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, headquartered 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 by reason of the technological changes now taking place, and because of the fast changes 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 22,000 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, or at the meeting of the AFL-CIO.

The duties of the Executive board, as spelled out in the constitution include: Power—All power of the General Convention, which in session shall, when the name is not in session, pass to and from the LAG 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 proposal "shocking.

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

The delegates said they were not fully 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, HB 7977, would raise the piece rate on non-profit second-class mail from the present eight of a cent to a fifth of a cent a copy.

This would constitute a 90 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, each mailing cost 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 rates is relatively miniscule."

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

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 played a vital role in the move to merge six smaller Local Unions of the portable and hoisting engineers into one state-wide 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.

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.

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The Association urged the post office and Civil Service Committees in particular, and Congress in general, to avoid the "unjust and discriminatory" increase.
At long last the dispatch officers 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 dollars. But more important, it is with a great deal of pleasure that we are able to report success in winning the election covering employees of the last Caterpillar dealer in northern California, the Zurnwalt 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, 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 contracts 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 concerning our coming season, but we hope there will be sufficient employment for many of the Brothers as being called back by former employers.

Although we had our differences with him on occasion, we extended our sympathy to his family.

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

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 administered 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 wishing to develop.

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 6.
For officialds recently went before a Cozad, representing the water agency, and on the results of the hearings.

Bullards Bar represents the federation cost, but the contribution is Yuba Bullards Bar and for studies on $25,000 sound resources lion for furnishing and installing Thermalito forebay. Allis-Chalmers equipment for the Oroville powerhouse will have a generating capacity of 1,000,000 kilowatts. The Thermalito plant will operate on the pump storage principle, with the reservoirs generating electricity during peak hours. Water will be returned to the reservoirs during off-peak periods.

### GENERATE POWER

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

### TECHNICAL MEETINGS

Notice is hereby given of meetings for Tech Engineers needed. Meetings will begin at 8 p.m. June 28, Sacramento, 3525 Stockton Boulevard. June 29, Marysville, 1010 I Street. 

### By LAKE AUSTIN and GEORGE BARNES

**RED-DAY—At last—these dreary days of rain and steam and cloud, and the blue sky has shone on work for over 90 days.**

And things have begun picking up. Work is still being performed on almost all fronts, and the worried looks of many of us have turned to contentment and hope. New jobs are appearing, such as W. Janes, Bakersfield's two low bidders, on the $1,500,000 contract for 12.6 miles to 7.1 miles west of Red Bluff. The job called for grading, seeding, and reseeding a stretch of the highway and construction of a bridge.

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

It will begin at Interstate 5, tying into Highway 44 at Airport Road. I. P. Shell Company was awarded a contract for widening of the existing highway by grading and surfacing on an average base, with construction of turning lanes and shoulders and a shoulder on both sections of the Rooding at Hawley Road and Silver King Mine Road. Heavy bidding on the project for 9 miles of new highway to be surfaced with asphalt concrete is expected to be held within two months. The job is almost nine miles north of Ash Valley Road, near Buttonwillow. It is expected that extra hours will be worked on the project, but they fail to take into consideration the human costs in exhaustion, hearing loss, emphysema, and other illnesses resulting from poorly designed equipment.

The project is a typical units estimated at about $2,000,000. Heavy runoffs caused by the unusual snowfall caused the creek to rise far above its normal level, producing a considerable delay. Construction of bridges there will have to wait until the water levels drop. With these new jobs beginning, many will have a good start during the winter months. The project will require 700,000 labor hours. Every inch of a heavy rig has that of noise. Experts have found that all operations 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 to ascertain the amount of dust emitted by their equipment, and they are furnishing some with new noise control equipment. The effects of noise are varied and complex, and include hearing loss, and in some cases, even death. Every inch of a heavy rig has that of noise. 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Every inch of a heavy rig has
$325 Million Starvation Dam Begins

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

By ED BEARNE, TOM CARTER, FRED GONSTEL, FRANK JONES, NILES COX and BOB MAYFIELD

OAKLAND—No one is quite certain what the new automated mail-handling equipment will be when the new post office facility is completed, one of the most advanced yet most bewildering is Postmaster John F. Bushell. He was marveling at the automated mail-sorting equipment programmed for his new domain where he will come from Washington, D.C., to handle the load there. But he wasn't going to get that stuff.

