phase of a \$28.2 million plant for harvesting minerals from the Great Salt Lake. The Lithium Corporation and Chemsalt Corporation are involved in the joint venture to extract potash, sodium sulphate, magnesium chloride, lithium and bromine from the lake.

Employees Get Recall To Old Jobs

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

SAN JOSE—Several employers, shut down by heavy rains and an unseasonably long winter, have recalled employees to complete jobs started last year.

Other workers, members of the Operating Engineers, will be dispatched as new contracts arise. To date, new jobs are still on the slim side, but with continued good weather and the release of interest rates on real estate loans, activity is expected to increase.

Contractors now under contract include A. J. Raisch Paving Company, working on the San Tomas Expressway and several housing projects; Piazza Paving Company, whose crews are widening and resurfacing Stevens Creek Boulevard and other projects including the \$6 million Emporium Shopping Center in Almaden and Donner Road; Hood Corporation, under a

\$223,033 pact for the Santa Clara Flood Control system in Sunnyvale, which calls for 5,480 feet of open V ditch variable from four to six feet at the bottom and 2,400-foot C.P.M. corrugated pipe.

Other award winners include Wattis Construction Company, low bidder on a \$3 million contract to construct Carl's Chevrolet Agency in Hillsdale and Pearl Avenue.

John Veitch has attacked the Snell Road, and J. C. Bateman has completed work on the Foothill Expressway.

Meanwhile, the rock, sand and gravel industry, as in all other districts, has sprung into action. Kaiser Sand at Coyote is now operating three shifts, Hollister Sand and Gravel, two.

Demolition work is also booming, with Jack Farnham working on the O'Connor Hospital and De Anza College Shopping Center.

Even the underground work has

flourished, as contractors are attempting to get caught up on backlogged projects.

On June 1, Thomas Construction Company began construction of the San Juan bypass on Highway 101.

Bigge Crane is getting a lift at the new Telephone Building and the water treatment plant and San Jose Crane and Kelly Brothers have jobs at various locations.

In Santa Cruz, the picture is also shaping up. Granite Construction Company and Kester and Sons are opening several new jobs.

In Watsonville, things are rather slow because of soil conditions, but Virgil Kester and Sons Company bid low on the Reservation Road and Carmel Avenue job in Marina, which is now underway. The contract went for \$25,000.

Granite Construction Company was low bidder at \$310,999 for improvements on Santa Teresa Boulevard.

Negotiations Start With Nevada AGC

By NORRIS CASEY, BUD MALLETT, JACK BULLARD and ED DU BOS

RENO — The Operating Engineers Local No. 3 laid the groundwork for a new contract with the Nevada Associated General Contractors May 24 when Business Manager Al Clem and President Paul Edgecombe met with the contractors to explain the new proposal.

The lengthy document took two days to explain, but at this time, there is no word from contractors concerning their reactions.

Also present at the initial negotiations was District Representative Norris Casey.

BUSINESSLIKE

"It is a pleasure to see things begin this way, and one could certainly detect the respect shown for Brothers Clem and Edgecombe by the Contractors' Association," Casey said.

Both sides report desires to reach an agreement by July 1, and without a work stoppage, if at all possible.

It has long been the policy of Local 3 to reach peaceful agreements with contractors whenever possible, and this case is no exception.

RESPONSIBLE IMAGE

The Union has established an image of responsibility in this area through its years of dealings with management, and records indicate that a vast majority of agreements have been reached without having to rely on strike actions.

In other Nevada news, Industrial Construction has begun peak operations on the Lawtons, Verdi freeway, with two shifts on the excavation phase.

In Austin, Rogers Company has begun work with 70 men on the job.

FACES PROBLEMS

Several problems have hampered efficient operations, with much of the slow-up being caused by technical difficulties.

The road bed established by Dodge Construction Company in 1965 is not holding up, and many sections are requiring rebuilding.

Rock deposits, required for topping, are not available where they are needed, but the company is struggling along as best it can under the circumstances.

Ernest Pestana Company, San Jose, was low bidder on a sewer line to be installed in Reno. The project is slated to be launched in June.

ROCK, SAND UP

In the Elko area, Nevada Rock and Sand has called back most of its crews. The big crusher at Wells is going two shifts to make up time lost because of late storms.

A fleet of M.R.S. bottom dumps have been hauling base from the Deeth plant to the grade, where several loaders, dozers and blades are putting it in place.

Andy Drumm has resumed work at Carlin, calling back his capable crew.

Allied Paving has followed Industrial Construction to the job east of Winnemucca, where the latter has completed placement of C.T.B. Allied will do the finish paving. When finished there, crews will move to Imlay.

Excavation on this job has been

completed by Industrial, which has moved its equipment and crew to Reno.

Skyline Construction has completed a school in Winnemucca, and has moved its crane into town to begin construction of a new library.

Duval Corporation, south of Battle Mountain, has cut back to two shifts in its pit operation. The mill is still on an around-the-clock basis.

At the Carlin Gold Mine, the opposite prevails. Pit crews are working six days, the mill five.

