

# Non-Unionists Hit In Iowa Rule

"Serving the men who move the earth!"

## ENGINEERS NEWS

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



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June, 1968



NEW HONORARY Deputy Sheriff of Westchester County, New York, is International Vice President and Business Manager Al Clem. The International Union's Executive Vice President Dick Knowland (left) made the surprise presentation in the form of a gold badge and carrying case during ceremonies at the recent District Representative

and Business Agent meeting in San Francisco. Brother Knowland, who is "Honorary Sheriff of Westchester," warned Clem that despite his deputization he would have to remember that he, Knowland, was the "boss" in that jurisdiction. IUE General President Hunter P. Wharton was also in attendance at the meeting.

## Firing Upheld In Walkout On Bullard's Bar Project

In a "precedent" decision the California Unemployment Insurance Appeals Board has ruled that workers who are fired for violation of a "no strike" clause in a collective bargaining agreement are considered "discharged for misconduct" in their work and are disqualified from receiving unemployment insurance benefits.

The case involved twenty union pipefitters and plumbers who walked off their jobs at the \$142,000,000 Bullard's Bar Dam project last August 3 because of grievances involving work jurisdiction and safety measures.

The group set up picket lines which were respected by most of the 800 workers at the construction site.

Although the "wildcat" strike lasted but a single day, when the Area Trade Council refused to

sanction the strike, the workers were discharged for misconduct when they returned to their duties the following day.

Commenting on the "precedent" ruling International Vice President and Local 3 Business Manager Al Clem pointed out to the membership the importance of "resolving job, jurisdictional and safety problems within the framework of the organization."

"I have repeatedly pointed out to our membership the absolute necessity of staying on the job regardless of their individual or collective complaint until a just and official determination can be made by their local union, or, as regards jurisdictional problems, their international. I think this case makes very plain the reason for this advice," said Clem.

In making the announcement of the ruling, board chairman Robert W. Sigg said that the Unemployment Insurance Appeals Board was not abandoning its policy of neutrality in labor disputes, but

pointed out the strike was in violation of a contract which provided there would be no work stoppage by either management or the union.

The contract provides that disputes should be settled by arbitration. It was violation of this provision that constituted misconduct by the workers and made them ineligible for unemployment benefits after they were discharged, according to Sigg.

The Bullard's Bar project has a completion date of June 1, 1970. A spokesman for Perini Yuba Associates, contractors on the dam, testified the construction firm faces a \$25,000 per day penalty for late completion and was several months behind schedule when the one-day walkout occurred.

California law provides that workers who are unemployed because of a labor dispute are not entitled to unemployment benefits while the dispute is in existence.

## Right-to-Work Laws Won't Protect Most

DES MOINES, IA. — Workers who want true job security had better join a union rather than rely on so-called "right-to-work" laws.

That was the substance of a ruling by the Iowa Supreme Court as it rejected the argument of a group of non-union packinghouse workers that Iowa's "work" law protected them against layoffs due to "bumping" by union employees with seniority.

The only thing the state law does, the court observed, is to prohibit union shop agreements that would require workers to join a union to keep a job.

"It does not guarantee employees of a non-union plant the same job security which might be obtained through legitimate collective bargaining."

The Iowa Supreme Court unanimously upheld a decision in Woodbury County District Court at Sioux City dismissing a temporary injunction obtained by non-union workers at the Sioux Quality Packing plant of Armour & Co.

The decision was a major legal test of an "automation" agreement won by the Packinghouse Workers and the Meat Cutters from the meat packing industry. Under the agreement, senior workers who lose their jobs in plant closings or work reductions have the right to transfer to a "replacement" plant.

Last year, Armour closed two plants in Omaha and West Point, Neb., where the UPWA had such an agreement. Armour then bought the Sioux City plant of Iowa Beef Packers, Inc., which was subsequently designated by the union-management automation committee as a "replacement" plant.

When men with top seniority at West Point were notified to report for work at the Sioux City plant Dec. 4, non-union employees at the latter installation obtained an injunction blocking the action on the ground that it would violate the state law barring union shop agreements.

Judge D. M. Pendleton of the Woodbury County court dismissed the injunction ruling that the state law did not apply.

In their appeal, the plaintiffs argued that under the Iowa "work" law, they were "specifically exempted from the burden of having to prove they are being fired or laid off because they were non-union members when they were being laid off pursuant to a contract between a company and a union."

The Supreme Court disagreed. It noted that even if there had been no contractual obligation, Armour could have applied seniority to the transfer and layoffs in consideration of its long-term employees.

"If the employer could have exercised such right as the prerogative of management," the court said, "the fact that it became an obligation under a collective bargaining agreement does not violate the right to work law."

The master agreement between Armour and the UPWA does not

require union shop conditions where they are prohibited by law, the justices observed, adding:

"It places a duty on Armour to provide its employees with the greatest seniority the opportunity to continue to work for the company. . . ."

"This is job security by reason of length of service, not union security by compulsory membership."

The non-union workers argued that under the Iowa "work" law, "when people do determine that they don't want a union to represent them, they have the same protection as though a union did represent them."

This, the court said, "overstates the effect" of the law, whose purpose is to prohibit union shop agreements. It declared:

"We do not believe a provision in a collective bargaining agreement which gives employees of a closed plant the privilege of transferring to a replacement plant on the basis of seniority of service alone is within the concept of union security agreements prohibited" by the law.

### IMPORTANT NOTICE

Special attention is called to the San Jose District Meeting slated for Thursday, August 1, 1968, since for the first time members will be meeting in the new Labor Temple located at 2102 Almaden Road, San Jose. If you are unfamiliar with the new location, leave a little early in order to give yourself adequate time to find the new hall.

## Bar Five Key Firms

WASHINGTON — Five major U.S. firms have been notified of plans to bar them from government contract work because of discriminating employment policies or practices.

Action against the five firms resulted from their failure to comply with the equal employment opportunities provisions of Executive Order 11246.

The five firms are: Bethlehem Steel Corp., Bethlehem, Pa.; Timken Roller Bearing, Canton, Ohio; Allen-Bradley, Milwaukee, Wisconsin; B and P Motor Express, Pittsburgh, Pa., and Pullman Inc., Bessemer, Ala.

The action was taken by the Office of Federal Contract Compliance following conciliation efforts by the Government to bring the companies into compliance with the Executive Order.

The firms have until June 4 to request a formal hearing on the Government action.

In separate letters to the five firms, Edward C. Sylvester, Jr., Director of the Office of Federal Contract Compliance, noted that "you may request a hearing within ten days respecting this office's proposed actions."





## Collectively Speaking with Al Clem

By the time you receive this issue of the paper, we are hopeful that the negotiations on the construction contract will be completed.

Your Negotiating Committee has been extremely busy the past three (3) weeks in meetings with the Negotiating Committee from the Employers endeavoring to arrive at a suitable agreement which will be submitted to you for ratification. We are hopeful that with these many long hours at the bargaining table that a just agreement will be arrived at.

There were several changes in the existing contract that we wish to make in order that a clearer understanding of what we desire to accomplish, it was necessary to explore all the avenues thoroughly.

A recent report from the Trust Fund for Northern California, Construction Division, Dredging Division and Universal Division shows that members under this fund have received some \$3,582,000, or 92% of the premium paid the CDS, in dental claim refunds. There were some 61,000 separate claim payments with an average refund of \$53 per claim. This has been a great boon to our members who often don't realize the high cost of dental care until they get their first bill.

We are happy to announce several major improvements in Trust Fund benefits for our members in Northern Nevada. Generally they include the addition of a Major Medical Plan; Life Insurance for dependents, wife and children and student dependents up to age 23, both welfare and dental plan; Dental Plan enlarged to include prosthetics; and out of hospital Drug Prescription Program. These new benefits will be effective September 1st. A detailed breakdown of the program will be published in the *Engineers News* at a later date.

On Saturday, May 25, we had an all day meeting with the District Representatives, Business Representatives, Coordinators and Dispatchers discussing the problems that we encounter in the day to day operation of the Union in the various districts.

We were indeed fortunate to have the General President, Hunter P. Wharton and Executive-Vice President, Dick Nolan in attendance. They both delivered very constructive and informative reports.

Our organizing efforts in Guam have begun to bear fruit at this time. We were recently successful in winning two (2) more elections there.

At the present time we are breaking ground for an addition to our present headquarters on Valencia Street in San Francisco, which will primarily house the computer section of our operation.

This paper will reach you prior to the Semi-Annual meeting on Saturday, July 13, 1968 which will be held at the Labor Temple, 16th and Capp Streets, San Francisco. At this time there will be several amendments to the By-Laws presented by the Executive Board for your review and the proper action to be taken thereon.

The majority of these changes in the By-Laws are being brought about by the action that was taken at the 28th Convention of the International Union of Operating Engineers. We are looking forward to seeing all of you at the Semi-Annual Meeting.

After a good deal of thought, study and research on the part of your officers, we have devised a program that will make it much easier for you to pay your yearly dues. If you have funds in your Credit Union, you can authorize the use of these funds to pay your annual dues. This assures you of having your dues paid on time and eliminates the possible loss of benefits due to an oversight on your part. Authorization cards are being designed and will be available at your District Office sometime in August.

Gentlemen:

Recently our family was able to have eye examinations and other eye services provided to employees thru this Union.

We are indeed very pleased with the service and courtesy received. We are so relieved to be able to have this service. It would have continued to discourage us from having eye examinations because of exorbitant costs.

Thank you for your efforts in obtaining this service for Union members and their families.

Sincerely,  
Mr. & Mrs. Charles Bent,  
376 Santa Clara Ave.,  
Oakland, Calif. 94610

## IUOE Talks On Safety

This is the time of year when one of the usual weekend jobs is mowing the lawn. The annual accident toll for power lawnmowers is tens of thousands of injuries, many of them quite serious. Here are a few rules which will, if followed, ensure that you or any member of your family can do this chore safely.

### BEFORE YOU MOW

Learn your mower and its controls thoroughly; study the instructions carefully and stick by the guidelines set down by the manufacturer.

Fill the fuel tank before starting and never refuel a hot or running engine.

Clear the area of children, adults and pets.

Pick up foreign objects that might be thrown by the blade.

Start the mower only where your footing is firm and the machine will be stable while you're adjusting its speed. Never use any mower where grass is wet.

### WHILE YOU MOW

Keep your feet clear at all times. Push the mower ahead of you as you walk—never stop and pull it back towards your feet. Watch the path ahead for foreign objects.

Stay away from the discharge side of the mower and never "aim" the discharge in the direction of persons or pets. Also, be careful about discharging against curbs, fences or walls from which debris might rebound after leaving the mower.

Stop engine or disengage blade clutch before pushing mower across walks, roads, curbs, gas or water valves or any object that might be above ground level. Be wary of holes or depressions that could allow a wheel to drop, putting the blade in contact with the ground.

Never leave the mower, even for a moment, without first stopping the engine.

With a walk-behind mower, always traverse an incline horizontally—never up and down.

Use extreme caution with riding-type machines on slopes or uneven terrain. With a rider you mow up and down to prevent tipping.

Don't allow children to operate the mower or be in its vicinity any time it is running.

Do not try to unclog the mower while it is running.

Never tip the mower for an inspection without first stopping the engine and disconnecting the spark plug.

If you must work on the underside of a mower, first remove the spark plug after disconnecting it. So long as the spark plug remains installed, an engine can always fire one more time.

### Civil Service Up

Government employment in California has shown its highest increase in the educational area in recent years, kindergarten through college. There has also been an increase in state, county and city civil service jobs.

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## Washington News Desk



From the International Union of Operating Engineers

In his first message to the Congress after his State of the Union address early this year, President Johnson recommended a broad occupational safety program designed to protect workers in all fields. This would include construction workers.

Bills promptly were introduced in both the House of Representatives and the US Senate to implement the President's recommendations.

The bill that went to the House, H.R. 14816, was introduced by Congressman O'Hara of Michigan.

Extensive hearings were held by the Select Subcommittee on Labor of the House Education and Labor Committee. These completed, the bill is being rewritten and right now, to update considerations raised during the testimony.

It is expected that the new bill will be presented to the full House Education and Labor Committee shortly after the Congress returns from its Memorial Day brief recess.

Therefore, this seems a most appropriate time to direct the attention of members of the International Union of Operating Engineers in particular and organized labor in general to the imminence of the legislative action.

When the bill is being considered by the committee is a good time to start letting congressmen know that labor strongly desires passage of the measure. A letter or a telegram to your congressmen can have an important effect.

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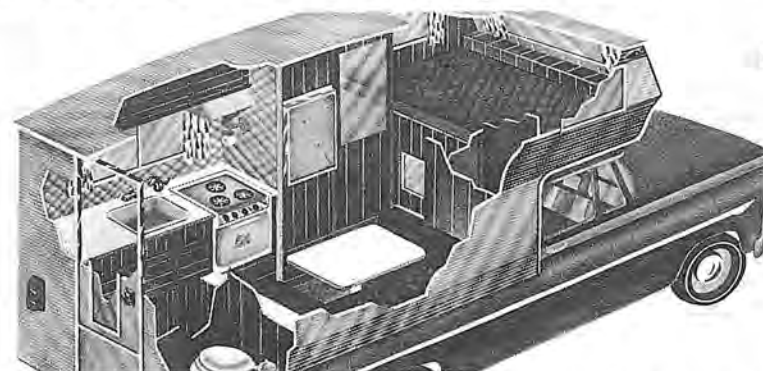
Secretary of Agriculture Orville Freeman made an interesting comment several days ago during a talk that praised the International Union of Operating Engineers and other internationals for the apprentice training programs being conducted at Job Corps Centers. The Operating Engineers' program at Jacob's Creek, Tenn., invariably is cited by federal government officials as a model.

Freeman turned from his main theme to observe:

"Speaking as the Secretary of Agriculture and for American farmers as well, we are most appreciative of the understanding and support which comes for the farmers from organized labor."

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BERKELEY ASSEMBLYMAN Lew Sherman has some words of wisdom and humor at the recent meeting of District Representatives and Business Agents in San Francisco. Business Manager Al Clem, right, found them entertaining.

### Everybody there...

## BA Meeting Hosts Top Politicians, IU Chief

By FRAN WALKER, Trustee

One of the most productive and informative District Representatives and Business Agents meetings ever was held in San Francisco last month. Also on hand for the session were Dispatcher and Apprenticeship Coordinators.

Discussions covered a broad spectrum of service to members. International Vice President and Business Manager Al Clem repeatedly underscored the need for better communications from the field and pointed out that unity and service to membership was the underlying purpose of the entire organization. Clem also spoke of the current and projected work picture, pointing out that budget developments in Washington and a cutback in Federal spending for new construction would hurt employment this year.

President Paul Edgecomb chaired the meeting and other elected officers discussed specific areas of interest to the field representatives.

Health and Welfare, Industrial Accidents, Job Stewards, Safety Committeemen, Pensions and Organizing were topics for Trustee Fran Walker. Jim Jennings reported on Delinquent Employers and Job Stewards.

The attendees drew two bonuses when General President Hunter Wharton and Executive Vice President Dick Nolan, visiting following their attendance at the National Safety Conference in Seattle, spoke briefly.

A second surprise came in the form of a luncheon panel of guest speakers made up of key political friends of Local Union No. 3. Jim Meehan and Fran Walker brought the group together and members included U.S. Congressman Don H. Clausen (R), First District and co-chairman of the powerful Congressional Appropriations Committee for Public Works. Clausen discussed his fight to keep funds committed to Northern California projects from being cut back. He pointed out the need for public and organizational support for Dos Rios Dam and other key sections of the Federal-State Water Plan for the West Coast, particularly in California.

San Mateo's freshman congressman, Paul N. McCloskey (R), nemesis of Shirley Temple and successful in his bid for nominee from the First District, pointed out that he would always remember that as an underdog given little chance in his first election, Operating Engineers in his district were the first in labor to offer their support.

Assemblyman Don Mulford (R) from Alameda County's 11th District said he was impressed that for the first time in eleven years that he had been in Sacramento, a labor organization had invited him to express his views, this despite the fact he had worked closely with labor on many projects.