Instead, he was getting newer gadgets, just developed. And those are not the ones that we are concerned with.

The new facility will cover 12 square blocks in the Seventh, Per­

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

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

Mark D cancelling machines, eight letter sealer, typewriter operators and two letter sorters.

A $34 million contract for the plant and installation of the equip­

The snowpack now is melting so rapidly that the rivers are roar­

The new pier, atop 242 pilings, which will be used strictly for ship re­

Hughes and Ladd, Holmes and Acme, Stroco, Inc., has about

One million Bonneville Unit (Starvation Dam) of the

MERCER-Feaster Company has a permit to build a new post office on Main Street, opposite the new facility at 9th and H., and is preparing to get underway.

work. At this time, the only thing we can do is to extend our plans.

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The old pilings come out and new "H" beam pilings go in as Healy­Tibbitts constructs pier for Bethlehem Ship Yards, San Francisco.
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 DAVID REA, AL DALTON, ART GARFOLO AND JIM GENTRY

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

Crews are 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 60-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 $4.4 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, Fickpangnai 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, improving quality and speeding construction.

NO IMMEDIATE CUTOFF

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 sides 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 bent, will house the large library and several classrooms, language, reading and1siting labs, viewing room, staff washrooms and offices.

Construction 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 28th-30th Streets Freeway, where crews are steadily making progress.

Vehicles now open is out and out of Sacramento on an elevated structure with no stoplights to slow down traffic.

Construction continues on the W-S Streets Freeway which will intersect I-50 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 1965.

West of Folsomville, Winnell Corporation is stripping out of the equipment, and work has started again on Highway 90.

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

1,600 FEET DRIVEN

Wald Construction Company at Loon Lake Tunnel states 1,600 linear 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 linear 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 Lannie Johnson.

In the high country, Granade 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 Comic Book Road. Some 12,000 acres will be developed before the job is completed.

Mushroom Clouds
An Encouraging Sign

By BILL RANNEY, MIKE KHAYNICK AND GEORGE BAKER

SAN MATEO — Those mushroom clouds over the Peninsula aren't being caused by alien invaders, but by a group just as imaginative those who designed the sign for the annual San Mateo County to be erected nearby.

The rosy 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.

Plombo has removed on the skyline so far; the sign has been held two highway jobs, L. C. Smith has been gaining ground away on the Junipero Paving, way extension and Peter Kiewitt has again started work on the 10th Avenue job which will tie the Junipero Serra job.

Employers with existing contracts are rushing to call 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 Sargent showed his expenses to support the civic movement, when he and other skilled craftsmen meet of the First Christian Church, Redwood City, donated their time to demolish two houses, a garage and remove several tree stamps in preparation for construction of a new church.

The fast astounded parsonishers and baffled commuters from CTVU Channel 2 and Channel 7 were led by hundreds of feet of film of the event.

When the equipment, 777 was donated by Fink, Frenette and Mo- loup, and by Kozy Paving, two companies willing to aid a cause.

Assisting Lanny was Miles Burton, 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 of San Mateo County to be erected nearby.

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 performing, try the Great Debate going on between the State Highway Construction Company and the sanitary district of San Mateo over the placement of a critical segment of the Junipero Serra Freeway.

The segment will be from 8th Avenue, Belmont, to the city of Woodside.

San Francisco, by one means or another, has managed to keep from the road at a respectful distance in a way of a freeway for years.

Now that city opposes the logical thing to do, voters have been foisted onto San Mateos.

The proposed route would cause a curve around the hilltop near a nearly, and an unnecessary mile at that, and that unnecessary cost to the taxpayers.

And speaking of performing, a proposed 138,000 plus dollar freeway leads nowhere, and will continue to do so if San Mateos in the area is awarded for construction.

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, Reed Lee Conley. The Bible is truly beautiful. Thank you one and all again."

Lola Conley

Dear Members:

Words cannot express my thanks to the many friends and comrades of the Operating Engineers, for all your kind consideration to myself and my family, during the recent loss of our loved ones. I am much comforted in my knowledge of the love of God (Bro. Banton), will always be close to my heart.

Sincerely,

Genevieve Baston

25-Year Rites for Blood Bank

Labor union on the Peninsula will have its 25th anniversary June 3, taking in more than 250 pints of life-saving fluid.