• • •

The Duke of Hollywood strode into Battle Mountain on May 16 to survey the mining operations prevalent there.

The Duke, better known to his public as John Wayne, is investigating possibilities of developing another copper mine and mill.

To date, there have been no confirmed reports on what took place, or what the possibilities will be of adding another company to the County Tax Rolls. The movie giant has made no comment to date.

Pressure Relieved On Jobless Roster

By WALTER TALBOT, AL McNAMARA and JERRY ALLGOOD

STOCKTON—Small jobs scattered throughout the district have taken a little pressure off the inflated list, and men are again heading for a summer workout.

As has happened in previous years, jobs shut down during the winter have again resumed and crews have been recalled, which will, indirectly, aid in getting the out-of-work list shortened.

Claude C. Wood, Lodi, had what turned out to be the slowest start this year. The bulk of that job is in the snow belt, and it is no secret about what happened there the last week in May—chains were required.

SOME WORK

Wood's crews will have some work in and around Lodi, and will return to the higher elevations when the snow melts. They will be returning to Meadowmont, Arnold and Alpine, where work will be done for the State Division of Highways on one and a half miles of two-lane highway between State Route 4 and the proposed Mt. Reba ski bowl.

Stanfield and Moody Company has also helped the local employment situation by grabbing off contracts with San Joaquin County to build Trahern, Austin and Manteca Roads and do miscellaneous work in Tracy and Stockton.

ROAD JOB

M. J. Ruddy and Sons Company, Modesto, has resumed work on Highway 132 near Vernalis, and on various miscellaneous jobs in Stanislaus County.

Standard Materials, Modesto, has its plants hustling to meet the demands for aggregates and plant mix, mostly on small jobs in and around Modesto.

In the new contracts spectrum, Fredrickson and Watson has be-

gun work on Interstate 5, with Larry Akslund hauling borrow from Lincoln Villate West to the new bridge approaches. The borrow area will become a lagoon providing waterfront lots to be sold as part of a multi-million dollar housing development.

DRIVING PILE

Lord and Bishop Company is busy driving pile for three bridges to be constructed on the Fredrickson and Watson job. Stava Dewatering, Harbor City, Calif., is drilling the wells and R. Goold and Son, Stockton, has the underground utility phase on the same contract.

A. Teichert was low bidder to widen pavement in Jackson for \$311,000. This and several other contracts including Stockton Field, Airport Way, Linden Road Bridge, underground utility work and miscellaneous work, has shortened the list.

STILL OPTIMISTIC

Work on the west side has diminished, as Western Constructors, Wunderlich Company and Fredrickson and Watson near completion of work in that area.

But building construction should pick up since the interest rate on real estate loans was relaxed. The indications are that things will be better this summer.

Gravelle and Gravelle, Fair Oaks, bid \$550,000 to clear some 5,000 acres in the proposed Don Pedro Dam area, but it is reported that work will not get underway until the dam contract is let, which should take place in September.

Hood Corporation bid \$773,000 to complete the outfall sewer line from a point near Luther Pass to the settling ponds to be constructed in Diamond Valley near Woodford in Alpine County. But the company is trying to drop the contract under the assumption there was an error in the bid. Next low bid was \$883,000.

Marin's Mental Center



Supervisor Tom Storer and Mrs. Marion C. Ibach combine efforts in breaking ground for the new

Marin County Mental Health Center. Storer called the ceremony a "joint effort," then the dirt flew.

By WAYNE (LUCKY) SPRINKLE

GREENBRAE — Not everyone connected with government in California is striving to hold back in promoting mental health.

On May 12, construction officially began on Marin County's \$1.5 million Community Mental Health Center, when Supervisor Tom Storer and Marin Hospital Board President Mrs. Marion C. Ibach combined efforts to break ground adjacent to Marin General Hospital.

The Center was designed and planned to take care of out-patient Marin County psychiatric cases and to sharply reduce the number of patients sent to the State Hospital in Napa.

The new Community Center will be constructed with funds from state and federal governments under the Hill-Burton Act, and with allocations from both the Board of Supervisors and the Hospital District.

An added \$150,000 was raised in a public fund drive into which individuals and charitable organizations contributed.

The new Mental Health Center will contain 28 beds for patients who require full-time treatment and there will also be day care and night care for patients who do not require 24-hour-a-day supervision.

The Marin General Hospital administration will supervise nursing, dietary, laundry, house-keeping, medical records and maintenance of the center in coordination with the present hospital.

The 28-bed arrangement will be divided into two treatment groups, each with 14 beds. The first will include three two-bed rooms and eight single rooms, with three of the eight single rooms set aside for intensive care.

Each area will have six staff officers, a large living-dining area and three multi-purpose rooms for group therapy and conferences. Fifteen offices will serve County out-patients and six administrative offices will service personnel in the center.

There will also be a large medi-

cal library, an outdoor terrace and an occupational therapy facility. Mental patients will be able to use the present physical therapy facilities at the general hospital.

Because of the terrain, the new facility will be a two-story structure with the second floor connecting to the first floor of the general hospital by a corridor. The emergency entrance will run under the corridor.