Berkeley Assemblyman Lew Sherman spoke briefly to the group, as did State Director of Industrial Relations Al Beeson and V. Wayne Kenaston, Supervisor of the State Conciliation Service.

Senator William Flores from Guam was also a guest of Local 3, and General President Hunter P. Wharton spoke briefly following the other speakers pointing out that Operating Engineers throughout the nation must, as Local 3 had demonstrated, be in contact with and support those in political life that were proven friends of the construction workers.



Senator Flores



Congressman Clausen



V. Wayne Kenaston



Paul Edgecombe



Congressman McCloskey



Assemblyman Mulford



Al Beeson

## Big Steel Mill Start Due Soon

By NORRIS A. CASEY, GUY JONES, TOM CARTER, ROBERT MAYFIELD, ALEX CELLINI, and JERRY ALLGOOD

Stolte Inc. of Oakland will build a \$5 million, 14 story office building on a 40,000 square foot site at the corner of Shattuck Avenue and Cedar Street in Berkeley. The building will be opposite the Shattuck Avenue Rapid Transit Station and will provide parking for 200 cars. Site clearance will begin later this year with the completion scheduled for 1971.

Fruin and Colnon Construction was low bidder on 10,000 feet of BART work which will run from El Cerrito to Richmond. The bid was about \$3½ million and they are planning to start the job within the next month.

Work is well underway on the new \$4½ million sewage plant in Richmond. The contract for building this plant was awarded to C. Norman Peterson and the job will run through this year and next.

Slur Macco has holed through on the second of two subway tunnels from Hearst Avenue to the Shattuck Station in Berkeley. This same Company was low bidder for the Southern Shattuck Avenue Station. Work on this project will begin as soon as the legal matters are cleared up.

**BIG STEEL MILL TO START SOON:** The new steel mill at Antioch should get started about June 1 of this year. Morrison Knudsen at the present time are in the finishing stages of the dirt work, paving, and related underground work. This has been a short but sweet job, as it has had a lot of overtime and we most certainly hate to see this come to an end.

The actual building of the steel mill itself will take at least one year. This will be done by the American Bridge Company and it should bolster the work picture here considerably.

Housing projects, all types, are another bright spot to the economy here as Claude J. Woods, Frank Moberly, Martin Brothers, Independent Contractors, and many other contractors have spreads going at the present time and it would be safe to say these will stay very busy for the rest of this work year.

A fine year at all of the Hot Plants such as: P.C.A., Concord

Asphalt, Gallagher and Burke; others are anticipated as most of the big rapid transit jobs are going into the stages where they will be paving very shortly.

At Walnut Creek, Polich-Benedict Co. is under way in a big way and a good crew is now working at full force.

At Lafayette, Peter Kiewit is working at full peak on their dirt spreads and also with their cranes on all structures. Brother Jack Sneed, the master mechanic on this job, has been running two shifts of his mechanics. This job also has at least six (6) subcontractors on it and they are also at peak production.

At Orinda the Gordon Ball Company are well along with this Rapid Transit section. Several of the brothers on this project at the present time are working on a large slide that was extra work and are putting in long overtime hours to get this cleaned up.

The Gordon Ball Company was recently bought out by Dillingham Corporation but upon talking to several people we find out there will be no changes in job personnel, which we were glad to hear as this company in the past has run real good jobs.

Scrape yard industry in the Oakland area has picked up somewhat but things are not back to normal as of yet.

The Equipment Dealers are moving along but with some hope of more work. With a lack of work in the area some of the dealers haven't quite got back on their feet.

The Shops and Mills are working but at a very slow pace.

Rock, Sand, and Gravel business is moving along very well.

Stockpiles are getting a little bigger.

A proposal to develop a large acreage from Hopyard to Santa Rita Roads has won approval of the Pleasanton Planning Commission and was sent to the City Council for its acceptance.

Stoneson Development Company plans for the 445 acre Willow West Development will incorporate an industrial park district as well as commercial, office, and agricultural districts.

A large motel and restaurant complex is planned, surrounded by parks and a golf course. A major portion of the property bordering Interstate 580 is being readied for industrial use.



# Local No. 3 Benefits Top National Average

By T. J. "TOM" STAPLETON  
Rec.-Corresponding Secretary

According to a recently released study by the U.S. Department of Labor most retired members of Operating Engineers Local Union No. 3 have incomes in excess of that needed for a "moderate standard" of living even though many live in high cost urban areas.

Although the highest and third highest cost (Honolulu, \$4,434, and San Francisco-Oakland, \$4,171) fall within the jurisdiction of Local 3, engineers who receive maximum retirement and social security benefits average \$5,568 per year which betters by \$1,397 that needed for moderate living in these areas.

The monthly income of retired Operating Engineers receiving maximum benefits under the Operating Engineers Pension Plan is \$225, plus the maximum social security benefit of \$159.02 plus the \$80 for his spouse which adds up to a monthly income of \$464 per month or \$5,568 per year. In addition he receives Health and Welfare benefits which supplement medicare and Medicaid.

In addition to six areas in the Pacific Region, figures were also presented for 33 other U.S. cities, an average for urban U.S. metropolitan and nonmetropolitan areas for the country as a whole, and average figures for small cities in four broad regions: Northeast, North Central, South, and West. The West, as defined in the study, includes Colorado, New Mexico, Utah, Montana, and Wyoming in

addition to the eight states in the Pacific Region.

The couple was defined in the Bureau's study as a husband, age 65 or over, and his wife. They are assumed to be self-supporting, living independently, enjoying fairly good health, receiving hospital and medical care protection under medicare, and occupying a mortgage-free home. The couple also possessed an average inventory of clothing, housefurnishings, major durables, and other equipment.

For the urban U.S. as a whole, the retired couple's cost of living averaged \$3,869. The survey also found that costs were significantly higher in metropolitan areas (\$4,006) than in small cities (\$3,460) and that average costs were highest (\$4,434) in Honolulu and lowest (\$3,246) in the small cities of the South. Costs of the budget in areas in the Pacific Region included in the study, in addition to those already mentioned, were: Los Angeles-Long Beach, \$3,391; San Diego, \$3,840; San Francisco-Oakland, \$4,171, and Seattle-Everett, \$4,260. The average for small cities in the 13 Western States was \$3,687.

Although Honolulu costs were the highest for any city for which data were published, no information was available for Alaska. Other Bureau surveys suggest, however, that the cost of living in the four major Alaska cities may be as much as 10 to 25 percent higher than in Honolulu.

The Bureau emphasized that the budget was priced as of late 1966. As the all-items Consumer Price Index for the larger cities in the Region has risen 4.0 to 5.5

percent since that date, the increase in prices probably added about 4.5 percent on the average to the 1966 cost of the budget in the areas in the Region.

Shelter costs for a couple maintaining a 5- or 6-room mortgage-free house came to a U.S. urban average of \$771 for insurance, taxes, repair and replacement expenses, fuel and utilities. Seattle was high in the Pacific Region with an average of \$819, but even this was 40 percent less than in the New York-Northeastern New Jersey areas. Comparable rental housing costs averaged \$950 for the urban United States. In Honolulu, rental housing averaged \$1,426, the highest in the nation.

Annual U.S. urban food costs averaged \$1,072, with the Honolulu metropolitan area averaging \$1,286, and Seattle-Everett \$1,133. Lowest of the six areas surveyed in the Pacific Region was San Diego with food costs of just over \$1,000.

Food-at-home costs were roughly \$100 higher in the Northeastern cities than in the North Central and Western cities. Costs in the latter two regions ran about \$45 above the costs in the Southern cities.

The medical care budget, \$284 for urban U.S., \$288 for metropolitan areas, and \$274 for nonmetropolitan areas, included the couples' out-of-pocket expenses for hospital and medical care covered by medicare, the premium cost for medical insurance, and the costs of other medical services and supplies not covered by medicare. Pacific Regional cities

had the highest medical care costs—only one, Honolulu, averaged less than \$300.

Out-of-pocket costs under medicare comprised 52 percent of the total medical care component at the urban U.S. level. The largest part of these costs was the same in all cities: \$72 premium cost for medical insurance, plus an estimated average charge of about \$18 per couple for hospital services.

Clothing and personal care costs averaged \$346. These costs were lowest in the South as a result of variations in the kinds and quantities of clothing required by climate as well as price differentials. Within the Pacific Region, costs ranged from \$376 in San Francisco-Oakland (highest in the nation) to a low of \$335 in Bakersfield.

Availability of public transportation affected the proportion of retired couples owning automobiles. Thus, in the New York metropolitan area, 25 percent of the couples were assumed to own automobiles; in Boston, Chicago, and Philadelphia, 40 percent; in all other metropolitan areas, 60 percent; and in small cities, 68 percent.

Transportation costs for auto owners and those who rely on public transportation were highest in Honolulu and San Francisco, and lowest in the New York area. For auto owners alone, however, costs were as high in New York as in San Francisco.

The list of goods and services making up the Retired Couples' Budget is based on criteria of ade-

quacy translated into pricing lists that reflect the buying practices of retired couples.

Where such criteria has not been developed, the budget reflects the collective judgment of retired couples as to what is necessary for a healthful, self-supporting mode of living that allows normal participation in the life of the community in accordance with current American standards.

The budget figure is above the subsistence level, or what would be necessary to carry families through a limited period of stringency. On the other hand, it is not a luxury budget, and does not represent an "ideal" way of living.

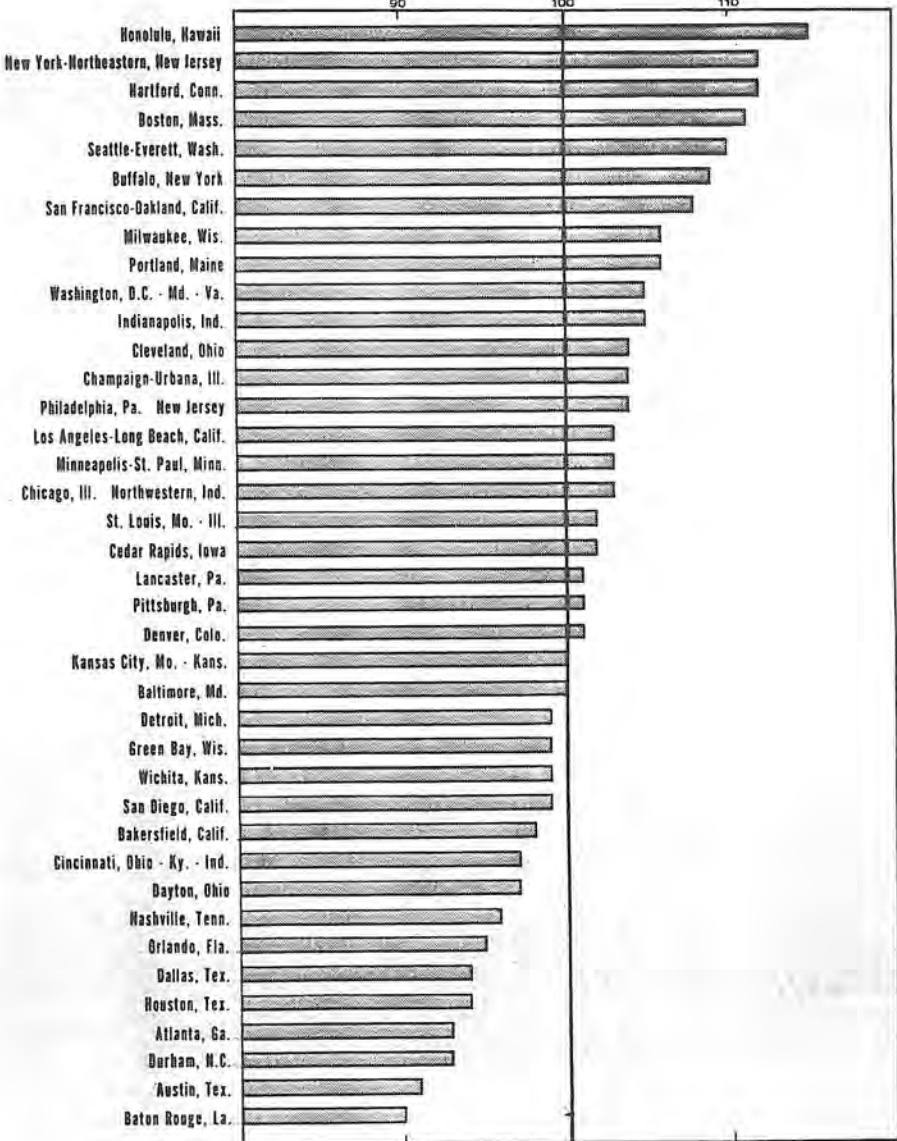
Detailed budget cost estimates for urban United States, 39 metropolitan areas, and nonmetropolitan areas in four regions are available in Bulletin No. 1570-4, "Retired Couples' Budget for a Moderate Living Standard, Autumn 1966." The 44-page bulletin may be purchased from the Pacific Regional Office of the U.S. Department of Labor's Bureau of Labor Statistics, 450 Golden Gate Avenue, Box 36017, San Francisco, California 94102. Price, 35 cents.

## Employment Low

The unemployment rate for the state as a whole dropped to its lowest level in ten years during 1967—4.5%. Highest percentage of unemployment was to be found in the recreation and lumber areas of Northern California where it stood at 15%.

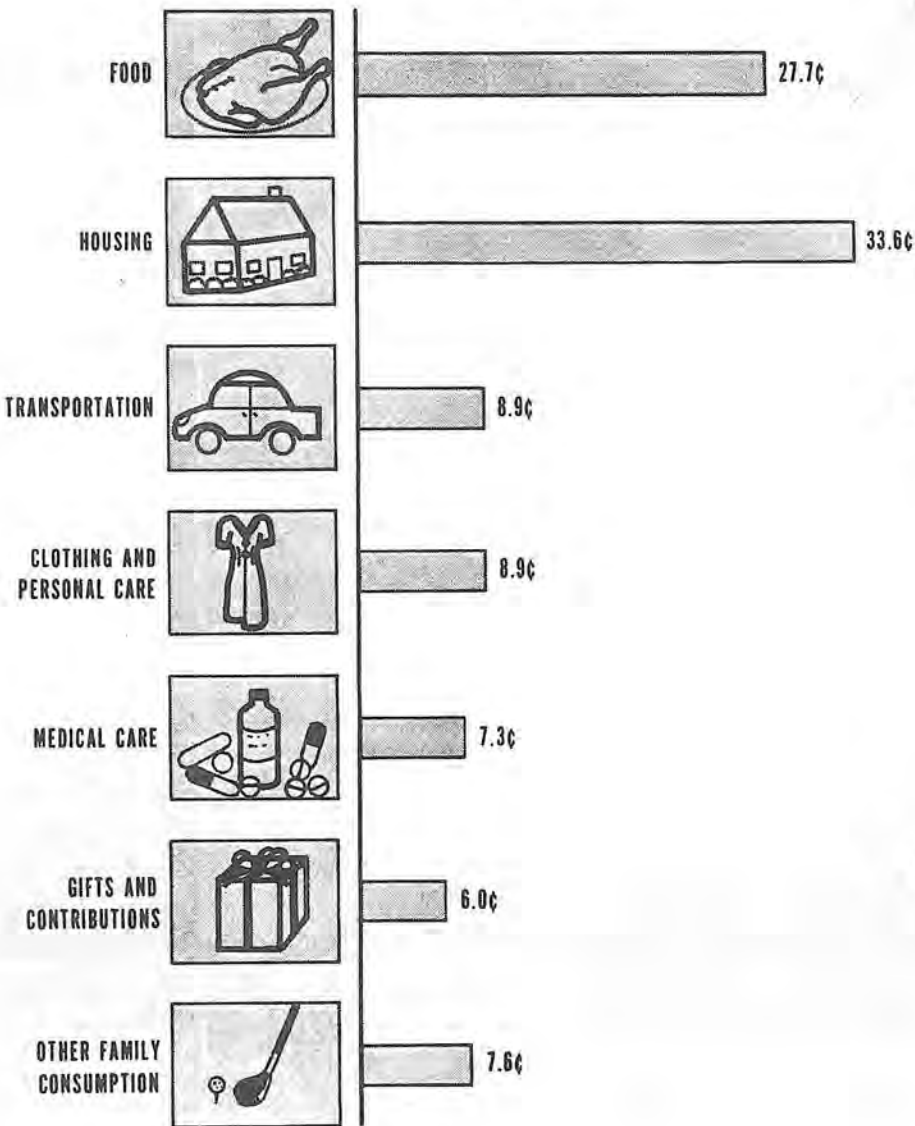
## COMPARATIVE LIVING COSTS

MEASURED BY RETIRED COUPLE'S BUDGET (Moderate Living Standard, Autumn 1966)  
U.S. Urban Average=100%



## WHERE THE BUDGET DOLLAR GOES

RETIRED COUPLE'S BUDGET (Moderate Living Standard, Autumn 1966)  
U.S. AVERAGE \$3,869





# Safety Breakthrough In Two New Cranes

★ ★ ★

★ ★ ★

By DALE MARR

Vice President and Safety  
Director Local Union 3

The Labor Conference of the National Safety Council that met recently in Seattle, Washington, was a success; it was informational and helpful to all of the 100 or so union and government experts on industrial safety, occupational health and related fields.