The union, which was again encouraging, but more needs to be done if the goals set by the various workers of the Operating Engineers to be met.

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

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

Three Engineers who participated in the early building of San Francisco Bay Bridge: Chas.user, John Michalew, Gran Brown, Ben Shubert, Bill Bowers, Virgil Demko, Fred Brumback, Xavier Allen, D. S. Stroh, W. H. Hoke, Wm. W. Gifford, Wm. Strohrman, Antionette were among those attending.

Frank Brown, Shelly Oates and Bill Oates.
Long, Expensive Summer Will Nibble At Consumer

By SIDNEY MARGOLIUS

The financial weather forecast is for a long, hot, expensive summer. With retail buying power already about $1.50 a week lower last year, seasonally rising prices, especially for meat, will prevail.

During a winter of shopping 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 buying food from farm to retail counter has risen from 59 cents on the dollar to 63 cents. The farmer's share has fallen to 35 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 creating 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 summer sales.

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 wear have been held off because of the slowdown in consumer buying. Annual clearances of men's summer wear have been held off because of the slowdown in consumer buying.

Meanwhile, values in ordinary white refrigerators are good. All-mount models have narrowed. But be careful in considering deluxe 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.

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.

Cities in the red, create problems in chang­ing kitchen color or in adding other color appliances.

Meanwhile, values in ordinary white refrigerators are good. All-mounts with 3-1/2 cubic foot refrigerator-freezers are available for $25 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.

Values in electric and gas ranges are relatively good. Modern ranges in 24-30 inch sizes 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 30-inch oven may sell for $175 in the standard model but increased to $280 with an automatic cockpit unit, automatic oven controls, infinite heat controls, fluorescent work light, etc. More expensive models range $250 to $600. Some of these are equipped with ovens, liners to ease oven cleaning.

Brothers have also become a leading supermarket "special." Copyright 1967 by Sidney Margolius

LIVERMORE, Calif.—In spite of the heavy rains and unusually long winter, crews working in 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 Windows-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 bored through and ready for work to begin on the concrete lining.

The small tunnel, which will be for the sunbathers.

The primary function of the dam will be to supply much-needed water to the somewhat dry and often arid 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 at 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 one cut road and for preparation of the keyway. Crews have all but completed grading 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 profuse slope on the upstream side and face, there is no danger of a break-through. Overflying will be controlled through the standpipe spillway, which will contain two gates.

Earth-fill operations should begin within the next few days, with the expectation 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 $8.5 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 $8.5 million has been allocated for work on the project this year.

"This is the first only the 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 construction of this section of heavily traveled highway would "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 northbound side, although there will be a frontage road on the south side in the vicinity of Mangels Ranch.

Included in the contract will be interchangeings 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.

$8 MILLION INCLUDED

Meanwhile, an Associated Press story from Sacramento said that $8 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 1-80 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 $8 to $9 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 Davis 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 1-80 facilities there.

Meyer added he was hopeful a public hearing on final route adoption and other phases of the problem will be scheduled.

See WORK on Page 7
CREDIT UNION SIMPLER

Many Half-Truths In Interest Rates

By AL CLEM

Not long ago one of our members came 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 reaction when he challenged the company.

Needless to say, the company represented the washing machine because the customer couldn't meet the high payment, 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.

Reach 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 1898 to get some protection for consumers in "Truth in Lending," it appears there will be a lot of opposition from the business world.

We got a little perturbed at interest rates charged by some firms that nearly match the amount of the original loan. We got even more incensed when some businesses refuse to let potential customer shop for the best interest rate. We're tired of seeing the public bullied 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 savings.

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 to 10 percent of their shares to the account amount up to $2,000. That means if a shareholder dies, his beneficiary will receive whatever savings had accrued plus a life annuity in life insurance payments.

Naturally, we, as 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 bear anything approaching a persuasive answer. It seems the 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 construction will be done by C. F. Braun Company.

This work will begin as soon as the site pads are complete. Employment is expected to peak in May, 1960, with 100 Operating Engineers to be needed.

RESUME CRUSHING

Baldwin, Warner and Spring fellow has resumed riprap-crushing at Nelson Hill quarry. Hunt­hington 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 Syus and Harne 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 Peters­ton, McGuire and Hester and A. Teichert and Son have the major­ity of work there.