No reduction or elimination of Marin General services to the public will result during construction, hospital officials have affirmed.

However, there will be restricted parking, but an additional area for parking will be established on a knoll north of the hospital when the center is completed.

Prime contractor for the project is Christensen-Foster, whose key personnel said excavated material will be hauled across the road and dumped in a field.

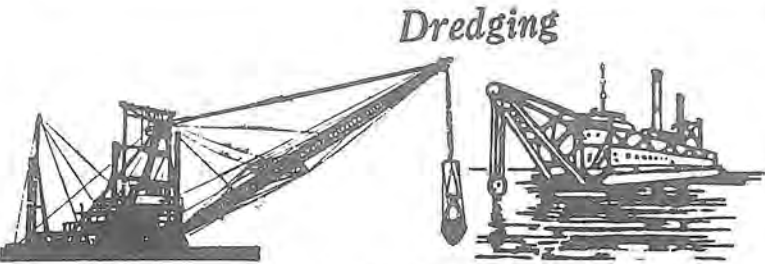
Supervisor Storer said while there are many in California who are going backward in mental health, Marin County is moving ahead, and the county is proud of it.

Elsewhere in the area, several contracts have been awarded, which will help in getting the members back on the employment rolls.

Brown-Ely will do street and road work on Center Boulevard in Fairfax, O. C. Jones also has street and road work and a contract for construction of a tennis court in Fairfax Park, MGM Construction Company will replace an 18-inch force main in Larkspur and E. A. Forde Company will have some work on East Blithedale in Mill Valley.

Brown-Ely also received a contract to work on Meadowsweet Drive in Corte Madera, Madsen Construction Company received an award on site development on Angel Island State Park.

Water systems will also receive attention. Soilnad Company will construct a water supply system in San Rafael, Vince Rodriguez Construction Company will build a supply system in Mill Valley, and will relocate the mains on East Blithedale.



By AL HANSEN

Channel Bids Open In Corte Madera

Bids were opened June 14 for the Number one unit of the Corte Madera Channel improvements by the Corps of Engineers.

The project is a promising one, with an estimated 726,000 cubic yards to move, beginning in San Francisco Bay and running as far as Bon Air Road.

No date has been officially set for letting of contracts, but we will keep our eyes on the situation.

Otherwise, Trans-Bay Constructors has the only clamshell still working on the trench for the tube. The "Thelma" is now handling the bulk of the work. The "Tuny" has been removed to another job, and it is not definite when she will return to the trans-bay trench.

California State Dredge Company is still involved in harbor work for the Port of San Francisco, and will be engaged indefinitely. Crews are working two shifts.

Olympian Dredging Company has the "Golden Gate," the "Neptune" and the "Monarch" tied up at Rio Vista. The "Holland" has some work remaining at the Coast Guard station at Benicia, but generally, things at this point are rather slow.

Shellmaker Dredging Company still has the "Gypsy" in the Richmond yard. The "Vanguard" is at Long Beach, with considerable work remaining and the "Explorer" is at Ventura Harbor.

The "Vagabond" is presently in the pond at Bay Farm Island.

At Foster City, Hydraulic Dredging Company is waiting for work to resume. It appears it may be a few months before that project regains activity. It is rumored that Hydraulic received a contract for the industrial park at Benicia, which will require considerable dredging. It will take about a month to build the levees before dredging operations can begin.

Dutra Dredge's "Alameda" is presently working at Driftwood Marina. The "California" is at Bouldin Island, the "Sacramento" at Liberty Island, the "Liberty" is at Sunnyvale and the "38-B" is on a barge at San Leandro working with Western Pacific on an interesting project. The "Bucyrus Erie" is also at Sunnyvale.

Associated Dredging is at Loch Lomond Marina with the "Delta" working as many hours as possible. The "Solano" is moving out of Fairfield-Suisun and into Sausalito with a stop slated enroute.

The "Orton" is still at Fairfield-Suisun and the "Pacific 5" is finished at the Richmond Brick Yard.

Utah Dredging is still heavily involved with BART work. The "San Mateo" is still pumping sand into the Oakland pier area and will be for quite some time to come. At Bay Farm Island, crews are finding plenty of work to keep them occupied, so they should be set for a while.

Two shifts are still involved at Ideal Cement Company's plant. It appears there will be plenty of opportunity for these crews to remain gainfully employed for the season, at least.

These men are trying to keep up with the shell they are dredging.

Charles Hover's dredge is still tied up at Day's Island where it is receiving repairs and new paint. The company will be ready to return to the work list soon.

The "Sandpiper," owned by United Sand and Gravel, is still docked for repairs, but it will be ready for work soon.

In all, it appears that the year will be a productive one for the dredgermen.

Roads— S. R. Boon

By RUSS SWANSON
and BOB WAGNON

SANTA ROSA — Tourists may find things to their liking late this summer if Byars Construction Company, Soiland Construction Company and Syar and Harms complete operations at Lake Berryessa.

These companies, plus Harold Smith Construction, are installing roads and streets, which should take crews well into the work season.