I was proud to represent Local 3 along with our General President Hunter P. Wharton, Executive Vice President Dick Nolan and Alan Burch, Safety Director for our International. Of course, all major unions had top representatives on hand.

General President Wharton was enthusiastic in his praise for the number of Operating Engineers locals that sent representatives to the conference. This was the highest turnout of Operating Engineers in the history of the conference.

Environmental safety was much in discussion and we have high hopes that with the breakthrough in custom-designed environmental cabs on the two new crawler cranes (see pictures) from Baldwin-Lima-Hamilton we have laid the groundwork for great advances in this area.

These two new cranes—the 45-C, which is rated at 30 tons capacity and which can also be furnished as a 1-yard backhoe, and the 45-SC, which is rated at 50-tons—incorporate features not usually available in machines of these ratings, including ball-bearing swing circles and band-type brakes which lock directly to crawlers for better control and safety.

Both machines provide new, custom-designed environmental cabs—the first in the industry.

Baldwin-Lima-Hamilton are to be congratulated for being the first among the major equipment manufacturers to listen and act on the environmental needs of the operator. We think they have made a really valuable contribution to health and job safety for our brother engineers.

The 45-C, 30-ton crane (Class 10-78) is designed for interchangeable crane/excavator service, for hook, dragline, clamshell, magnet, or backhoe applications. Basic boom for the crane is 30 feet, maximum boom 100 feet, and maximum boom and jib combination is 110 feet. Crawler length is 15 feet 2 inches, tread width is 30 inches. The 45-C is available with choice of diesel engines, and with power load lowering, power boom lowering, third hoist drum, swing snubber, automatic boom hoist cutoff, torque converter and simultaneous swing and travel.

Rotating base and truck base are of fabricated construction. Deck gears are all enclosed and run in oil, for ease of maintenance.

As a backhoe, the 45-C can handle a 1-yard bucket on a 24-foot boom. Digging radius is 37 feet 9 inches, bucket sweep is 11 feet 6 inches. Digging depth is 23 to 26 feet, depending upon terrain.

The wide-track 45-SC, 50-ton machine (Class 10-133) is designed primarily for general contractor use on hook, clamshell, dragline, or magnet work. Basic boom is 40 feet, maximum boom is 160 feet, and maximum boom



INTERIOR CAB SHOT of the new Baldwin-Lima-Hamilton 45-SC Crawler Crane that is the first to boast complete environmental cab control for the operator. Operator controls his environment with optional air conditioning and heating systems. Cab shuts out cold, heat and noise and boasts a four-way adjustable seat.



UNRESTRICTED VISIBILITY is another one of the safety-health features built in to the new 45-SC for safety and load spotting. The top window has a sliding sun/safety shield.

and jib combination is 160 feet. Sideframes on the 45-SC extend and retract hydraulically, from 11 feet 7 inches retracted to 13 feet 4 inches extended when equipped with 30-inch treads. With 36-inch treads, spread is from 11 feet 11 inches retracted to 13 feet 8 inches extended. Crawler length is 15 feet 6 inches.

Power load lowering, third hoist drum, swing snubber, automatic boom hoist cutoff, torque converter and simultaneous swing and travel are available.

Environmental cabs which were custom-built especially for these machines are lined with sound barrier and sound-deadening material, to cut noise level by an estimated 50 percent. Cabs can be heated or air conditioned. Controls are grouped for maximum operator convenience, comfort, and efficiency. Side and front windows slide down for breezeway ventilation.

Additional features include:

- Operator controls his envi-

ronment with optional air conditioning and heating systems.

- Unrestricted visibility for safety and load spotting. Top window has sliding sun/safety shield.

- Lima's environmental cab is engineered to increase production by helping operator reduce fatigue and maintain efficiency.

- Cab shuts out heat, cold, noise and dirt.

- 4-way adjustable upholstered seat.

Several years ago when some of us first began to talk about the need for environmental health and special safety features, we got a few negative shots. Now we are beginning to talk about the necessity to expedite much of these features on new and existing equipment and the Lima cranes give us great hope that our brother engineers will be able to work longer, with more efficiency and a resultant life-span unhandicapped by environmental diseases. Let's keep up the fight!



OVERALL SHOT of new 45-SC crawler crane built by Baldwin-Lima-Hamilton and boasting a number of outstanding new safety and environmental features for the operator. New crane is one of two that offers a breakthrough in pre-engineered safety and environmental health features that have been sponsored by union leaders for the past few years.

## Nevada

Continued from Page 16

highline going and have started to pour concrete—they are going to try and make the pour on a one shift basis. We have 36 Brothers working at various phases of the project.

The City of Yreka has advertised for bids on the Fall Creek Water Project—bids are to be opened June 4th. The project will include 24 miles of water mains from Fall Creek to Yreka. Included in the bid will be pumping stations, treatment plant, a collection area and distribution lines throughout the city. The total cost of the project is approximately \$4 million—being financed by the Davis Grunsky Act thru the state over a fifty year span. The City is pushing this project wanting to get started as soon as time will permit—this should be going around the first of July.

Kirkwood and Bly have started their sewer project at Dunsuir and are moving along very well considering the rocky terrain they have to go thru.

## Stockton-Modesto Beginning To Improve

By WALTER TALBOT, AL  
McNAMARA and JIM GENTRY

The work picture has brightened in the Stockton-Modesto area as the placement of Engineers to the various jobs has steadily improved. However, the work lists are still large in both towns due to the slow start and the lack of large construction projects.

Polich & Benedict, successful bidders of the West Side Freeway in Stockton, are now moving dirt on the various city streets that have to be relocated because of the freeway. All the freeway fill material will be hauled in by Tom M. Hess, Inc. either by barge from Rio Vista or by truck. At this time we are involved in a jurisdictional dispute with the Longshoremen, which may be settled by the time this news article is published.

Gordon H. Ball, Inc., constructors of the Tracy By-Pass, also has crews working on drainage lines, street crossings and miscellaneous work that is required by the new by-pass. Asbury Contractors has the sub contract for all the imported borrow and the sub-grade material. The bulk of this material will come from the spoil bank of the Delta-Mendota Canal.

H. Earl Parker from Jack Tone Road to Bellota. This job consists of clearing, new levees and irrigation drainage structure and should keep about ten Engineers working through the summer. Triangle Construction Co. is doing the clearing and grubbing work.

Claude C. Wood Co. of Lodi was low bidder on two jobs in Amador County. The largest contract at \$206,000.00 has started on the Ridge Road east of Sutter Creek. The other job consists of road work at the Pardee Reservoir and has also commenced.

The Wood Co. has a crew working on subdivision streets in Calaveras County and will probably be busy all year.

Stockton Construction Co. was

low bidder on the Modesto sewerage works improvement and north trunk line installation for \$464,780.00. This is in addition to the contract already under way by Valley Engineers, also for sewerage improvements in Modesto.

Stanfield & Moody of Stockton and Tracy continue to be successful bidders in San Joaquin County for road construction projects, their latest being reconstruction of Comstock Road east of Waterloo.

S. M. McGaw Co., local grading and paving contractor, was low bidder on the bidder on the reconstruction of Henry and Cometa Roads east of Escalon for \$109,000.00 and the improvement of "B" Street and Gerald Avenue in Stockton.

A. Teichert & Son of Stockton have picked up four jobs recently, which will probably put more Engineers to work. The first was a plant mix overlay in Amador County. The second was also a plant mix overlay in Amador and San Joaquin Counties. The third contract is to reconstruct East Main Street in Stockton, and the fourth is the reconstruction and resurfacing of Highway 99 from the Mariposa Road overcrossing to the Arch Road overcrossing. The distance is 2.5 miles and entails the diversion of highway traffic over frontage roads in that area in order to rebuild that section of Highway 99 that is in poor condition. Costs of construction of the four projects exceed \$800,000.00.

Standard Materials of Modesto was low bidder on the reconstruction of Lone Tree and River Roads in the Escalon area. Standard's bid was \$118,281.00.

Guy F. Atkinson, constructors of the new Don Pedro Dam, are still busy on the diversion tunnel grouting and core trench excavation. The placement of imported borrow is not expected to commence before July, at which time more Engineers will be required to man the loaders and compaction equipment.



# Minirail System For Fair

By DAVE REA, AL DALTON, ART GAROFALO and HERMAN EPPLER

Now being erected at the California Exposition and Fair in Sacramento is a transportation system unique in the United States. Constam Corporation of Salt Lake City this past month started construction of what will be a 6800 foot long continuously welded steel track which will become the major human transportation system for the fair. The system will be owned and operated by the California Minirail Corporation and represents the first private investment in the Exposition.

Passengers on the system will be riding from 10 to 33 feet above the ground level through and around the various buildings and exhibits on the ground, and thus the ride will be a spectacular and fast means of transportation throughout the Exposition. For the convenience of fair visitors, stations will be provided near the main exhibition buildings, at the main entrance and at the recreation areas.

The entire structural system is designed of steel with all connections being welded. Spans between the columns average 70 feet and the profile of the track section is relatively shallow, giving the structure a light, airy appearance. A total of about 550 tons of steel will go into the construction of the track system.

The trains will be constructed with a steel frame and with fiberglass exterior and interior skins to provide modern, light weight, yet durable units. These trains have been especially designed for the Exposition to carry out the modern theme of the Exposition and to blend in with the overall color scheme. Each train will consist of 8 individual cars coupled together to form a train of about 115 feet in length and capable of carrying 90 adults.

The minirail system is unique in the United States in that it is fully automatic. Trains will be dispatched at the stations by the station master after which they will automatically accelerate to a speed of about 12 miles per hour and will slow automatically and stop at each station. The electronic control system will maintain proper spacing between the various trains on the track and will permit the system to operate without operators on the trains. The control system has been fully proven in operations during the last two years at the Montreal Expo '67.

JAC Administrator Danny O. Dees has announced that the first class organized to meet regional needs of Apprentices and Journeyman Trainees in the Central Valley has been set for Saturday, July 6, 9 a.m. at American River College, 4700 College Oak Drive, Sacramento. Assistant Administrator Art Pennebaker emphasized that those wishing to attend the first class should make it a point to attend the special called meeting June 29, 10 a.m. at the Union Hall, 2525 Stockton Blvd., Sacramento. The meeting has been called to determine the interest and support for the new program.

# Set Pilot Apprenticeship Program

A meeting to demonstrate the need for, and interest in, a projected Chief of Party Apprenticeship and Training Program has been called by International Vice President and Business Manager Al Clem, Operating Engineers Local Union No. 3, for 10 a.m., Saturday, June 29, 2525 Stockton Blvd., in Sacramento.

In announcing the meeting, Business Manager Clem pointed out that "this proposed 6-month pilot program aimed at serving apprentices and journeyman trainees in the greater portion of the Sacramento and San Joaquin valley areas still has to be certified by the state and a demonstrated interest by those members it will serve is essential if we are to get the state to act."

Full time classes in the greater Bay Area have been maintained by grouping enrollment into general areas and as a result sufficient students to meet the demands of the local school districts have been established in San Jose, Oakland and San Francisco.

It is expected that the pilot program will begin next month and Art Pennebaker, Assistant Director of the Joint Apprenticeship Council, has stated that continuation and expansion of the program into an additional center on a regular basis will depend on the need shown by participation and progress of apprentices and journeyman trainees.

Applications for apprenticeship and journeyman training are available at the Union Employment Office serving the area of your legal residence.

Brother Pennebaker also pointed out the general reasoning and purposes of the new program when he said:

"Away from the densely populated metropolitan area the demanded class size cannot be maintained. The great distances involved in the fact that the Surveyors work can be spread virtually from one end of the Local 3 jurisdiction to the other causes major problems in presenting regular Apprenticeship and Training classes to the interested membership in the ordinary manner. It becomes apparent then that in these areas of less concentrated Technical Engineer membership, new methods must be developed to bring the opportunity to learn and upgrade within reach of as many as possible.

Regular correspondence courses generally have two great weaknesses:

- Most persons do not possess the discipline to assign themselves a certain number of hours each week to study.

- If problems in understanding the material develop, there is no way to obtain help quickly.

The plan developed by the J.A.C. would provide:

A tutorial system, with regular progress review:

- Puts the student in personal contact with a tutor on a regular basis, as needed during the study of each topic.

- Regulates progress by assignments and timetables.

- Evaluates progress by testing on a monthly basis.

- Provides for one to one counseling at regular intervals.

This Plan provides the required

services for the isolated apprentices and journeyman trainees indentured by the Northern and Southern California Surveyors Joint Apprenticeship Committees through a tutorial system of related instruction for isolated apprentices in conjunction with attendance on a monthly basis by the individual students at Regional Related Training Progress Review Centers, to be staffed by credentialed instructors.

## 1. Determination of Isolated Classification.

The appropriate Joint Apprenticeship Committee will identify and classify isolated students who are:

- Indentured apprentices or journeyman trainees (in the normal manner).
- Employed by an approved employer.
- Beyond a reasonable commute distance from a current related training class.

## 2. Determination of Eligibility for Tutorial Instruction.

- Availability of competent tutorial instructors for the isolated apprentice and journeyman trainee.
- Mandatory attendance at regional centers.
- Maintenance of related training progress by the apprentice and journeyman trainee.

## 3. The Tutorial System.

- The Joint Apprenticeship Committee will assign a competent tutorial instructor who will provide at least an average of six hours tutorial service each month for each student, where needed. The topics and timetable will have been assigned by the Regional Center instructor.

- It shall be the responsibility of the isolated apprentice, or journeyman trainee, to spend adequate amounts of his own time in preparation for the tutorial service and progress review.

- Work books and study guides with check-up question sections have been prepared.

## 4. Regional Related Training Progress Review Centers.

- Location.

- a. The Center will service a large geographic area in which no related training class is offered.

- b. The Center will be housed in local school facilities where possible.

- Staff.

- The Center will be staffed by a qualified and credentialed instructor.

- a. The staff will be selected locally, as are other apprentice and journeyman trainee instructors.

- b. The staff may take the form of a travelling instructor in order to provide continuity and quality control to the program.

## 5. Term of Attendance.

- Attendance will be required on a regular basis.

- Classes will be offered once per month on Saturday during the period of isolation.

## 6. Operation of the Progress Center.

- Students will be administered final tests over each topic assigned at the last session.

- Tests will be scored and evaluated.

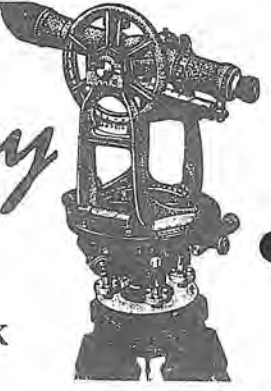
- Individual counselling on a one to one basis will be available where needed.

- Assignments will be made for work to be completed by the next session.