Bausal 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 two­shift operations following settle­ment of a month-long boilermaker strike.
**ADDENDUM A**

**WAGE CLASSIFICATIONS**

**AREA DEFINITIONS:**
Reference is hereby made to a map attached hereto as Exhibit B showing Areas 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:
- Vernal, Duchesne, Price, Castle Dale, LaVon, Monticello, Moab, and Canon City; or a distance greater than a radius of forty-five (45) miles from the remaining county seats.

<table>
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**RATES PER HOUR**

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**RATES PER HOUR**

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**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: International Association of Bridge, Structural and Ornamental 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**

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**Wages Increase Due in Utah AGC Pact**

June, 1967

Employees News
Wage Increase Due in Utah AGC Pact

Continued from Page 8

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II. WAGE CLASSIFICATIONS

GROUP 1: $4.985
(a) Assistant to Engineers or Inducted Apprentice (Fireman, oiler, deckhand).
(b) Compressors and/or Welding Machine (2 to 6).

GROUP 2: $5.50
(a) Operator of tugger hoist (hoisting of material only).
(b) Operator of diesel or gasoline powered Crane Piledriver (without boiler) over and including 1 cu. yd. rating (Assistant to Engineer required).

GROUP 3: $5.75
(a) 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).
(b) Compressors and/or Welding Machine (2 to 6).

GROUP 4: $6.25
(a) Operator of diesel or gasoline powered Crane Piledriver (without boiler) over and including 1 cu. yd. rating. (Assistant to Engineer required); Operator of Crane (not driving piles but servicing pile butt) (Oiler required); Operator of Piledriver, skid or floating, and derrick barges (Assistant to Engineer required); Operator of diesel or gasoline powered Crane Piledriver (without boiler) over and including 1 cu. yd. rating (Assistant to Engineer required).

GROUP 5: $6.41
(a) 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).

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(a) Assistant to Engineers or Inducted Apprentice (Fireman, oiler, deckhand).
(b) Compressors and/or Welding Machine (2 to 6).

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(a) Operator of tugger hoist (hoisting of material only).
(b) Operator of diesel or gasoline powered Crane Piledriver (without boiler) over and including 1 cu. yd. rating (Assistant to Engineer required).

GROUP 3: $5.75
(a) 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).
(b) Compressors and/or Welding Machine (2 to 6).

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(a) Operator of diesel or gasoline powered Crane Piledriver (without boiler) over and including 1 cu. yd. rating. (Assistant to Engineer required); Operator of Crane (not driving piles but servicing pile butt) (Oiler required); Operator of Piledriver, skid or floating, and derrick barges (Assistant to Engineer required); Operator of diesel or gasoline powered Crane Piledriver (without boiler) over and including 1 cu. yd. rating (Assistant to Engineer required).

GROUP 5: $6.41
(a) 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 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:

<table>
<thead>
<tr>
<th>CLASSIFICATION</th>
<th>RATE PER HOUR</th>
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<tr>
<td>Operator of crane (without boiler) over and including 1 cu. yd. rating (Assistant to Engineer required)</td>
<td>$6.25</td>
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<tr>
<td>Operator of diesel or gasoline powered Crane Piledriver (without boiler)</td>
<td>$5.75</td>
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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 contents for U.O.E. college scholarships not only produced the largest number of applicants, but some of the most outstanding in respect to their scholastic attainments, their community participation and their general character.

Newspaper and radio TV programs are saturated with reports of misbehavior by youth, involving 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 would drag education into the partisan political arena. The Quie bill could spark the controversy over the state-church issue that blocked enactment of federal aid to education for nearly twenty years and intently 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 U.O.E. and other organizations are extending to deserving youths, there 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 $335 per student. Smaller credits would be allowed for those with incomes above $35,000 a year and none for those whose incomes exceed $50,000. For the great majority of Americans, the $335 figure would be applicable.
Many drag their carts onto the putting greens, or onto the apron surrounding the green, which wears out the grass, and spits 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 playing 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 topgrowing. 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.
FRESNO ATTRACTION

A Fashion Fair Permanent Event

By CLAUDE ODOM, JERRY BLAIS, 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. Nixon-Donald Associates, Santa Barbara. The investment represents from $11 to $21 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 Gardschalls 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 with out 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 Oto, 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 area. In thevent, straight sidewalks will be a thing of the past.