Most work is being done at the Snell Valley Development Area at the upper end of the lake.

Underground work is being done by Altermatt Construction Company.

But the big news in the area is highways. Reichold and Jurkovich Construction Company has just launched operations on Highway 12 in Santa Rosa.

Wise and McGinty will be doing the excavation, but the start on that phase has been delayed because of relocation work being done by Pacific Gas and Electric and Pacific Telephone.

Caputo Construction Company has the big freeway job in Santa Rosa, and its crews are progressing nicely. Also on that job are crews under the employ of Bragato Paving Company, doing work in conjunction with the freeway segment.

Chilotti Brothers Company has several small jobs in the area, but every little bit helps in trimming the out-of-work list.

Lange Brothers and Jose La Malfa Construction Companies have a modest project underway in Lake County. This project began last year, but the weather nemesis halted it.

In the Spring Valley area of Lake County, C. L. McLaughlin is working on a huge development project. We have obtained an agreement with this company and have dispatched several Engineers to the job.

In the same area, Siri Construction Company has a dam job underway, which will be an earth-fill structure, so work will continue for quite some time.

Granite Construction Company is working on Highway 20 between Clear Lake and Ukiah. The start was late, but crews are now making up for lost time. Excavation work is progressing rapidly, and the project will continue most of the summer.

Wet ground has stalled the resumption of work on Highway 101 at Cummings, but officials of Morrison-Knudsen expect to get things rolling within a few days.

The company has indicated two shifts will be employed when things dry out sufficiently.

Bids were opened June 14 for \$15 million in freeway work at the end of the 101 project.

The freeway and highway re-birth has caused a considerable stir in the rock, sand and gravel plants, which are now reaching last year's production schedules.

Kaiser Company bought out Windsor Sand and Gravel and Redwood Readymix, and both plants are now silent due to change-over in management.

In Willets, REMCO Hydraulics Company has 150 Engineers working two shifts on government contracts, and Berglund Tractor has resumed full operation after working alternate weeks during the winter.

Obituaries

Name — City	Local Social Security No.	Register Social Security No.	Deceased
Aldridge, Gerald	3	253920	5/15/67
Dunsmuir, Calif.	SS# 553-03-8590		
Bradshaw, J. T.	3A	1030447	5/27/67
Hayward, Calif.	SS# 447-12-2458		
Brown, Oliver	3	440162	5/18/67
Lodi, Calif.	SS# 536-07-4730		
Carr, Bert	3	1105223	4/26/67
Ogden, Utah	SS# 529-03-2627		
Cook, Milton	3	431149	4/27/67
Santa Cruz, Calif.	SS# 394-05-6440		
Dorse, Lonnie	3D	603510	5/11/67
Smartville, Calif.	SS# 526-18-3608		
Ensminger, Harvey	3	369897	5/2/67
Redwood City, Calif.	SS# 160-18-8923		
Foland, A. H.	3	579330	5/15/67
Mt. View, Calif.	SS# 545-20-5834		
Gudgel, Richard	3	354355	5/10/67
Tahoe City, Calif.	SS# 517-07-7441		
Guisasola, Larry	3	1262908	5/15/67
Fernley, Nev.	SS# 519-03-3489		
Heagerty, Clement	3D	1069136	5/23/67
Walnut Creek, Calif.	SS# 563-42-5106		
Hoover, C. M.	3	1112902	5/5/67
Atwater, Calif.	SS# 486-12-8997		
Johnson, Richard	3	1251270	5/5/67
Oakland, Calif.	SS# 546-52-7659		
Law, Charles	3A	845533	5/2/67
San Jose, Calif.	SS# 554-05-6128		
Loman, Avery	3A	991179	5/4/67
Los Banos, Calif.	SS# 567-42-4387		
Minnick, Frank	3A	434464	5/21/67
Rio Vista, Calif.	SS# 443-09-9335		
Parrish, James	3	732104	5/1/67
Avenal, Calif.	SS# 520-09-0602		
Ramunni, M.	3	732111	5/19/67
San Jose, Calif.	SS# 545-05-1997		
Silva, Gus	3	1203609	5/12/67
Walnut Creek, Calif.	SS# 552-07-8921		
Tilton, Mark L.	3	309687	5/19/67
Dixon, Calif.	SS# 478-05-5352		

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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.

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: 916-489-3732. 5-1.

FOR SALE, 1 Stadel 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.

1968 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.

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.

NON-TRACT home, corner lot. Trade for prop. S. Alameda County, or sell. 82' x 125', Los Gatos. Leased for \$165 mo. with 6 months remaining, zoned mult. with possible prof. or comm. Joseph A. LaScala, 36495 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 1108, Clearlake Highlands, Calif., Phone: 994-2273. Reg. 307911. 5-1.

'64 530 CASE, backhoe diesel with loader, digs 14 1/2 ft. D. L. Sare, 2337 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 down, 11 Dow Lane, Novato, Calif., Phone: 892-6150. Reg. 369082. 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 1/2" rail, 2 units good condition \$120. Lloyd Bulger, 5008 Feather River Blvd., Marysville, Calif., Phone: 916-742-4363. Reg. 738343. 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 Elinor Avenue, Marysville, Calif., Reg. 857929. 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 1/2 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.