*survey notes*

By MIKE WOMACK



APPROVAL of Calaveras County's first apprenticeship program brought together (l. to r.) Dick Haight, president of Haight & Weatherby, Inc.; Don Cuneo, Supervisor, 1st District, Calaveras County; Pat Casey, Survey Supervisor for Haight & Weatherby, Inc., and instructor for the new apprenticeship program at Calaveras County High School; John Evers, principal of the school; Mike Womack, Tech Engineer Business Representative for Local Union No.3; Gene Weatherby, vice president of Haight & Weatherby, Inc.

On request of Technical Engineer Members working in the San Andreas area, a special meeting was recently called to discuss the Apprentice and Journeyman Trainee Program. Twenty-eight members attended, mostly working for the Engineering-Land Survey firm of Haight & Weatherby, Inc.

As a consequence of this meeting the Northern California Surveyors Joint Apprenticeship Committee has established a related training class to begin immediately at the Calaveras High School.

Haight & Weatherby, Inc., is currently doing Engineering Studies and Land Surveying in the foothills of California's historical gold country. Both Mr. Haight and Mr. Weatherby, longtime advocates of upgrading and training, have indicated enthusiasm for the Labor-Management joint program made possible through the Collective Bargaining Agreement.

We are informed that this is the first Labor, Management, School District cooperative effort toward formal apprenticeship and journeyman training in this area, and we are proud to be a part of this truly community effort for the betterment of the area.

Roland Casey of Haight & Weatherby, Inc., will teach the class. Mr. Casey has a lengthy background in surveying and is currently a supervisor of several survey crews doing diverse types of field surveys.

John Evers, principal of Calaveras High School, stated that the training course has every indication of being a "great success." He said that next year the school planned to expand it by adding a natural resources program. This would provide the basic training for the entire course.

Don Cuneo, Supervisor of the 1st District, Calaveras County, speaking for his fellow board members, said that "the entire county is proud of this apprentice program." He added that, "due to the response to it, the county schools were seriously considering expanding its program next year."

Summer classes are not the general rule, but in this instance it was requested—the need demonstrated—and the enthusiasm overwhelming.

## NEGOTIATIONS PROGRESS

Bay Counties negotiations are under way and are progressing as expected.

The survey firm of Raymond Vail and Assoc. of Tahoe have become signatory to Operating Engineers Local Union No. 3 Tech. Agreement. This is one of the more progressive firms in Northern California and we are happy to welcome them to the ever growing team.



## SS Assist To Many Students

WASHINGTON—Nearly a half-million students are able to pay their own way through college because of social security benefits. These benefits amount to more than the scholarships at all colleges and universities, according to Sec. Wilbur J. Cohen of the Department of Health, Education and Welfare.

The program will pay about \$479 million during the 1968-69 school year to about 466,000 students in the 18-22 age bracket who are entitled to the benefits because of a disabled, retired or deceased parent, Cohen reported.

The coming school year is the fourth the program has been in effect since the law was changed in 1965 to provide for children's benefits beyond age 18. Before the change, Cohen pointed out, a young beneficiary's payments ceased when he turned 18, unless he was totally disabled.

Students receiving social security payments also may receive scholarship funds. It is also allowable for them to earn up to \$1,680 each year at summer or off-hour jobs. But if earnings top this amount, they must return part or all of their benefits.

# Expect Utah Weather Break Soon

By ASTER WHITAKER, JAY NEELEY, JOHN THORNTON, TOM BILLS, WAYNE LASSITER and DEL HOYT

The work situation in the Ogden area is getting to look much brighter as the weather continues to improve and our out-of-work list is down forty percent of the peak winter months.

A 3.8 million dollar low bid by Northwestern Engineering Construction of South Dakota seems to be the lucky one for surfacing and some structures on 10 miles of Interstate 15 between 31st and Hot Springs. The project is expected to be completed in about 250 working days, after the contract is awarded.

The Utah State Department of Highways is asking for bids to rebuild the approach to the 24th Street Viaduct, which will cost an estimated \$415,000. This has been a high-priority project because of the lack of clearance where the approach passes beneath the structure. About 470 feet of the present viaduct over Wall and the railroad yards will be removed and replaced with a steel and concrete span.

Construction of a new \$8.2 million hospital to replace the St. Benedict's Hospital in Ogden has been announced. The contract is expected to be awarded in June

with construction getting under way sometime in the fall, with completion expected sometime in 1972.

Jack Parsons Construction Company, with a low bid of \$174,692, will probably be awarded the contract on the improvement of .078 miles of Riverdale Road, where it joins Interstate 80N. The contractor will have 120 working days to complete the project.

\$1,198,800 is the apparent low bid by MacConstruction Company of Salt Lake City on the Ogden-Weber Educational Center, a school for the county's mentally handicapped trainable children. Federal participation in the cost will be about ⅓ the construction price.

Arthur Higgins Construction Company has been awarded a flood control project in the Jones Hole area amounting to approximately \$100,000. Whiting and Haymond will sub-contract the road work for around \$50,000. The job is expected to start just as soon as the weather permits the contractors to get into the Jones Hole area.

There is still no work as to when the mine in Vernal will open up again. We hope that it will be very soon so our Brother members can get back on the job. With the work picking up in this area, we

hope to be able to get some of these employees on some construction jobs.

We would also like to remind the employees at San Francisco Chemical, who have been paying their dues by check-off, that while they are not working at the mine to be sure and send in their dues to keep in good standing.

Brush Beryllium's mill at Delta is finally getting started, but at this time only a few holes in the ground are being dug by Stearns Roger Corp. and their sub-contractor for excavating, Paul Theobald, who just recently signed an agreement with Local #3.

At present, 16 Operating Engineers are employed on the project, including the subs.

Stearns-Roger Corp., General Contractors for the mill, hire all their engineers through the hiring hall in Provo.

Already housing is getting tight in Delta, much the same as when the uranium and Potash mills came to Moab.

Brents Hudson is construction superintendent and he anticipates that there will be approximately 250 various craftsmen working at the peak of the job along in October of this year.

As the new buildings rise close to the railroad tracks north of Delta, activity moves ahead in the

Topaz and Spor mountain areas where vast reserves of beryllium-bearing ores were discovered. Beryllium is a metal vital to the nation's space and aircraft program.

According to Brush Berylliums representative, several contractors have been invited to bid on stripping amounting to 1½ to 6 million yards. At this time the bids have not been awarded.

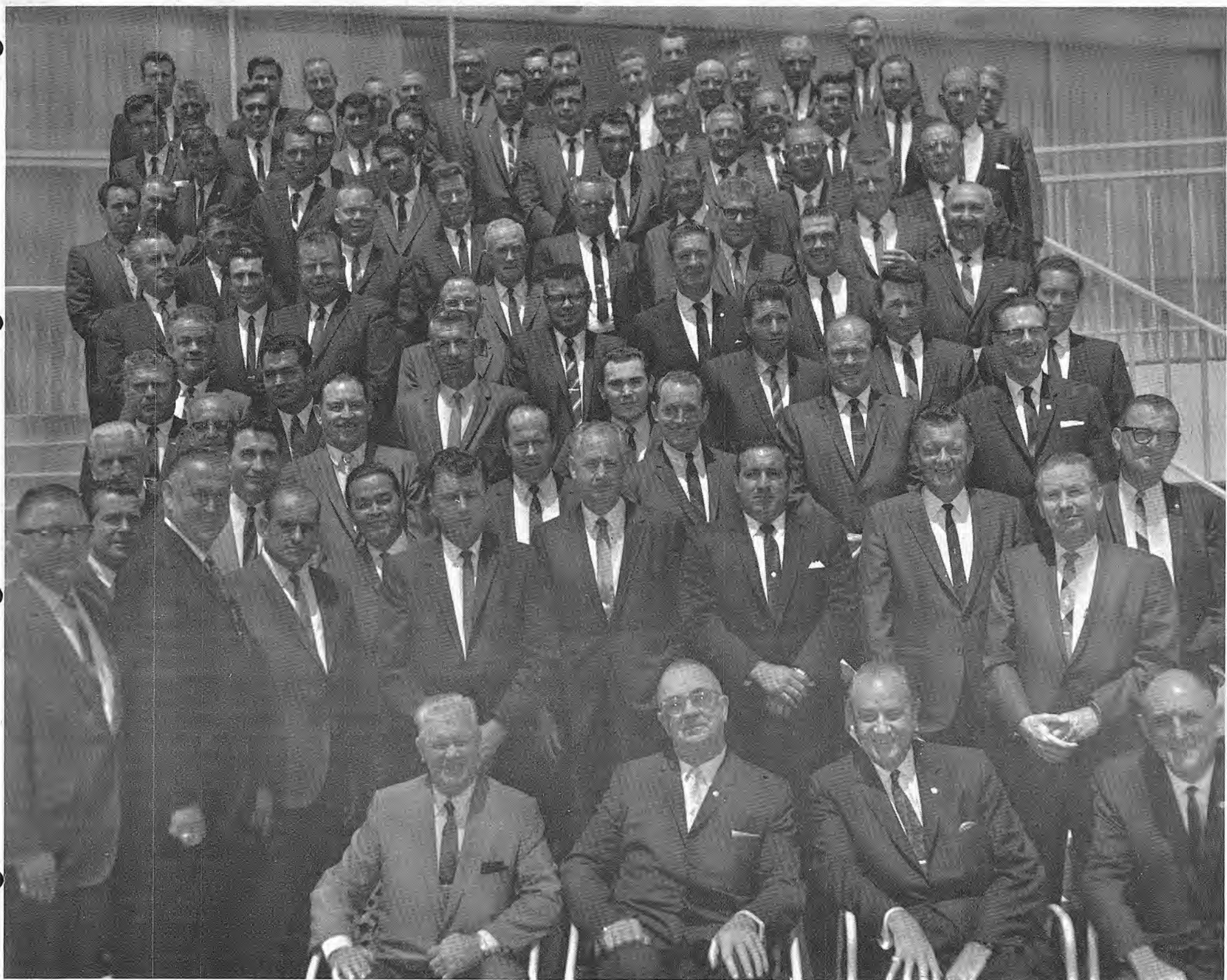
Meetings for members of the following companies will be as listed below:  
Clark Eng. Co., Provo Office, June 4, 7:00 p.m.; Provo Area Meeting, Provo Office, June 4, 8:00 p.m.; Vernal Area Meeting, Vernal, June 11, 8:00 p.m.; Ogden Area Meeting, Ogden, June 18, 8:00 p.m.; Cedar City Meeting, Cedar City, June 18, 8:00 p.m.; Sand & Gravel Meeting, Salt Lake Office, June 25, 8:00 p.m.

Heckett Eng. Co., Provo Office, July 2, 7:00 p.m.; Provo Area Meeting, Provo, July 2, 8:00 p.m.; Vernal Area Meeting, Vernal, July 9, 8:00 p.m.; Ogden Area Meeting, Ogden, July 16, 8:00 p.m.; Cedar City Meeting, Cedar City, July 16, 8:00 p.m.

Kennecott Copper, Salt Lake Office, Aug. 1, 9:00 a.m. & 7:00 p.m.; Clark Eng. Co., Provo, Aug. 6, 7:00 p.m.; Provo Area Meeting, Provo, Aug. 6, 8:00 p.m.; Vernal Area Meeting, Vernal, Aug. 13, 8:00 p.m.; Ogden Area Meeting, Ogden, Aug. 20, 8:00 p.m.; Cedar City Meeting, Cedar City, Aug. 20, 8:00 p.m.; Sand & Gravel, Salt Lake Office, Aug. 27, 8:00 p.m.

Heckett Eng. Co., Provo Office, Sept. 3, 7:00 p.m.; Provo Area Meeting, Provo, Sept. 10, 8:00 p.m.; Ogden Area Meeting, Ogden, Sept. 17, 8:00 p.m.; Cedar City Meeting, Cedar City, Sept. 17, 8:00 p.m.

Clark Eng. Co., Provo, Oct. 1, 7:00 p.m.; Provo Area Meeting, Provo, Oct. 1, 8:00 p.m.; Kennecott Copper, Salt Lake Office, Oct. 3, 9:00 a.m. & 7:00 p.m.; Vernal Area Meeting, Vernal, Oct. 8, 8:00 p.m.; Ogden Area Meeting, Ogden, Oct. 15, 8:00 p.m.; Cedar City Meeting, Cedar City, Oct. 15, 8:00 p.m.; Sand & Gravel Meeting, Salt Lake Office, Oct. 22, 8:00 p.m.



SPECIAL GUESTS during recent meeting of District Representatives, Business Agents, Coordinators and Dispatchers as well as all officers of Operating Engineers Local Union No. 3 were (front row l. to r.) the International's Executive Vice President Dick

Nolan and General President Hunter P. Wharton shown with International Vice President and Business Manager Al Clem of Local 3 and local's President Paul Edgecombe.



## Wirtz tightens

# Rules Governing EEO Contract Compliance

WASHINGTON—In a move to extend coverage and tighten administrative and enforcement procedures of the equal employment opportunity provisions of Executive Order 11246, Labor Secretary Willard Wirtz has announced that new regulations will go into effect July 1.

Under the new regulations all government contract activities are covered except when the dollar amount is less than \$10,000 or the work is performed outside the United States.

Secretary Wirtz said that the new regulations "for all practical purposes" will extend coverage to all employees of firms doing contract work with the Federal Government.

The extended coverage, contained in new regulations issued by the Secretary to implement the Executive Order, requires that both private and subcontractors on all federally financed work have affirmative action programs. Under the old regulations no contractors were required to keep on file a written affirmative action program.

Under the new regulations all contractors doing government work will be required to have written affirmative action programs verified by a senior company official, establish timetables and set target dates to correct deficiencies in minority employment. Those programs must be updated annually.

The new regulations also require that government contractors take whatever action is necessary to protect their employees from intimidation including when they are away from company property.

Other highlights of the new regulations include:

- Coverage of employees of any unit of State or Local Government participating in work on a Federal or federally assisted contract.
- Appointment by each Federal agency of an officer of subcabinet rank as Contract Compliance Officer unless specifically waived by the Director of the Office of Contract Compliance.
- Continuation of the pre-award review of the nondiscrimination of policies of contractors with greater emphasis on the agencies making certain that the new review works successfully.
- Provide unions the opportunity to put forth their views when it's necessary to change a collective bargaining agreement to provide equal employment opportunities. Present rules give the union and others the "right" to participate in any formal proceedings that could lead to a contract termination.

Experts have predicted that personal income in California will increase by some \$5 million during 1968. This would bring personal income to a total of \$75,000,000.

# Santa Clara Valley Work Picture Looking Brighter

By BOB SKIDGEL, HARLEY DAVIDSON, ED MIDDLETON and MIKE KRAYNICK

The South Santa Clara Valley is buzzing with activity as work gets back into full swing. The State Department of Public Works has called for bids to be opened June 12, 1968, on the \$177,000 project of widening a half mile of route 680 from two to four lanes between Curtis and Capitol Avenues in Milpitas. A \$500,000 Federal Grant for completion of final engineering planning for the San Felipe Water project is being sought. Congress authorized the project, which will bring water from San Luis Reservoir via Pacheco Tunnel to Santa Clara, San Benito, Monterey and Santa Cruz Counties. Although construction is under way on the tunnel, final planning is necessary so it can be completed and water can be transported to the western end of the tunnel, from where it will be distributed to the four counties.

Among projects already under way, Dan Caputo Construction Company has completed a 15 four nonstop pour on the Bird Avenue overcrossing of Highway 280. Bill Humphrey is construction superintendent on this job. Work on the new 225 bed addition to San Jose Hospital, an extended care facility called The Oaks, will close 15th Street between Santa Clara and St. John Streets as C. N. Swenson Company moves in its big rigs. Another Swenson project right on schedule is the Main Library at San Carlos and Almaden.

Workmen are pouring massive concrete arches using 18 foot wooden forms to house the first floor windows. Frank Murrow replaces Phil Miranda as project manager for this job. Phil has moved to the Swenson job at Lockheed. Another branch library building is completed and will be dedicated at the end of the month. Berryessa Branch is the \$176,000 structure built by Ray Elliott & Associates of Redwood City. The 8,000 foot structure on Noble Avenue is the first branch to be built from the 1966 Capital Improvement Bonds by the City of San Jose.