The southern boundary will be mounted 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 $490,000 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 102. Clearing has begun.

Brewer, Wumachal and Small joint ventures, received a contract for 9.5 miles of freeway. Their job will be the Miles and Sos job on Highway 102.

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.

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 tunnels is underway with cooperation of Kemecott 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.

SALTY RESEARCH IN UTAH

By MIKE WOMACK

Dimitri Keriotis, party chief; Jerry Clow and Eugene Schaufert, set up laser beam for aligning the huge DART trans-bay tunnel.

Believe it or not, Ian Fleming (creator of the James Bond series) 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 Crystal Springs tunnel segment of the California Water Project.

Its operation is relatively simple, but most effective, say those in charge, in aligning dredges, guiding tunneling machinery, installing sewer pipe, and even in locating immediate 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 locking at a laser reflector 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.

Accuracy 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 bulleye 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 senses 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.
Local 3 Launches Eye Plan

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

For the time being, the coverage will primarily benefit those living in or near a few contracts where any member in the Local's entire jurisdiction may apply.

The plan offers free eye examination for Union members and their families, rates for glasses or contact lenses, and Washington National Health Insurance.

Schwadel, executive director of the program, the only clinic now open in the area, has been busy informing members of the new plan.

The new plan offers a free eye examination for Union members and their families, rates for glasses or contact lenses, and Washington National Health Insurance.

Examinations may be taken at any time after the member has registered, but registration is a requirement. Members and dependents must phone the center and register the card number on the membership card within 20 days in order to receive an appointment for the prepayment examination.

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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 is expected to house some 25 commercial firms. 

SALT LAKE CITY—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.

For the beer, the 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 5 feet from street and curb to permit landscaping and to provide for customer parking.

Entry will be from 2850 S. Main Street via a 50-foot-wide road already built through the area. Utilities will be located just east of the new structures.

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

Several firms which have decided to locate in the new plaza include Carl’s, Inc., a local discount store; L. C. F. Company, a local discount store; and Holander.

Contractor is John Price Associates.

HUGH BODAM, JAY NEELEY, VANCE BRENT, JACK SHORT, TOM BILLS and BILL METZ

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Employes Get Recall To Old Jobs

By ROB SKIDEL, HARLEY DAVIDSON and LOYD MOORE

SALT LAKE CITY—Four employers, that does as heavy rains and an unusually long winter, have re-called employees to complete jobs started last year.

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

Contractors now under contract include A. J. Reiter Paving Company, working on several highway projects; Plaza Paving Company, whose crews are widening and resurfacing Streets Creek Boulevard, and other projects including the 96-mile Empire Shopping Center in Albertson and Dinner Bowl; Ford Construction, under a $250,000 contract for the Santa Clara Community Center in Sunnyvale, which calls for 5,489 feet of open V ditch variety from four to six feet at the bottom and 2 1/2 foot C.P.M. corrugated pipe.

Other award winners include Watters 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 Smith Road, and J. G. Fadden has completed work on the Foothill Expressway.

Meanwhile, the rock, sand and gravel industry, as in all other districts, has sprung into action. Katherine Sand & Gravel is now operating three shifts, Hallovis Sand and Gravel, two.

Demolition work is also booming, with Jack Farnum working on the O’Connor Hospital and Dragline Machine Company.

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 99. Biggs 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 Watsonville, 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 Big Valley Concrete and Sons Company, who bid low on the Reservation Road and Central Avenue job in Santa Cruz, are now underway. The contract went for $85,000.

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

IMAGES END

20TH CENTURY PARK

S.L.’s New $3 Million Plaza

June, 1967
Negotiations Start With Nevada AGC

By NORRIS CASEY, BUD MALLET, JEFF BULLARD and ED DU BOS

RENO — The Operating Engineers Local No. 3 had the groundwork for a new contract with the State of Nevada through the negotiations it conducted last May 24 when Business Manager Al Cieri and President Paul Edgecombe met with the contractor to explain the new proposal.

The lengthy document took two days to complete, and as it stands, there is no word from contractors concerning their reactions.

The most prominent negotiation was District Representative Norris Casey.