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 LHC-Wagner backhoe, \$1,125. George Pedrazzi, 23595 Parker Road, Salinas, Calif., Phone: 408-455-1884. Reg. 1112858. 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 interstate 80, Meadow Vista, \$10,750. J. E. Hamilton, P.O. Box 287, Cedar Ridge, Calif., Phone: 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. Azeuado, 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.

TERRY RAMBLER, 12-foot house trailer. Was injured, needs surgery. For man handy with tools. \$200. Otho A. Berry, Box 362, Half Moon Bay, Calif., Phone: 726-2046. Reg. 845363. 6-1.

FIVE YEAR, old Sorrel, part Morgan and Arabian mare. Foaled once. Throws a beautiful colt. Gentle but spirited. Fully trained. \$300. Otho A. Berry, Box 362, Half Moon Bay, Calif., Phone: 726-2046. Reg. 845363. 6-1.

1965 OFFSHORE, 20' boat, fiberglass, 110 Mercurier In/Out, Trailer with Elec. Brakes. Extras. Consider 19' to 22' late, travel trailer, in trade. \$2,500. John Wooton, 2800 So. 1st Street, Space 38, San Jose, Calif., Phone: 225-3220. Reg. 314508. 6-1.

BACKHOE ATTACHMENT, for loader, quick detachable type, adaptable for 933 loader or comparable type of loader. \$2,250. or best offer. W. Mulhair, 281 Parallones Street, San Francisco, Calif., Phone: 333-9006. Reg. 1157905. 6-1.

14' SKI BOAT, inboard, old type speed hull, 60 h.p., engine good condition, skis, life belt and ropes. For sale or trade. David L. Johnson, 38167 Road 140, Yettem, Calif., Reg. 1229853. 6-1.

61-W POWER, Sewing Machine, \$100; Whirlpool electric range, eye level oven, rotisserie, perfect condition, \$195. Health condition forces sale. Clarence Schriener, 492 105th Avenue, Oakland, Calif., Phone: 562-2405. Reg. 608068. 6-1.

WOODED view lot, 1.2 acres, water system, paved roads and power. Near Pine Acres Resort, 10 miles above Jackson, Calif., \$5,500—\$3,100 down. \$30 per month. John W. Foote, Route 2 Box 103 K-19, Oakley, Calif., Phone: 415-625-2394. Reg. 1121927. 6-1.

28' OWENS cabin cruiser, 1965 model, S-S Radio, Dep. Finder, Compass, hard top, other extras. \$8,500. Andy Schultze, 1283 McKinley Avenue, Sunnyvale, Calif., Phone: 961-7264. Reg. 512587. 6-1.

EL DORADO COUNTY mountain, sub division bordering National Forest. 1.6 acre corner location, utilities and paved streets, close to rivers and lakes, see to appreciate. Offer: Stoney L. Marlow, 712 Duke Circle, Pleasant Hill, Calif., Phone: 689-3257. Reg. 1115417. 6-1.

2.5 WOODED ACRES, 500 ft. on 101, 6 miles North of Willits. 2 creeks, flat areas, small house, 2 garages, need work. \$5,700. terms. J. H. Hollinger, P.O. Box 889, Willits, Calif., Reg. 1216304. 6-1.

2-4 ACRES WITH POND, 700' on road, 1/2 mile West of 101 on Steele Lane, (near Scenic Motel), cafe 2 miles south of Laytonville) \$6,500, terms. J. H. Hollinger, P.O. Box 889, Willits, Calif., Reg. 1216304. 6-1.

LIKE NEW 1967 F-250 pickup w/4x4 custom cab, many extras, 3,400 miles. \$2,900. Jess Fitzhugh, P.O. Box 414, Brookings, Oregon, Ph. 469-2721. Reg. 1281272. 6-1.

1966 BUICK Riviera, silver green, black int., buckets, console, P/S, P/B, trans. radio. Sickness forces sale. 5,600 mi. R. W. Frey, 3015-169 Bayshore, Harbor Village, Redwood City, Calif., Ph. 366-5674. Reg. 468838. 6-1.

CASE 430 backhoe-loader, diesel, rubber tired, less than 700 hrs. \$3,750. Gene Whited, 79 La Prenda, Millbrae, Calif., Ph. 415-697-8619. Reg. 1036941. 6-1.

5 1/2 ACRES on main hwy, secluded, Russian River area, 2 bdrm. 2 bath home, 4 rental or guest cottages, trout stream, no flood. \$29,500. May trade part for bare land. Robert J. Ferreira, 268 Westlake Ave., Daly City, Calif., Ph. WY 2-2677. Reg. 993927. 6-1.

66 DODGE 3/4-ton, 318 4-speed, 17,000 mi, ready for cab-over camper. Want 1/2 ton 6-cyl. auto. Ford, Chev or GMC. 60 to 62. W. L. McElroy, 19071 Barnhart Ave., Cupertino, Calif., 95014. Ph. 257-4375. Reg. 1082358. 6-1.