Kester & Sons were low bidders on the Maher Road Connection to Echo Valley Road; the bid went for \$68,574. Their school job at Rob Roy Junction has been keeping a few of the members busy.

L. D. Folsom Inc. from Coalinga were awarded the Interlake Road Job for \$400,000. This road is the last link around San Antonio Dam and will last until November 1968.

Peter Kiewit & Sons are going strong on the Santa Cruz Boat Harbor, which they were awarded for \$100,000.

Construction of the Ashworth Brothers Conveyor Belt Plant south of Salinas is expected to get under way within a month. First phase construction is for a 22,000 square foot building.

Frank P. Donovan were low bidders of \$40,160 on applying seal coat and A.C. concrete on 5 miles north of Prunedale between Monterey County line and San

Benito County.

K. J. McGranahan are under way at the Army Presidio in Monterey Mess Hall and Barracks, which was awarded to them for \$1,000,000.

Norman Engineering and Lathrop have completed their portions of the exterior on the building at Lockheed. Huber, Hunt & Nichols have completed the steel erection and are now working on the decking. L. C. Smith is doing the paving; they have the rock in and are doing the finish work at this writing.

Freeman-Sondgroth is showing good progress on their Central Expressway job. Pisano Brothers are putting the drains in on this job and are just about completed on this project.

Freeman-Sondgroth have been awarded a contract for \$198,292 for reconstruction and surfacing in Palo Alto.

McGuire & Hester were low bidders of \$444,380 for City Improvement Project on Whisman Road, Mountain View.

Just a reminder that the deadline for Disability Insurance Premium refunds is July 1, 1968. If you worked for two or more employers last year and earned more than \$7,400 you may rate a refund. If your total Disability Insurance deductions add up to more than \$74 for 1967, you are probably entitled to a refund of the excess. Claim forms may be obtained from any State Department of Employment Office. Look into it pronto—all you have to gain is MONEY!



KEY LOCAL 3 OFFICIALS taken in San Francisco prior to recent Executive Board meeting. Shown (front row, l. to r.) A. J. Buck Hope, Financial Secretary and District Representative; Dale Marr, Vice President and Safety Director; Paul Edgecombe, President; Al Clem, International Vice President and Business Manager; T. J. "Tom" Stapleton, Recording-Corresponding Secretary; and Don Kinchloe, Treasurer and Special Representative. Second row (l. to r.) Al Perry, San Jose E-Board; Ted Mason, E-Board, Oakland; Gail Bishop, District Rep, Nevada; Ray Cooper, District Rep, Eureka; Fran Walker, Trustee; Bob Skidgel, District Rep, San Jose; James Ivy, Treas-

urer, Credit Union; Joe Ames, E-Board, Redding; Third Row (l. to r.) Norris Casey, District Rep, Oakland; John DeBrum, E-Board, Fresno; George Farrell, E-Board, Utah; Walter Talbott, District Rep, Stockton; Bill Woodyard, E-Board, Sacramento; Lake Austin, District Rep, Redding; Don Dillion, E-Board, Eureka; Daniel Ellis, E-Board, Nevada; Back Row (l. to r.) Bill Isbell, E-Board, Stockton; Garth Patterson, E-Board, Santa Rosa; Russ Swanson, District Rep, Santa Rosa; Claude Odom, District Rep, Fresno; Dave Rea, District Rep, Sacramento; Aster Whitaker, District Rep, Utah; Jack Slade, E-Board, Marysville; and Harold Huston, District Rep, Marysville.





## BART: Catalyst For Bay Area Planning

Furnished by

A. J. HOPE & WARREN LeMOINE

*A report compiled by BART's Community Relations staff at the request of the U.S. Department of Housing and Urban Development.*

BART, alone among the world's transit systems, was created by vote of the people it was designed to serve. The successful 1962 referendum approved property tax levies in three counties to provide the money needed for BART construction.

The vote mirrored the desire of the electors for retention of a distinctive quality of daily life which has always characterized the San Francisco Bay Area. In part, the decision of the people was a response to a surging population explosion to which an end is not yet in sight—a regional problem not duplicated in intensity in the older American cities on the Eastern Seaboard.

"If you would make your city loved," said an ancient Greek proverb, "you must first make her lovable." San Francisco, of all American cities, best evokes the humanistic concern for physical as well as human scale in urban life. Arnold Toynbee as recently as last October, sadly observed that the automobile had destroyed much of the Bay Area's potential, but that community effort, including more rapid transit, could make up for past neglect.

The key to the area's uniqueness and scale lies in the Bay Area's topography and the contrasting patterns of high downtown densities and low suburban densities—produced in large part by the Bay, hills and valleys. These centralized high densities promote multiple uses of urban land. They shrink social distances, including interracial "distances" of a metropolitan area, and it was this very pattern of urban life which the housing panel of the Department of Housing and Urban Development's Woods Hole conference of 1966 urged upon the nation.

BART as a planning magnet first attracted the interest and then the active support of the area's commercial and in-

dustrial leaders—support even more widespread now than in 1962. Planners in the 'fifties had visualized BART principally as a spur to the growth of downtown San Francisco, Oakland and Berkeley; the three-city "core" would be accessible and attractive to the many economic functions that rely upon densities, pedestrians and vertical transportation.

### The San Francisco Boom

These land use objectives are being met fully three years before BART trains run between the three central cities. San Francisco has undergone the most startling and massive change, one which presages a renaissance of and along Market Street, making it one of the world's outstanding thoroughfares. The Housing and Urban Development Department's support of San Francisco's municipal plan for transit coordination, plaza development and street restoration has played an important role in this renaissance.

The advent of BART has triggered a building boom exceeding all voter expectations. In all, over 400 stories of new office space in the vicinity of Market Street are planned, under construction or now leasing and operating . . . all within a few pedestrian minutes of BART turnstiles. The most recent, mammoth addition to this roll call of handsome new buildings is the lower Market Street \$250 million Embarcadero Center plan officially adopted by the municipality this summer. Officials of the Center already have joined

with neighboring corporate interests to raise \$500,000 for design of a completely new BART regional station to serve lower Market Street.

Along Market Street, BART subway stations are being extended literally into two brand new skyscrapers by means of private access entrances 25 feet beneath the sidewalks. The newly completed 43-story Wells Fargo Building, tallest west of Chicago, will provide a pedestrian passageway for thousands of white-collar workers passing between transit trains and the bustling Montgomery Street financial district. Across the street, foundations were laid in November for the handsome Crocker Building, with its 400,000 new square feet of office space as well as its delightful plaza designed for mid-way between the BART and street levels.

A \$92 million Bank of America headquarters building will be completed in two years—52 floors with 1.5 million square feet of office space just minutes from BART turnstiles. Mutual Benefit Life In-

surance is erecting a 32-story structure on the north side of Market Street, one block from both the Bechtel Corporation's current 23-story construction south of Market and the proposed 30-story PG&E expansion. "South-of-Market," an area virtually untouched for decades and officially designated as "blighted," will also be the site of a major redevelopment project featuring a sports arena and convention center—located equidistant from two BART stations.

## Broadened Tax Base

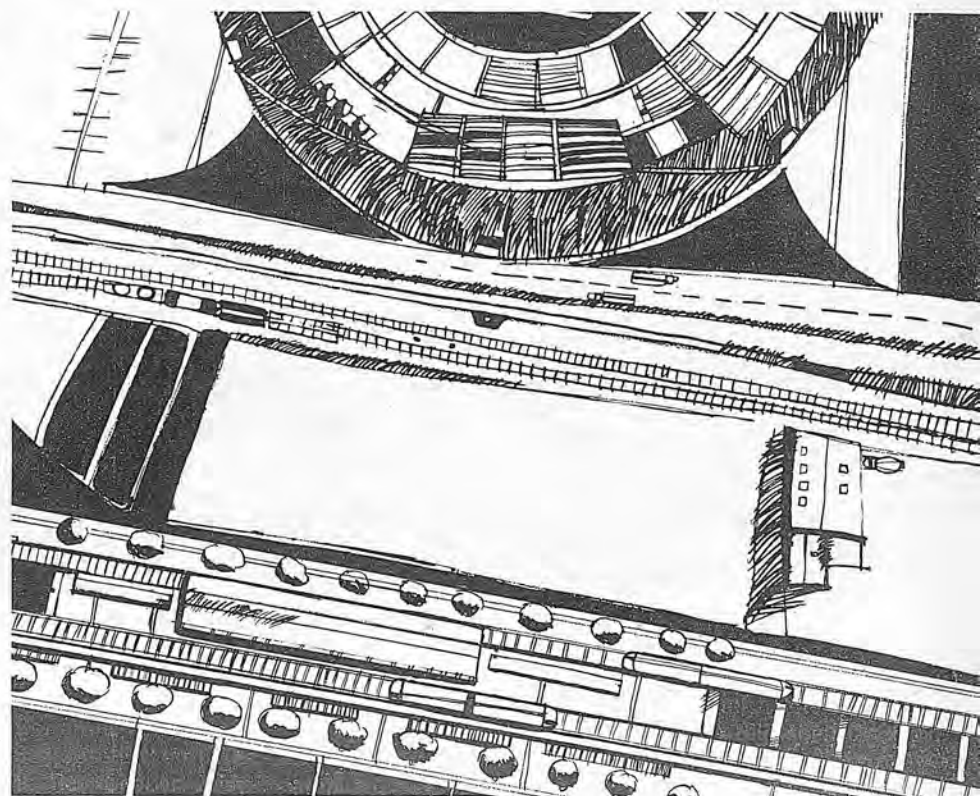
The advent of rapid transit and the retention of high residential and commercial densities has underwritten the community's tax base. The Los Angeles Citizens Advisory Council on Public Transportation stressed this point in its 1967 Report titled "Improving Public Transportation in Los Angeles." The blue ribbon study unit concluded:

"By expanding the capacity of urban areas to absorb greater levels of residential and commercial development, rapid transit contributes indirectly to a larger, broader tax base. Expansion in the tax base results in less pressure on existing property tax rates. Property owners throughout the County thereby benefit indirectly from the introduction of rapid transit."

The Los Angeles report, interestingly enough, goes on to say that large corporate headquarters "which would locate in the Central area and require efficient transportation to suburban residential areas" are particularly benefited, and that "any competitive position San Francisco might have as a result of the inauguration of BARTD" would be offset by installing rapid transit in Los Angeles.

## The Retail Renaissance

The strength of retail establishments in downtown San Francisco continues undiminished, unlike typical regional "core" areas in the United States where densities are being whittled away by the automobile culture. Roos Atkins, a major clothing





store, is building a combination headquarters and retail outlet adjacent to the Powell Street rapid transit station.

The Executive Director of the private sector's blue-chip Market Street Development Project summed up these fast-breaking commercial and investment activities when he advised a State legislative fact-finding committee in September of last year:

"The cooperative effort of merchants, owners, BART management and City officials has been a resounding success. The renaissance of Market Street means the renaissance of the Bay Area as well as the City of San Francisco."

The City & County of San Francisco has taken steps to relate the building boom and BART with long-range planning principles. The local planning commission this month ratified a new and bold downtown zoning plan which tends to redirect growth along Market Street and allocates floor-space bonuses to builders exploiting BART's proximity. Proposals for plazas tying BART mezzanines in with sidewalk traffic will be scrutinized by the city fathers this winter, as will Planning Department proposals for street restoration which are aimed at beautifying the street, maximizing use of mass transit and reducing private vehicular traffic on Market Street.

# The Oakland Development

Oakland political and civic leaders have designated a three-block area adjoining BART's 12th Street Station site as an urban renewal project area, and a multi-million dollar project plan incorporating a 300-room hotel, a convention center and other downtown amenities is now being reviewed by the Oakland Redevelopment Agency.

BART's two downtown Oakland stations were deliberately placed close together—one centered on 12th Street and one centered on 19th Street—to knit together the disparate elements of a spread-out downtown shopping and business area. Oakland planners, in this fashion, have seized upon BART to provide the missing downtown focus. In Oakland, too, post-construction street restoration will bring sidewalk beautification in its wake.

New commercial and industrial development also has sprung up rapidly in recent months in the vicinity of BART's Coliseum Station, a few miles south of downtown Oakland. Deliberately located next to the site of the new and highly successful Oakland-Alameda County sports arena and convention center, the Coliseum Station also will serve rapidly growing demands of the Oakland International Airport.

In Berkeley, three new large office buildings now in design will add 50 percent to downtown office space. All three are within a two-block radius of the BART turnstiles. The central Berkeley BART station thereby means new densities as well as handling the crush of University of California student subway traffic, downtown shoppers and municipal employees from the nearby Berkeley civic center. These many BART tasks will meet on and under a handsome central plaza which, when BART construction ends, will in fact be the pulsing heart of the city.

The Mayor of Berkeley has frequently declared that this new era in city history

is due to the advent of rapid transit. The City Council concurred in the Mayor's judgment when it purchased the air rights over two BART stations for \$1 million, as a tool for future development.

BART's catalytic action in the man-made canyons of the three subway cities also is minimizing pedestrian/auto conflict on surface streets. "Private access" entrances to BART underground mezzanines are being designed and built to tie in with BART construction, financed as investments for profit by businessmen whose basements adjoin BART subway stations.

# Suburban Planning

Investors also have been drawn to BART station sites outside of the higher-density central business districts. They, like their downtown counterparts, have spent thousands on proposals which will cost millions of dollars. The City of El Cerrito was the first to take note of the impact of BART stations on a municipal master plan. The City hired a planning consultant to advise on land use projections and needs. Simultaneously, El Cerrito agreed to join with the neighboring City of Albany and with BART in development of a Rapid Transit Parkway along BART's aerial right-of-way.

Planners earlier this year reported to El Cerrito city councilmen:

"Probably the most significant (event) is the construction of the BART elevated line, through El Cerrito, and the provision of two stations within the city. It is probable that these stations can become focal points in the city, around which new commercial and high-density residential facilities can be attracted.

"The linear park and pedestrian pathway can serve to knit the community together and to provide a spine connecting a number of educational and civic facilities with the relatively intensive residential areas it penetrates."

Similarly, in a plan prepared for the Richmond Redevelopment Agency, consultants have identified a potential for residential densities of from 150 to 175 units per acre immediately adjacent to the Richmond Station. This high density focus around the BART station would knit together the to-be-redeveloped commercial area on the west with the nearby handsome civic center to the east of BART.

The approach of BART construction and passenger operations has helped trigger numerous "701" planning grants from HUD to communities along the BART line, most notably in central Contra Costa County where commuter population growth in recent years has been tremendous. Penetration of the East Bay hills by the twin BART tunnels contributed to the need for a CBD study in the City of Concord, a General Plan incorporating a BART station study for the City of Pleasant Hill and a CBD study for the City of Walnut Creek.

In Contra Costa County, one private developer already is building a 9000-acre residential development in the Lafayette-Moraga area, a site selected chiefly because of its proximity to two BART suburban stations.

The City of Fremont, in Alameda County, is preparing a central business complex and civic center near the BART station

site, 31 miles and 35 minutes by BART trains from San Francisco.

The long-range impact of BART is best exemplified by the agricultural community of Brentwood, fifty miles east of San Francisco. Planning consultants already have advised the City that it should assume, and plan for, eventual extension of BART lines into Brentwood. The City of Pleasanton, now many miles from a BART station site, includes a future BART station site in its official master plan.

Planning and development surrounding the advent of BART has been accomplished without a regional planning apparatus to assure regional coherence. The only technical, regional proposal available to local, state and federal planners until very recently was the major study accomplished in 1955-56 by professional consultants to the State rapid transit study commission. Their study paved the way for formation of BART ten years ago.

# The Social Thrust

The advent of BART will inexorably and positively broaden and create new choices in employment, housing, recreation and education. The new horizons opening to Bay Area residents of every economic level, when rapid transit commences operation in 1970, represent dividends to the bold investment in the future of at least one metropolitan area.