BUSINESSLIKE

"It is a pleasure to see things brought to the table," said the contractor, and certainly detect the respect shown for Brothers Cieri and Edgecombe by the Contractor's Association," Casey said.

Both sides report desires to reach agreement without delay and without a work stoppage, if it 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 paving operations on the Lawton, 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 blame being caused by technical difficulties...yes.

The road bed established by Duncan & Waller in 1965 is not holding up, and many sections are requiring rebuilding.

Becoming a part of the grading for topping, are not available where they are needed, but the company is struggling along as best it can under the circumstances.

Ernest Postma Company, San Jose, was low bidder on a severe line to be installed in Reno. The project is slated to be started in June.

ROCK, SAND UP

In the Elk Sora, Nevada Rock and Sand Company has been busy building the latter's new plant, which is being constructed on a large sand and gravel deposit.

Andy Drumh has resumed work at Carlin, calling back his cabinet and equipment.

Allied Paving has followed Industrial Construction to the job early this month and the latter has completed placement of C.T.B. Allied will do the finish pavement.

When finished there, crews will move to Inlay.

Excavation on this job has been completed by Industrial, which has moved its equipment and crew to Reno.

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

David Corporation, south of Winnemucca, has cut two shifts in its pit operation. The mill is still on an around-the-clock basis.

At the Carlin Gold Mine, the opposite prevailed. Fit crews are working inside the mill.

The Duke of Hollywood rode 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 during his visit or the possibility of adding another company to the County Tax Rolls. The movie star has made no comment to date.

Pressure Relieved On Jobless Roster

By WALTER TALBOT, AL MCNAMARA and JERRY ALGOOD

STOCKTON — Roster jobs scattered throughout the district have taken a little pressure off the infirtual 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 coincide with the general growth and out-of-work list shortened.

Claude C. West, Lodi, had work turning up and plans to start this year. The bulk of that job is in the snow belt, and it is no longer assigned day work. The last week will be done for the State Division of Highways on one and a half miles of two-lane highway between Stockton, El Dorado, and the proposed Mt. Reba ski bowl.

Stoutfield and Moody Company has been working on a road construction project by the State Division of Highways on one and a half miles of two-lane highway between State Hill, Austin and the proposed Mt. Reba ski bowl.

For the past month, work has been turned over to the Stockton Bridge, underground utility work with Magne Bridge, under the circumstances.

SOME WORK

Wood's crews will have some work in and around Lodi, and will return to the higher elevations where the snow melts. They will be returning to Meadwood, Arnold and Alpine, where work on the Seaside Drive Extension is underway.

J.J. Long and Sons Company has been working on the Seaside Drive Extension in Stockton, and will now begin work on the east and west sidewalks.

ROAD JOB

M. J. Buddly and Sons Company, modesto, has resumed work on Highway 138 near Yarnell, and will proceed to complete the resurfacing work to the junction with the east and west."
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 78,000 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 Big 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 "Cypix" in the Richmond yard. The "Vanguard" is at Long Beach, with considerable work remaining and the "Explorer" is at Ventura Harbor.

The "Yugabah" 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 levers before dredging operations can begin.

Dutra Dredge's "Alameda" is presently working at Driftwood Marina. The "California" is at Beaulieu Island, the "Sacramento" at Liberty Island, the "Liberty" is at Sunnyvale and the "3-B" is on a barge at San Leandro working with Western Pacific on an interesting project. The "Burgess Erin" 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 evade.

The "Orten" is still at Fairfield-Suisun and the "Pacific S" 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 Hoover'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 dredgemen.
SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE

- WHEEL HoP to FOR SALE - 3: Phone: 877-7057. Reg. 119630. 6-1.

- BARBER GREEN hot plant, portable, '64 in treads; Jack-leg tunnel drill complete; As-dump truck, Calif., Phone: 632-4879. Reg. 738773. 4-1.

- Sonoma Ft. Trailer. Leo D. Byron Farnworth, 345 E. 2876. Reg. 947325. 4-1.

- Flores, $20,000. Phone: 877-7057. Reg. 226144. 5-1.

- Framus Bass Guitar, includes microphone, 91/2' B.T.U. air conditioner, miscellaneous. Model Z-P 1879. 6-1.

-...
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, male 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.

REMEMBER WHEN?

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 3 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 employer, supervisor, or employee, 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 Local 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, he may 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.