5 K.W. LIGHT plants, good cond. \$250. Elmer W. Hicks, Rt. 2, Box 1450, Grass Valley, Calif. Ph. 273-2426. Reg. 662797. 6-1.

MARKED PEDIGREE A.K.C. Beagle pups, top blood line. \$50 each. Elmer W. Hicks, Rt. 2, Box 1450, Grass Valley, Calif. Ph. 273-2426. Reg. 662797. 6-1.

D-8 CAT 14 A excellent cond. \$14,000. John Escover, 19970 Herriman Ave., Saratoga, Calif. Ph. 408-867-4425. Reg. 408040. 6-1.

10-WHEEL Hopto 360 for sale, 42-inch buckets, sacrifice at \$5,300. Harold Woody, 2609 Learned Ave., Stockton, Calif. Ph. 464-3030. Reg. 1265305. 6-1.

DRILLING RIG—35 star cable tool, mounted on 1 1/2-ton truck. 42-ft. telescoping mast, pwr. hoist. A-1 cond. Complete tools and welding machine. Gerald Boyle, 33325-5th St., Union City, Calif. Ph. 471-1270. Reg. 671365. 6-1.

ONE ACRE, Lake Almanor, 22x24 ft. garage, insulated and furnished. Well, pressure system, electricity, septic tank and 2-trailer pads. Highway frontage and lake access. Gerald Boyle, 33325-5th St., Union City, Calif. Ph. 471-1270. Reg. 671365. 6-1.

ADAMS MOTOR grader 512, ready to work, excel. buy at \$1,950. Ray Adams, 1147 Madison Ave., Salinas, Calif. Ph. 424-1581. Reg. 657591. 6-1.

1959 15-FT. Black-Dorset glass boat, 35 Evenrude, Holsclaw tilt thr., new tires. 2 swivel front seats, back seat, \$750 or trade for 14 or 16-ft. camp trailerhouse equal value. See at Long Valley Fire Dept., Laytonville, Calif., or write James B. Nichol, P.O. Box 328, Laytonville, Calif. 95454. Reg. 899424. 6-1.

LARGE LOT, six miles from Shasta Dam, lights, water and natural gas avail. \$2,250. Will take late model car (Chev.) as part pmt. Paul Lachney, Project City, Calif. Ph. 916-275-3331. Reg. 628190. 6-1.

'57 DODGE 3/4 ton pu, V-8, recently overhauled, 4 speed H.D. 17" Budd wheels, w/canopy, good cond. \$550. Clarence Orr, 4127 Francisco Street, Pleasanton, Calif. Ph. 415-846-3162. Reg. 987249. 6-1.

'66 1 1/2-TON H.D. Intl. Truck 2 speed no-slip ser. truck w/Lincoln welder. Victor cutting rig, comp. pr. winch w/16-foot folding poles. E. R. Doerflinger, Box 605, Carlin, Nev. Ph. 754-6538. Reg. 1054863. 6-1.

'61 FORD backhoe, T3-40 International loader, Davis backhoe—mounted on 35 Ferguson w/plst. hole attach. and scraper, 2 sump trucks, tilt trailers, bantam truck crane. M. B. McDaniels, 929 McLaughlin St., Richmond, Calif. 94805. Ph. 234-2576. Reg. 265794. 6-1.

TD24 INTERNATIONAL dozer w/front end unit and double drum back unit. Runs good, legal top. \$5,300. Let. K 30 ripper, perfect cond. 2 shanks like new, pull rippers. \$1,200. Joshua M. Bassi, P.O. Box 732, Placerville, Calif. 95667. Ph. 622-0723. Reg. 346961. 6-1.

1 ACRE, 1 bedrm house, septic tank, water, phone, elect., some trees. Paradise, Calif. \$4,550. Patrick Linn, 6132 Main Ave., Orangeville, Calif. 95662. Reg. 324319. 6-1.

4, 5, 6-YD. DUMP trucks, tilt trailer, good shape. Spreader box, 8N loader and scraper, oiler, Bitchmo pot, J. tamper, Gallion blade, good, roller "Little Ford" self trailer, 2 asphalt rakes. \$7,520. Howard G. Sampson, 1196 Liberty Road, Petaluma, Calif. 94952. Ph. 763-1448. Reg. 664005. 6-1.

VERY SMALL low-boy transport, 1952 International, good cond. \$1,695. Oiler on Chev. truck, good cond., \$575. John E. Brown, 4798 Minas Dr., San Jose, Calif., 95123. Ph. 269-6542. Reg. 434969. 6-1.

1958 MACK Thermadine 205 3 axle tractor, 1956 frameless semi end dump truck, logging truck equipment, G.I. 3-axle water truck, 2-axle lowbed, 1959 white diesel dump, 10 yd., A. C. Grader mod. AD40, compressors. Raymond N. Robbins, Rt. 3, Box 100A, Sonoma, Calif. Ph. 209-532-2547. Reg. 1181676. 7-1.