For the poor of all races and nationalities—and the Bay Area has many ethnic

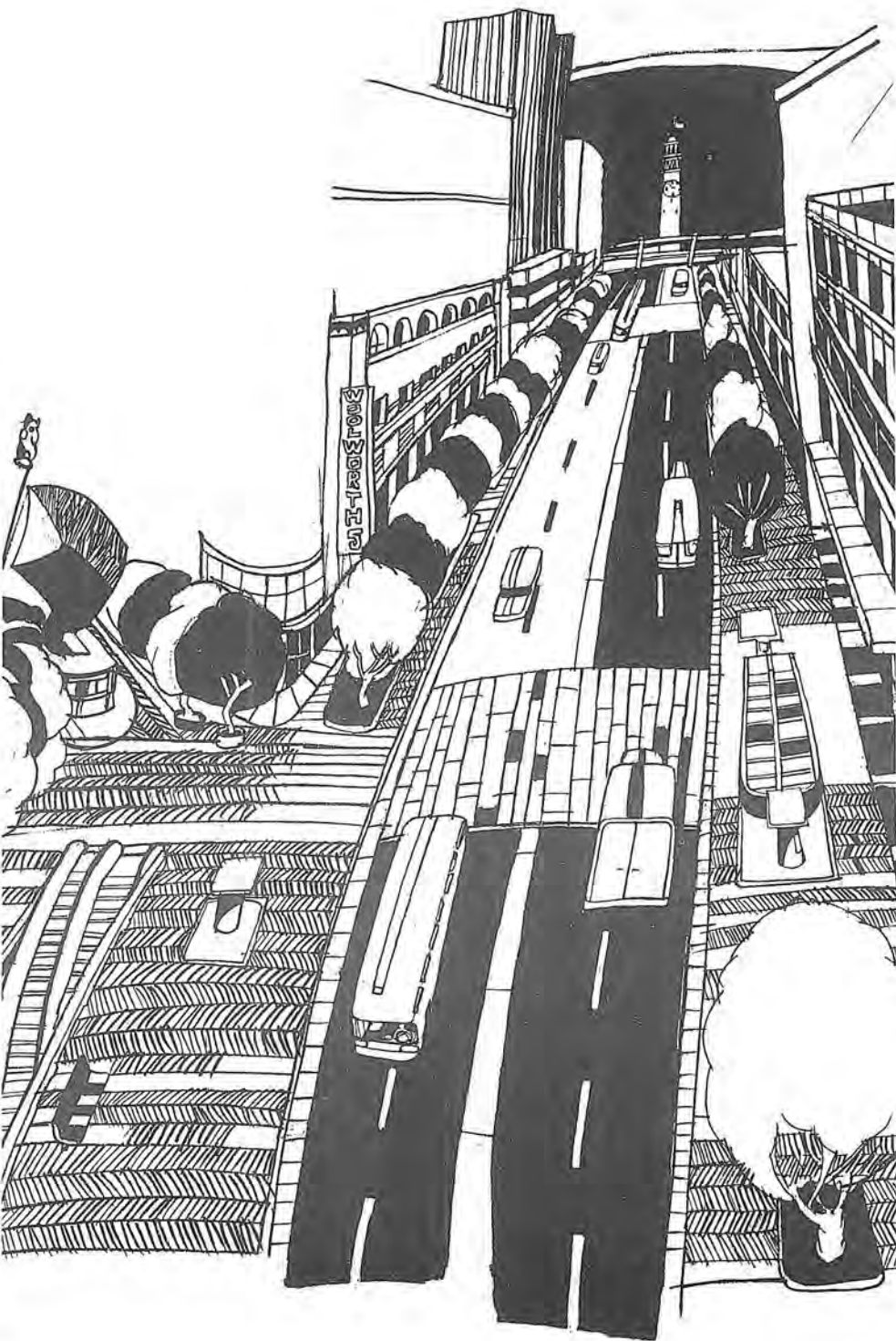
minorities—availability of and accessibility to employment centers, housing opportunities and recreation will be improved markedly. Many will no longer depend solely upon the auto with its costly insurance, maintenance and purchase requirements. BART planners long before the successful 1962 referendum acknowledged and underlined this social planning component. The import of locating station sites in low-income neighborhoods was recognized then as it has been recognized more recently in national commentary on problems of "the ghetto."

The non-white clearly needs mobility: for some, the freedom to move out of ghetto life on a daily basis; for others, on a lifetime basis; for all, ultimately, a choice between the two.

Elderly persons with fixed incomes and children excluded from driving privileges are similarly isolated from the "majority" community by the automobile culture. There are also the many health-minded commuters who will discard their autos for bicycles when BART stations begin receiving patrons.

BART stations at 16th and 24th Streets in the Mission District of San Francisco, plus BART's Fruitvale and Union City stations across the Bay, are within easy walking distance of major residential centers of Spanish-speaking minorities. The Montgomery Street Station in downtown San Francisco is three blocks from Chinatown, whose residents refer to it as "our station." BART trains will penetrate the West Oakland, South Berkeley and East Oakland "flatlands" of the East Bay, where Negro ghetto neighborhoods are within easy walking or bus-feeder distance of several BART stations. The Bay Area's large American Indian minority enclaves in the Mission District and south along

See BART on Page 11





# BART

Continued from Page 10

BART's Alameda County line are also close in to the social and geographic mobility offered by BART stations.

Governmental centers are identified with individual BART stations. City halls and county seats historically remote from each other now will be merely minutes away by BART trains which should shrink the psychological and chauvinistic distances prevalent in any metropolitan area. The regional Federal center in San Francisco adjoins State and municipal office buildings within hailing distance of the Civic Center Station on Market Street. State offices are also located in the vicinities of the Lake Merritt and central Berkeley BART stations. Oakland's 12th Street Station is a few steps away from City Hall, while Alameda County government operates from offices two and three blocks away from the BART turnstiles under the BART administration building planned at the Lake Merritt Station site. The civic centers of several other BART-served communities are similarly well-placed in proximity to BART.

## The Student Choice

Educational centers, previously accessible only by auto or by intricate and time-consuming bus travel, also are strategically located close to BART facilities. The University of California at Berkeley is the largest, but huge junior college student populations in San Francisco and Oakland will attend campuses immediately adjacent to the Balboa Park and Lake Merritt Stations. Two high-enrollment State College campuses, in San Francisco and in Hayward, are within a mile of BART stations. The "regional" U. C. Extension Center in San Francisco is only three blocks from two local transit subway stations to be built by BART on upper Market Street. Mills College in Oakland and the San Francisco College for Women, two prominent women's institutions of higher learning, are within easy "feeder-bus" range of BART.

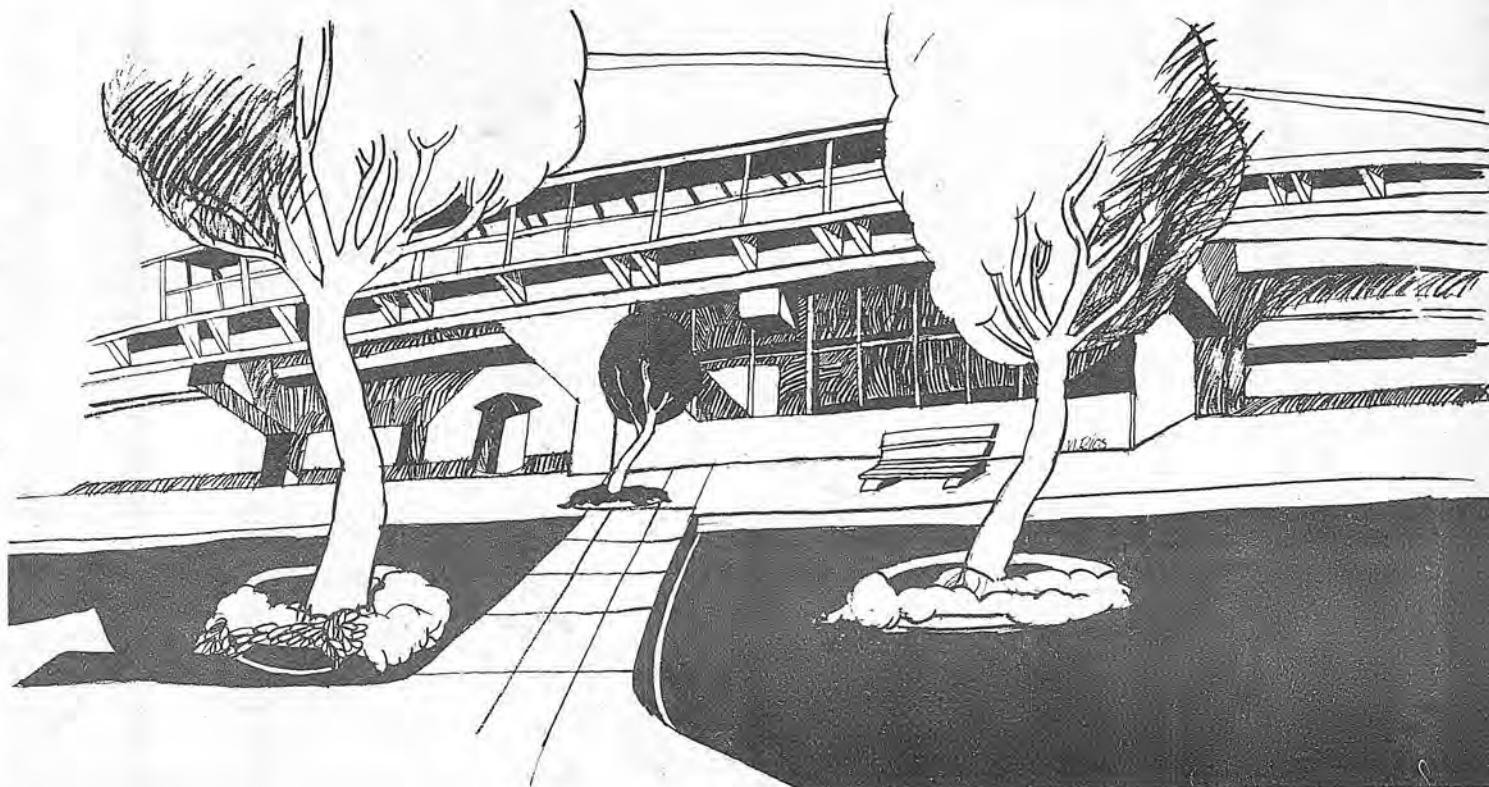
This accessibility to sources of training and learning is of particular value to those caught in the net of stagnation and immobility in the ghetto.

## The Diversion Potential

Recreational and cultural opportunities are similarly made available and accessible with the advent of BART. Being physically present in previously unknown neighborhoods constitutes a major step in creating the higher levels of expectations leading to social and economic status. "Travel is broadening" states the case succinctly. The value of all elements of a regional community being able to see and experience the extraordinarily diverse neighborhoods to be served by BART cannot be underestimated.

The Secretary of the U. S. Department of Housing & Urban Development six months ago reminded the nation that,

"A transit system has to be more than vehicles and tracks. There are



also social dimensions and political dimensions. A forward-looking transportation system can inject new economic vitality into a failing and deteriorating isolated area. It can be the means of directing and encouraging new and untapped areas of metropolitan growth. In short, it can give the city a new image for urban design."

The 1957 legislation creating the Bay Area Rapid Transit District did not phrase the task of BART in such broad terms. Technically, the objective of the District is to alleviate traffic congestions, minimize the need for massive freeways and establish a "balanced" transportation network.

But clearly, forces for sound metropolitan development recognize more in rapid transit than a mere offset to the automobile culture.

Among the other concerns are those expressed by Professor Toynbee in his classicist's search for symmetry, by the Woods Hole conference endorsing central-city high densities, and in the writings of thoughtful humanists the world over. These components—esthetic considerations for the region—were discussed in a recent letter to BART from the general secretary of the Europe dominated international federation of transit systems:

"We have had a memorable occasion visiting BART and we return impressed with the technical advances portrayed in the installations and equipment. We are also impressed by the effort not only to provide an efficient and reliable instrument of transportation of a very high standard, but to build a facility of which the structures and design will enhance the city, contributing to the general harmony and beauty of the area, and in this you are obviously successful. These are the qualities which will, I think, make your system a model for other cities for many years to come."

## Tomorrow's BART

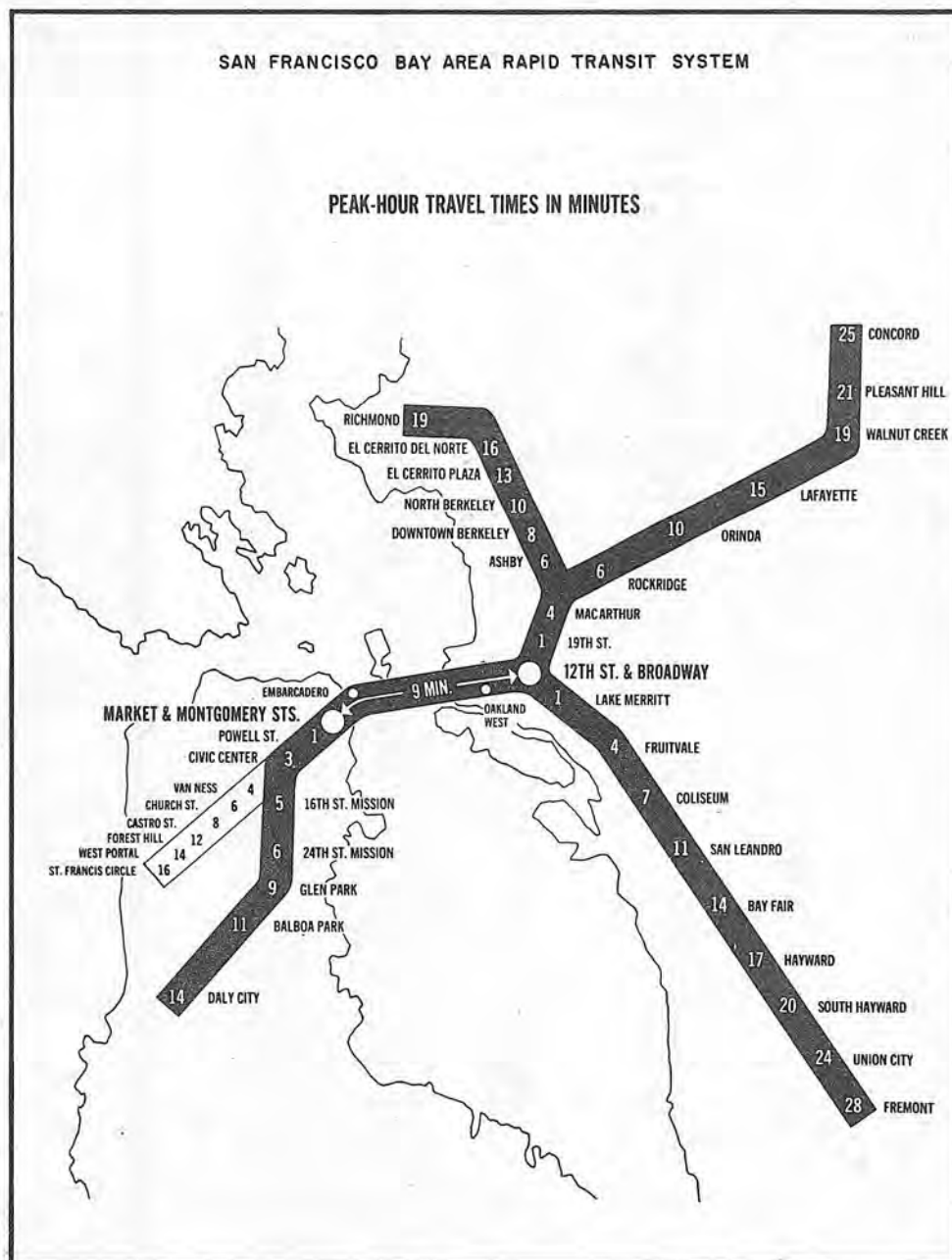
Bay Area leaders are deeply involved in discussions of regional transportation needs, regional approaches to land use controls and other aspects of regional handling of regional problems. The issues of transportation policies are in particular ferment as communities not now embraced by the BART system reach out for a more "balanced" pattern of transport than has previously been available.