MOBILE HOME, 8' by 35', 1957 Beacon 2 bdrm, 18-gal water heater, butane or nat. gas, F.A.U. heater, \$1,300. Kent Armer, 701 Carr Ave., Aromas, Calif. Ph. 724-0854. Reg. 1091245. 7-1.

15-FT. MERCURY trailer, elect. brakes, 2 btane tanks, clean, good cond. \$600. Gerald Hammerschmidt, 4453 S. Bethel, Del Rey, Calif. 93616. Ph. 805-543-1079. Trailer located at 1229 Mill St., San Luis Obispo, Calif. Reg. 1072423. 7-1.

15-FT. CENTURY boat w/70 h.p. merc. engine. Trailer. All 1959. \$650. Like new Zenith maple stereo w/AM-FM radio, 2 yrs. old. \$350. George Cairo, Ph. 447-5432. Reg. 1006588. 7-1.

WANTED TO BUY

WANTED TO BUY old brass frame rifles or parts of same. Send description and price wanted. Ken Goodwin, 1798 Stearns Road, Paradise, Calif. Reg. 1216156. 6-1.

WANT TO BUY or trade for, 20 to 25-ft. Boles-type travel trailer. Have 18-ft. Traveleze w/shower, toilet, butane stove, heat, refrig., to trade, but will consider outright purchase on above trailer. 7-1.

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

SAN JOSE

On the sick list during the month were Vic Coehlo, Ernest Hicks, Ralph Bockeno, Doc Reynolds, Jim Egeland and Tom Barlow. Hope to see them back on the job soon.

Our condolences to the families of late Brothers Milton B. Cook, Charles Law and A. H. Foland.

Our thanks to Brothers Bill Dalton, Jack Scogins, Jack Dunbar, Jack Stoddard, Tom Armer, Gary Stevenson and William Grossi, who donated blood during May.

VALLEJO

Our sorrow in hearing of the death of Brothers Frank Hinnick and Jimmy Tilton. We express our sympathy to their families.

Back from Viet Nam is Brother Horace Walling. Welcome, Horace.

Speedy recoveries to Brothers Dick Pruitt, Del Coombs, Howard Ritchie, Sidney Flock and Warren King.

SAN RAFAEL

Good to hear that Dredgerman Nelson Cardinal is back on the job.

Our thanks to Brothers Ray Schunk and Fred Montoya Jr., for donating blood. The demand far outweighs the supply. Recently, we received a request for 13 units for the daughter of Brother Robert Northrup, who underwent open heart surgery May 23. Let's hear from you.

Our heartfelt condolences to the family of Brother Richard S. Gudgel, who died May 10.

Brother Cal Hall was installed as Governor of Moose Lodge 1803.

Brother and Mrs. Harry K. Tucker announced the birth of a daughter, Barbara Geh.

REDDING

Sincere sympathy to the family and friends of late Brother Gerald Aldridge.

Best wishes to Brother Claude Ledford who is at home recovering from surgery and Brother Roy Rogers who is still hospitalized in Oregon following a crane accident.

SACRAMENTO

We wish to express our sympathy to Brother Arthur E. Tompkins, whose wife died recently.

Our best wishes to Brother Jim Bragg, who was severely burned in a home gasoline fire.

EUREKA

We express our condolences to Brother A. Boehl and his family in the loss of his daughter, Linda, who died May 16 after a lengthy illness.

STOCKTON

Brother Leonard Martinelli left in May for Australia by way of Tahiti. He is vacationing with the added purpose of learning about mining "down under."

Our deepest sympathy to Brother Franklin Haworth, whose wife and two children were burned to death in a home fire.

The following Brothers were on the sick list during the month: Jack Skinner, Sherman Allen, Charles Thompson, Charles E. Whitman, Carl Graber, John Sisson and Claudy Evans.

MARYSVILLE

REMEMBER WHEN?



The year was 1929, the place, Grandin, Mo. A 60 Cat is used to pull a ripper, one of the first ever used on a road job. Those who operated the equipment are Harry Carte, ripper operator; Cliff Carte, mule skinner; Ray Clifton, Cat skinner and Cecil Carte, road superintendent. The youngster is Norman Carte, nephew of the family. Harry Carte now lives in Marysville, Calif.



To the officers and members of Local 3 of the International Union of Operating Engineers.

I, Oscar H. Carlson, would like to submit to you my request of resignation as Job Steward, as of April 1, 1967.

I hereby state that it is my obligation to remain a Job Steward until replaced.

I would like to say that it has been a pleasure and a rewarding experience working with the other Job Stewards and the business agents of Local 3D and I thank you for the opportunity.

This note received from Brother Carlson was much appreciated. He had served in Utah with distinction and honor, and he knew the responsibilities he held as a Job Steward.

We are proud of the method in which our selected Stewards have conducted themselves. For the most part, they have conducted themselves as outlined in the By-Laws, which state:

(a) The Job Steward's duties, functions and responsibilities are limited to receiving complaints from the Members; checking the job for violations of Agreement, Health and Safety; investigating and reporting to the appropriate Business Representative.