BART's initial extensions into other communities may occur within the present three-county region. Or they may be to the north, under or over the historic straits of the Golden Gate. Or they may be to the south, into the populous commuter areas and industrial zones of the San Francisco Peninsula. Or all the several corridors may develop simultaneously. By the mid-point of the next century, if not sooner, the capacity of the Trans-Bay Tube itself will probably be reached—creating pressure for extra bay crossings for rapid transit using technology not now known to man.

For the next four years, however, the BART system is being planted in 75 miles of territory which, up to now, has experienced the good and the bad byproducts of an automobile civilization. With the "balancing" of transit and the auto, the unhealthy trend toward more decentralized communities of man—each isolated from each other—will have been halted.

### Tackle BART Aid

A bill—AB 255—introduced by Assemblyman Don Mulford, R., would allow the use of certain tax monies now employed for state highway purposes in Alameda, Contra Costa and San Francisco counties to make up the difference in what is needed to complete the Bay Area Rapid Transit system. An emergency letter allowing the legislature to consider the bill has been signed by Lt. Governor Robert Finch.



TRAVEL TIMES on the future San Francisco Bay Area Rapid Transit system are shown in this diagram, which reflects the latest complete information on exact route locations, average station "dwell times," and anticipated electrical propulsion performance. The diagram is oriented toward the region's major job centers in downtown San Francisco and Oakland. It also shows the improved passenger service contemplated for the street-car subway extension to the St. Francis Circle area of San Francisco. BART trains will be scheduled as frequently as every 90 seconds during peak hours. They will travel at top speeds of 80 miles an hour, and at average speeds—including stops—of nearly 50 miles an hour. Individual station stops will range from 8 to 20 seconds in length.



# Santa Rosa Is Moving Toward Full Work Load

By RUSS SWANSON and  
BOB WAGNON

Although the weather is beautiful and the sun is shining, most of what anyone is doing is fishing, as the contractors just haven't gotten started yet.

Our work outlook in and around Santa Rosa is still looking up. Bragato Paving just got another job, which is the one million dollar plus highway 12 extension going through Santa Rosa. Not only do they have this job, they also have the River Road job which is also a large job, plus all the dirt work on highway 101 through the town of Santa Rosa. We know when this company goes back to work it should help our 'out of work' list tremendously. We are hoping by the time this newspaper comes out, we will have a good share of our members working; weather permitting.

In the past month there have been several new contracts awarded. Wise & McGinty were successful bidders on the Petaluma Hill road job. This will help the brothers who were working for them when the rains came last winter, and will also help the many people traveling to and from the Sonoma State College, which at certain times of the year becomes quite populated. Also, another bid let within the last month was the Bennett Valley road job which was awarded to Huntington Brothers from Napa.

These jobs will be starting around the first of May. Again we say, weather permitting. There is a bee-hive of activity around our Sonoma State College. Christianson & Foster were the successful bidders on the new library building. They already have one building going up at the present time and this was the latest contract. It gives them more than two and one half million dollars worth of work at the college site.

The Arthur B. Siri Co. was successful bidder on the Fulton Road job. This should get part of their men back to work as they already have the Rohnert Park expressway job going and will be starting the new job in the very near future. Green & Hyers are doing the race track extension at the Fairgrounds, which will allow the ponies to run a little further this year at the fair. Since they will be running a mile now the men will have a chance to spend a little of what they are now earning fixing the track.

Our Napa County area is real light on work. About all there is to report this year is the strong healthy grape crop, but not a whole lot of construction work. Although previous reports indicated a lot of money (approximately 15 million dollars) was to be spent at the Silverado Golf & Country Club project, it appears now as if our tight money situation has caused the developers to decide to wait a while. So, all in all we can report a pretty slow 1968 for Napa County, at least from the outlook at the present time.

The outlook for Lake County doesn't look too bad for 1968. We reported earlier on a good job at Newport Keys at Clearlake Highlands for this year and it is still in the bidding stage. This job will consist of a keys, plus grading, paving, lot development and underground work. After talking to the developer we find this will be around a 2½ million dollar development. Hope for some good

news regarding this to convey to you by the next writing.

The Raymond Murphy Company have their engineering crew busy laying out the next two units in the Riviera, over by Konocti Harbor. This work should be let in the very near future.

Reliance Enterprises have at last got their water-line job at Nice started. This job was bid back in December, but there was some tie-up on money. Everything looks rosy now.

Absco Paving Co. picked up a small job at Upper Lake. This should be starting any time now.

Further up the country in Mendocino County, the Brooktrails job has really started off nice. Ebert-Spartan Co. have a good crew of engineers working on the underground, and will be putting a second crew to work very shortly. Thomas Constr. Co. have started their road excavation job and if the sun keeps shining this should be a good one throughout 1968. Thriangel Engineering have about finished up their clearing on this project and will be moving out, but Joe LaMalfa and Earl Parker Co. will be coming in to do the grading and paving on the streets as soon as Thomas can get enough out ahead so they can get a start.

Further up the country on 101 our two big highway jobs are just starting back to work. The Guy F. Atkinson Co. is bringing in one 15 yard Dart Loader and a 12 yard cat loader. These are new to this area, but we know we have capable men to run them. They are going to use 80 yard dart trucks and these loaders to do a portion of the excavation on the job this year.

Our rock plants throughout the area are just getting started again. As most of this work is digging

out of rivers, they have to wait until some of the water goes down in the spring to be able to begin. They anticipate a good year. P. S. A word of caution! If you do not re-register on the 'out of work' list between the 76th and 85th day, your name will be deleted from the list. Remember your safety rule: A-lways, B-e, C-areful.

We are anticipating a fairly good working season for the Santa Rosa-Ukiah district, but as of this writing it seems the contracts are just not being let as quickly as hoped. The out-of-work list is long and we sure could use some of the forthcoming contracts at the present time.

The largest job we have in this area is the Guy F. Atkinson job at Cummings on Highway 101. At present they are employing, on a two shift basis, around 90 Engineers. However, since this is the year they will be moving most of the dirt, it will drop down to more or less a finish job next year.

Just below this, on the Morrison-Knudsen job it has already gone into a finish spread, and certainly isn't helping our out-of-work list nearly as much as it did last year. But, all in all, Mendocino County is by far the largest work area of the four counties in the Santa Rosa district, at least for now.

The Brooktrails Development job at Willits got off to a pretty good start this spring, but due to the late rains, they have been running into water problems, better known as MUD!

Absco Paving from Ukiah have set up a new (used) hot plant at Longvale. The smoke flew for a few days while they were making hot mix for the State and County, but at this time they don't have too much on order so the

new (used) hot plant needs some more to do or it will be on a temporary vacation. However, it has created work for Arthur B. Siri's men on the portable crusher. They are crushing materials at the Longvale site at the present time and as soon as they finish there they will be going to Shelter Cove and on to Kelseyville. This crushing plant moves considerably throughout the year.

Our Lake County area, which has been real light the past few years, has a little brighter outlook, especially on development work. Our Newport Keys job at Clear Lake Highlands has hit a snag over easement rights. We are hoping this situation will be cleared up in the near future as we certainly can use the work in that area.

Further down in Lake County just north of Middletown, Boise Cascade Development Co. are working up a design for a big development project there. Pitcher Drilling Co. is core drilling for a dam site while Raymond Murphy Associates are doing the engineering. It has been said that they will begin the dam this year plus 23 miles of streets and roads. This project will eventually have an 18 hole golf course, shopping center, and housing development. Also included in the planning is an air strip. We are hoping this job will eventually get under way this year. Right now all we can say is time will tell.

On June 5th, 1968, there is to be a highway job between Middletown and Lower Lake, let by the State. Also on this day, the State highway job between St. Helena and Calistoga is to be let in Napa County. Napa County is real light on work at the present time. In fact, of the four counties in Dis-

trict 10, it is presently the lightest on work. In Sonoma County, which is usually the hub of activity, we have numerous small jobs but nothing of real consequence except Bragato Paving's freeway jobs, and they are slow in getting started.

Granite Construction Co. were successful bidders on the interceptor sewer line at Glen Ellen. This bid was \$266,000, which should provide work for a few of the brothers in that area. But, as of this writing, there is no activity on this new project. Our plants and shops are not real busy this year as they depend on construction to provide them with work. Berglund Tractor Co., in both their shops in Willits and Napa, are just about holding even. At Remco Hydraulics in Willits, they have been forced to cut back. However, after speaking with management, we feel assured the situation will change as they are continually bidding for new work.

The Kaiser Co., who bought out Windsor Sand and Gravel holdings, have completely rebuilt their plant 2 operations and now all they have to do is get the contracts, as they have the facilities for making rock. Also another news flash from the Kaiser Company is that they will be starting to put in their new 6000 pound standard hot plant at the Redwood Redi-mix location on College Ave. right away. This will be strictly a push-button air conditioned plant. Since we know that our people work long and hard this will surely be greatly appreciated.

The first national political convention in the United States was held in 1831 by the short-lived Anti-Mason Party.



CHAMPIONS ALL were these members of the International Union of Steam Engineers, Local 59, when they won the Building Trades Championship in 1908. Shown standing (l. to r.) are James Kingston, Business Agent; James Mulford, Grover Braddock, Joe Hathrup, Rube Corrie, George Hood, Young Jenkins. Sitting (l. to r.) George Lovely, J. Mirchdante, Kent Braddock, Ernest Adge and Bill Jenkins, Recording Secretary. This picture was taken 10 years after

Local 59 was chartered. Local 59 would later become Hoisting & Portable Engineers, finally evolving into Local Union No. 3, International Union of Operating Engineers. Brother Grover Braddock, who furnished the picture and information, tells us that as far as he knows, "I am the only living member in the picture." Brother Braddock is retired and currently resides in Oakland, California.



Obituaries

Name — City	Local Social Security No.	Register	Deceased
Billebault, L. E. .... 3	346964		5/16/68
Sophie—Wife	SS# 571-07-3284		
Box 44			
Live Oak, Calif.			
Chapin, Frank W. .... 3	473768		5/9/68
Margaret—Wife	SS# 561-07-9460		
213 Carmelo Lane			
So. San Francisco, Calif.			
Davies, Ray W. .... 3	147723		5/6/68
Ray Davies, Jr.—Son	SS# 545-12-5781		
2428 Browning St.			
Berkeley, Calif.			
Davis, Ernest .... 3D	1181887		UNK
1464 Alton St.	SS# 564-44-2440		
Box 21			
Selma, Calif.			
Davis, Merle, Sr. .... 3	685101		5/9/68
Jennie—Wife	SS# 519-01-3489		
Box 21			
Laverkin, Utah			
Fox, John .... 3	1107439		5/15/68
Barbara—Wife	SS# 516-44-9593		
1035 Franzell			
Red Bluff, Calif.			
Gillespie, Wm. .... 3	294995		5/1/68
LaRee—Wife	SS# 555-14-5028		
Box 21			
St. George, Utah			
Gish, Roy .... 3	408048		5/24/68
Alta—Wife	SS# 503-07-7503		
2298 So. First St.			
San Jose, Calif.			
Houston, Willis .... 3	361250		5/8/68
Dorothy—Wife	SS# 449-12-2772		
1701 Spring Gulch Rd.			
Anderson, Calif.			
Livermore, Lew. .... 3	334548		5/15/68
Iola—Wife	SS# 552-01-9094		
476 Ohleyer Rd.			
Yuba City, Calif.			
Lucas, Joe .... 3	465895		5/25/68
Rosalie—Wife	SS# 554-24-7316		
3483 Golden Gate Way			
Lafayette, Calif.			
Madru, George .... 3	509774		5/23/68
Christina—Wife	SS# 567-12-6198		
325 Peninsula Ave.			
San Francisco, Calif.			
McCue, Harland J. .... 3	622773		5/20/68
RosaLee—Wife	SS# 536-05-3643		
476 Brown Ave.			
Yuba City, Calif.			
Nelson, LeRoy .... 3R	1225975		5/1/68
Elaine—Wife	SS# 564-54-6035		
3270 Stingy Lane			
Anderson, Calif.			
Odell, William A. .... 3	307659		4/8/68
Laura—Wife	SS# 431-01-6193		
Red River, New Mexico			
Olsen, Charles .... 3	1137652		5/6/68
Jacqueline—Wife	SS# 527-40-1617		
P. O. Box 315			
Arcata, Calif.			
Paul, Wilmer .... 3	754190		UNK
June—Wife	SS# 546-16-7002		
21 Palm Ave.			
Healdsburg, Calif.			
Talley, Alton .... 3	1121835		5/16/68
Odessa—Wife	SS# 525-07-6573		
1459 Yuba Ave.			
San Pablo, Calif.			
Wehunt, Edward .... 3	509865		5/20/68
Minnie—Wife	SS# 560-07-7900		
6192 Happy Way			
Marysville, Calif.			
71 Deceased Members March through May 1968			
2 Deceased due to Industrial Accidents			

Logging Picture Brighter

Japanese firms have entered the log purchasing industry in Humboldt County and at least four different log storage and shipping points are in operation. Storage yards are being leased or purchased and unloading, scaling, sorting and shipping facilities are being installed. New logging and trucking operations in second growth redwoods have started.

Apprentice Job Starts

By GAIL BISHOP, JOE HAMERNICK, MONT PARKER, JACK EVANS and BUD JACOBSEN

The Apprentice Program in Nevada is picking up considerably with the coming of good weather. Several of the outfits in Northern Nevada have been ordering a number of first period Apprentices.

The Nevada State Apprenticeship Contest will be held May 31 and June 1. Ed Aweeka, the "Outstanding Apprentice" for Northern Nevada, will be participating.

The work in the eastern part of Nevada has finally leveled off. Bing & Meyers Construction Company have signed a Union Agreement. They are building the Wild Horse Dam approximately 70 miles north of Elko, Nevada. The Dam is a concrete structure calling for about 11,000 yards of concrete.

The Morrison-Knudsen Company will use a 36 inch and a 54 inch conveyor-belt to move the 2½ million yards of gravel over Highway 40, the Railroad track, and the Humboldt River. They are now in the process of assembling the belt. This job will employ about seven Engineers.

Charles T. Parker Company is working one shift on their job west of Wells, Nevada. There are some indications they will start a second shift in the near future. Brother Tom Gallagher was recently appointed Steward on this job. The Operating Engineers are continuing to picket Earl Manley Company, Inc., on his small Dam job, north of Elko, Nevada. Brothers Matt Peltzer and Don Jirak are carrying the picket signs at the present time.

The work in the Reno area is starting to pick up since an extremely slow start. A section of the Reno-Carson City Freeway is scheduled to be bid in June, 1968. This should be about a three million dollar job. Also structures for Interstate 80 through Reno are scheduled to be bid during the month of July.

The Reno area has realized a dream come true with the completion of the Wells Avenue overpass and the completion of the Ring Road. Both of these jobs have relieved a traffic bottleneck. They were completed well ahead of schedule.

The dark soot roaring out of the stacks at the Anaconda Acid Plant looks very good after 7½ months of idleness due to the Copper Strike.

All of the Brothers would like to take this opportunity to thank Local #3 for their assistance in securing jobs for them during the strike. Some Brothers, however, did not return. Brothers Pryor, Watts and Schafer are back on the job.

As new faces show up on the job we are signing them up as Local #3 members.

Most of the snow is gone at the Lake area and some of the Contractors are moving in to start the summer season. The Del Webb Corporation is building a new addition on the present Hotel Sahara at South Shore, on the Nevada side. This building will consist of an eight story separate addition which will have 224 rooms. There will be a 300,000 gallon swimming pool between the new hotel

STEWARDS SPOTLIGHT

J.B.Jennings



JOB STEWARD C. K. Steidham, a member of Local #3 for 13 years talks over the work situation with Marion Van Huse (left) and Orville Hanson, heavy duty mechanics on the Darkenwold Pumping Plant near Coalinga. There are about 12 brothers employed on the project.