(b) The Job Steward has no authority to seek adjustment of violation of Agreement or of the International Constitution or of the By-Laws.

(c) The Job Steward shall not purport to have the authority nor shall he be deemed to have the authority, nor shall he act to cause or attempt to cause, in any fashion whatsoever, any person, whether employe, supervisor, or employer, to take any action, or any person to cease from any action in violation of, or in furtherance of, the Agreement of the International Constitution or of the By-Laws.

(d) The Job Steward shall, instead, make a report regarding the matters involved to the Business Representative of the Union servicing the job or project for appropriate action.

(e) The Job Steward may under no circumstances collect any money due or payable to the Local Union from any member or applicant for membership or any other person.

Article XI further provides:

Section 4. A Job Steward who fails to carry out his duties or exceeds his authority may be summarily suspended from his position as Job Steward by the Business Manager or his authorized deputy, and with the approval of the District Grievance Committee, be removed from his position as Job Steward.

The precautions taken by the By-Laws in the sections quoted above must be observed to the letter. In the fewest possible words, they boil down to this: The Job Steward does investigate and he does report. He does not take job action, nor does he attempt in any way to negotiate the settlement of any grievance all by himself. That way, neither you nor the Union will get into trouble, and the administration of the agreements will be uniform.

STEWARDS APPOINTMENTS

APRIL and MAY

- SAN RAFAEL—#1A**
Alfred P. Guion
Charles Snyder
William Weldon
Bob Bynum
- SAN MATEO—#1B**
Stuart Moncrief
L. E. Johnson
W. J. Smith
- VALLEJO—#1C**
John Simmons
- HONOLULU—#1D**
Fred Ito
H. Meek
Clement Miha
Charles Winchester
Masahi Inaba
Tsukao Ashihara
Jacob Afong
- GUAM—#1D**
Jose Mendiola
Juan Salcedo
Loleto Hernandez
Disrahi Nunez
Edward Delin
- OAKLAND—#2**
Paul W. Buntin
Alba Peach
Viggo Riis
Bert Isley
Robert Farnham
Leland Ryan
Clifford Prince
Fred Schwartz
Harold White
Don McManamy
Bert Ferrarini
Fred Taylor
- MODESTO—#3**
Waldo Ogan
Arthur McConnell
William Cass
L. B. Jensen
- STOCKTON—#3A**
Anthony Rose
- EUREKA—#4**
William Standridge
- FRESNO—#5**
Charles Williams
Elwood Humphrey
James E. Norris
- MARYSVILLE—#6**
Mrs. Joyce Liles
John N. Richards
Wendell Drawyer
Jack Miller
Avery Blankenship
Walter T. Long
Howard Meadows
Allen Park
David L. Ruby
Max Stark
Earl Garner
Adrian Hensen
August Junge
Hal Pfeifer
Floyd W. Roper
- REDDING—#7**
P. Whitehurst
Guy Sawtelle
- SAN JOSE—#9**
D. W. Barnard
Louis Brady
Kenneth Duran
Vern Brugger
- SANTA ROSA—#10**
Robert McClure
Howard Seacord
- RENO—#11**
Roy Fowler
Oroville DeMasters
Robert Nelson
Neil Barkdull
Larue Melick
Doyie Hitt
Leonard Lyons
- SALT LAKE CITY—#12**
Joseph Widdison
Joe Ollivier
John Jakeman
Carl Hatfield
Henry Galvan
Dean Gardner
Floyd Lewis
Steve Walker
Clair N. Curtis
Votaw Grubbs
Emil Gaiger
Thebert McCarrel
George Rothwell
Rulon Black

MEETINGS SCHEDULE

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

SEMI-ANNUAL Saturday, July 8, 1967	Oakland Labor Temple, 2315 Valdez St.
JULY	Stockton Engineers Building, 2626 N. California St.
San Francisco —Wed., July 5	Eureka Engineers Bldg., 2806 Broadway
Eureka —Tuesday, July 11	Fresno Engineers Bldg., 3121 Olive St.
Redding —Wednesday, July 12	Marysville Elks Hall, 920 D. St.
Oroville —Thursday, July 13	Redding Engineers Bldg., 100 Lake Blvd.
Honolulu —Wednesday, July 19	Sacramento C.E.L. and T. Bldg., 2525 Stockton Blvd.
AUGUST	San Jose Labor Temple, 45 Santa Teresa Ave.
Sacramento —Tuesday, August 1	Watsonville Veterans Memorial Bldg., 215 3rd St.
San Jose —Wednesday, August 2	Santa Rosa Veterans Bldg., 1351 Bennett Av.
Stockton —Tuesday, August 8	Reno Musician's Bldg., 120 W. Taylor
Oakland —Thursday, August 10	Salt Lake City 1958 W. North Temple
SEPTEMBER	Provo 125 E. 300 South
Fresno —Tuesday, September 5	Ogden Teamster's Hall, 2538 Washington Blvd.
Ukiah —Thursday, September 7	Honolulu I.B.E.W. Hall, 2305 S. Beretania St.
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	

ENGINEERS NEWS

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



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