SAFETY COMMITTEEMEN APPOINTED

Week Ending May 17, 1968			Week Ending May 31, 1968		
Dist.	Name	Agent	Dist.	Name	Agent
4	Rodney Collins	R. Cooper	5	Donald Frost	K. Green
4	T. J. Crawford	R. Cooper	5	Kenneth Walkingstick	K. Green
4	Dale Foster	R. Cooper	5	Lynn C. Williams	K. Green
4	Bill Salisbury	R. Cooper	7	Harry Brandt	L. Austin
7	Ralph Tompkins	L. Barnes	7	Lee Custer	L. Barnes
Week Ending May 24, 1968			7	Walt Eagleman	L. Austin
Dist.	Name	Agent	7	William A. Nelson	L. Austin
1B	Walt F. Lange	B. Raney	7	W. R. Reed	L. Barnes
3	T. E. Douglass	W. Talbot	7	Delmar Wagner	L. Barnes
3	C. A. Louderbaugh	W. Talbot	7	Melvin Yonker	L. Austin
5	George Fink	B. Relford	12	V. A. Grubbs	J. Thornton
5	Glen Harmon	B. Relford	Week Ending June 7, 1968		
5	Charles Jones	K. Green	Dist.	Name	Agent
5	Ora Jump	K. Green	1	Billy Inman	G. Baker
5	Denton Law	K. Green	2	Henry Cambra	A. Cellini
5	Riley M. Merriott	B. Relford	2	Donald D. Michael	A. Cellini
5	Robert Naffziger	K. Green	3	Ed Stephenson	A. McNamara
5	Carney Price	K. Green	7	Jim Maddox	L. Barnes
5	Larry Waters	K. Green	7	Roger Monkus	L. Austin
5	Gardner Younger	B. Relford	Week Ending May 31, 1968		
12	Ira J. Whitney	I. Neeley	Dist.	Name	Agent
12	Thomas Sutherland	J. Thornton	1E	Pedro S. N. Rojas	T. Sapp
Week Ending May 24, 1968			1B	Louie Brosi	K. Green
Dist.	Name	Agent	5	Andrew Deblieck	K. Green
1D	Kakuichi Kuwada	B. H. Nakano	5	Oscar E. Johnson	K. Green
1D	Sadao Tachibana	B. H. Nakano	7	Charles Bowen	L. Barnes
4	Bill Lund	R. Cooper	7	Bud Burnett	L. Austin
4	Jack Collins	R. Cooper	7	James Cross	L. Austin
4	H. E. Lutzow	R. Cooper	7	Wes Kinney	L. Barnes
7	Norman Yocum	Lou Barnes	7	Merrill McCarthy	L. Austin
10	William DeSpain	R. Swanson	7	Frank Neel	L. Austin
10	Macatee Ingraham	R. Wagnon	7	Earl Pettis	L. Barnes
Week Ending May 24, 1968			12	Boyd M. Louder	J. Thornton
Dist.	Name	Agent	Week Ending June 7, 1968		
1	Marion L. Monn	G. Baker	Dist.	Name	Agent
1B	Donald Pimentel	E. R. Bell	1	M. Harland	G. Baker
2	Henry Church	J. Allgood	1	J. W. Waddington	G. Baker
2	Tommy L. Winnett	J. Allgood	1B	John F. Grosshans	E. R. Bell
3	Jack G. Elmore	W. Talbot	2	B. C. Douglas	T. Carter
3	Rex Melton	W. Talbot	2	Roger Heilman	A. Cellini
5	James Barnett	B. Relford	2	Robert T. Lewis	A. Cellini
5	Warren Bryan	K. Green	2	James Norris	R. Mayfield
5	Dillard Hensley	B. Relford	2	L. T. Sherouse	R. Mayfield
5	Arthur McCarter	B. Relford	2	Harold Yancey	A. Cellini
5	Leonard Palmatier	K. Green	3	Herman New	W. Talbot
5	Walter Schmitz	K. Green	3	E. W. Patterson	A. McNamara
5	Don Shanahan	K. Green	3	George Ray	W. Talbot
5	Harold C. Smith	B. Relford	4	B. M. Markovich	P. Durnford
5	Rollon Stidham	B. Relford	7	Robert Mills	L. Austin
8	Terry Gietzen	H. Eppler	7	Wendell L. Moore	L. Austin
8	Lyle Jaynes	H. Eppler	7	Mark Pendergrass	L. Austin
12	Dave Lord	I. J. Neeley	7	Dave Russell	L. Barnes
12	Daniel C. Storper	J. Thornton	7	George Williams	L. Austin

JOB STEWARDS APPOINTED

Week Ending May 17, 1968			Week Ending May 31, 1968		
Dist.	Name	Agent	Dist.	Name	Agent
1D	Kakuichi Kuwada	B. H. Nakano	1E	Pedro S. N. Rojas	T. Sapp
1D	Sadao Tachibana	B. H. Nakano	1B	Louie Brosi	K. Green
4	Bill Lund	R. Cooper	5	Andrew Deblieck	K. Green
4	Jack Collins	R. Cooper	5	Oscar E. Johnson	K. Green
4	H. E. Lutzow	R. Cooper	7	Charles Bowen	L. Barnes
7	Norman Yocum	Lou Barnes	7	Bud Burnett	L. Austin
10	William DeSpain	R. Swanson	7	James Cross	L. Austin
10	Macatee Ingraham	R. Wagnon	7	Wes Kinney	L. Barnes
Week Ending May 24, 1968			7	Merrill McCarthy	L. Austin
Dist.	Name	Agent	7	Frank Neel	L. Austin
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1B	Donald Pimentel	E. R. Bell	12	Boyd M. Louder	J. Thornton
2	Henry Church	J. Allgood	Week Ending June 7, 1968		
2	Tommy L. Winnett	J. Allgood	Dist.	Name	Agent
3	Jack G. Elmore	W. Talbot	1	M. Harland	G. Baker
3	Rex Melton	W. Talbot	1	J. W. Waddington	G. Baker
5	James Barnett	B. Relford	1B	John F. Grosshans	E. R. Bell
5	Warren Bryan	K. Green	2	B. C. Douglas	T. Carter
5	Dillard Hensley	B. Relford	2	Roger Heilman	A. Cellini
5	Arthur McCarter	B. Relford	2	Robert T. Lewis	A. Cellini
5	Leonard Palmatier	K. Green	2	James Norris	R. Mayfield
5	Walter Schmitz	K. Green	2	L. T. Sherouse	R. Mayfield
5	Don Shanahan	K. Green	2	Harold Yancey	A. Cellini
5	Harold C. Smith	B. Relford	3	Herman New	W. Talbot
5	Rollon Stidham	B. Relford	3	E. W. Patterson	A. McNamara
8	Terry Gietzen	H. Eppler	3	George Ray	W. Talbot
8	Lyle Jaynes	H. Eppler	4	B. M. Markovich	P. Durnford
12	Dave Lord	I. J. Neeley	7	Robert Mills	L. Austin
12	Daniel C. Storper	J. Thornton	7	Wendell L. Moore	L. Austin

and the existing hotel. We have a good Brother Glenn W. Smith, who is doing the excavating. The cost of this building will be \$3-,800,000, and will employ about 10 Engineers.

Work has also started on the Thomas Regan Memorial Beach at Tahoe. The Martin Brothers are the Contractors. Brother Mike Howard and Brother Paul Anderson will be two of the main Engineers on this project.

Gebhardt Construction Company from Truckee, California, is building a new underpass at Incline Village, Nevada, for I. C.

Deal Investments. The cost of this project will be \$50,000. They will employ five Engineers for about six weeks.

Delzer Construction Company from Sacramento, California, have moved back to the Lake Tahoe area. They will start up where they left off last fall. They will employ about 20 Engineers all summer until the snow falls this winter.

We still have a lot of good Brothers out of work, but with nice weather coming the work load looks good, and the "out of work list" will be getting smaller every day.



# Yuba City Awaits New Freeway Construction

By HAROLD HUSTON, W. R. WEEKS, DAN CARPENTER and DOUG FARLEY

Construction of a \$3.7 million freeway section from Butte House Road to Lomo Crossing is expected to begin in January 1969. Plans are expected to be completed in October. The other section of the Onstott freeway, from Barry Road to Colusa Highway, will not be constructed for about eight years. It is expected to cost around \$4 million.

## FUNDS DELAYED

Financing of the Butte House section had been expected during the 1966-67 year, but construction of the new 2.3 million Sutter Causeway bridge delayed financing. The new freeway will cross over Butte House Road and then go underneath the proposed Queens Avenue crossing. It will then come up to about three feet above the current roadway and continue to Lomo Crossing.

Although there are no funds available to cross or eliminate Lomo Crossing, a new alignment and lanes will be constructed. In addition to the traffic lanes, two truck stop lanes will be added at the dangerous crossing in addition to gates at the railroad tracks.

## AVOID LOMO

In the future, around 1973-4 the freeway will avoid the Lomo Crossing by running to Paseo Road west of Live Oak, then east of Gridley to the Thermalito afterbay. It will extend parallel to the afterbay to a point above Chico. Four lanes will be constructed at first although a six-lane freeway is planned. Queens Ave. and Butte House Road also will be four lanes past the freeway. All of the exposed areas of the freeway will be landscaped and the depressed areas will have pumps to pump water into the Gilsizer Drainage District.

In describing the southern portion on the Onstott freeway (from Barry Road to Colusa Highway) the freeway will be depressed from Franklin Avenue to Colusa Highway. (Under present plans the Rib Restaurant located at the southern corner of Colusa Highway and Onstott Road, will be demolished to make way for an on ramp to the freeway when the second portion of the freeway is constructed.)

The final design hasn't been started on that part of the freeway. Some of the businesses along the route will definitely be affected. The state is spending about 3.5 million for right-of-way in the area particularly along the west side. The freeway will eventually connect with the completed section at Butte House Road and in the future, will probably be four lanes up to and past Chico.

## BID DATE ON BEALE ROAD JOB

The Yuba County Board of Supervisors scheduled bid opening for April 22nd on the widening project for North Beale Road at Hammon Road. In the meantime, at the request of Road Commissioner, a special board committee will go over the road department budget to make sure that there will be enough cash on hand to pay for the job. The board also was informed that

pending completion of the project, California Highway Patrol officers frequently assess the traffic situation and will direct traffic when necessary in critical situations.

The specifications call for an alternate bid for the electrical work in connection with the project to widen the intersection for turning lanes and three way traffic signals.

Supervisors suggested that the problem of funds is the perennial one of cash flow in the road department budget and that there is time before letting the contract to assure that the already-budgeted funds are available and still allow time to get started on the project in mid-June or early July.

## NEW BRIDGE NEAR BUTTE CITY

A narrow timber bridge on Highway 162 two miles east of Butte City will be replaced with a wider reinforced concrete span by the State Division of Highways in a project scheduled to begin this summer. The bridge crosses the Sacramento River overflow area. Bids, advertised recently will be opened April 24th on the \$100,000 job, according to officials at the Marysville district office.

The project will eliminate abrupt curves at the existing approaches. The new bridge will be wider than the existing structure. Construction is expected to take about four months and traffic will be routed around the work by a detour while the job is in progress.

## YUBA CITY COUNCIL POSTPONES VOTE ON 2.5 MILLION SEWER BONDS

A scheduled June 4 election on a proposed 2.5 million bond issued for sewer improvements in Yuba City was called off by the city council. Councilman Henry Lamson said more time is needed for discussions on sewer rates for industrial users—mainly Del Monte Packing Corporation and Green Giant Co.—and said the deadline to put the vote on the primary election ballot can't be met. The council could call a special election between the primary election and the general election in November. A notification of 60 days is required before a vote can be added to a primary or general election.

The state has ordered the city to take steps to eliminate city odor problem at the sewer ponds in the Feather River bottoms or to suffer the effects of a cease and desist order.

**FUTURE PLANS**—The proposal calls for future construction of a new primary treatment facility south of Yuba City, with sewage ponds located on the east side of the Feather River in the general vicinity of the Linda County Water District sewage ponding area.

The new sewage treatment plant would handle the waste from the city's canning plants and the sewage from the southern part of the city. The plant would include a "roughing filter" system for primary treatment, in addition to from 40 to 60 acres of sewage ponds. The project would require the construction of a trunk sewer line from the vicinity of Wilbur and Del Monte



OFFICERS OPERATING ENGINEERS LOCAL UNION NO. 3 pose for official photograph at the San Francisco Headquarters of the union. Shown sitting (l. to r.) are A. J. "Buck" Hope, Financial Secretary and District #1 Representative; International Vice President and Business Manager

Al Clem; T. J. "Tommy" Stapleton, Recording-Corresponding Secretary; Back row (l. to r.) Paul Edgecombe, President; Dale Marr, Vice President and Director of Safety; and Don Kinchloe, Treasurer and Special Representative.

avenues to a new site near the levee south of the city. The new system would be designed to eliminate the overloading on the existing treatment facility and ponds, thus eliminating as much as possible of the odor problem. The existing plant load would be cut by about two-fifths of the present demands. The ponding site on the east side of the river is proposed because of its remoteness from developed areas and because of the availability of land. Also the possibility of leasing sewer pond land, rather than paying about \$120,000 for ponds is also under study. It has been pointed out to the council that future state requirements may call for the elimination of river bottom disposal.

The project will require the construction of a pump station to move sewage from the south part of the city to the new plant, and will require piping under the river.

**ESTIMATED COST**—The estimated cost of the project, not including the purchase of additional ponds is set at \$2,110,000. It is estimated an entire cost of the project in the vicinity of 2.5 million. The program proposed would be a "stage-type" development of a primary treatment facility. If required, the city could develop a secondary treatment system in conjunction with the project scheduled. The sewer trunk line from the city to the new plant could be located along the levee around the edge of Sutter County Airport. Another line proposal, which would provide a more central line for lateral connection could run down Garden Highway, along Winship Road and south toward the plant on Railroad Avenue.

## SLOUGH STUDIES PROGRESSING

Studies on the proposed reclamation of the Simmerly-Jack Slough area are nearing completion and the project should be ready to submit to Congress for authorization this summer, ac-

cording to a U. S. Army Corps of Engineers spokesman. The project would protect about 5,000 acres of land from the flood waters of the Yuba and Feather Rivers in the slough area north of Marysville.

It would involve construction of about four miles of levee at a cost of about \$3 million. The federal government would pay about half the cost of construction and the remainder would be paid by state, county and other interests. Property owners in the slough area have proposed forming a reclamation district which would finance the maintenance cost of the project, estimated at \$17,000 per year.

## OROVILLE DAM RECREATION AREAS

The Loafer Creek boat ramp under the construction supervision of the Department of Harbors and Water Crafts is being built by Spence Robinson Construction Co. of Gridley, California at a cost of \$147,000. This will be a public use recreation ramp on the southeast side of Lake Oroville.

The boat ramp will be 100 feet wide with a 45' paved strip 800 feet in length starting at the 900 foot elevation and ending at the 810 foot elevation point.

Completion is expected during June, but it is doubtful launching can be done this year due to the water level of the lake. At this time an additional 70 feet of water is needed to make boat launching a possibility. Also at the site there is a six acre parking lot for cars and trailers. Eventually picnic tables and barbecue stoves will be set up at the site.

Over on the main dam recreation area, the eight lane boat launch ramp has been completed, with the parking areas in the process of being graded and paved.

The state hopes to open Lake Oroville to boating by July 1 of this year. At the present time spillway boat ramp extends into the water level at the lake, which

is at the 751 foot elevation mark and is continuing to rise slowly.

Over at the forebay, the south recreation facility of Tres Vias Road near the Thermalito power plant is now open on a daily basis. Boating in the south forebay is restricted to power craft, while sailboats, canoes, and other "gliding" boats are restricted to the north area.

Work is to begin immediately on the north forebay recreation area, being supervised by the state office of Architecture and Construction. The estimated cost of this project will be \$152,000 recently being signed into law. The work is to be completed before July 1 of this year. Included in the project are paving of roads in the recreation area, including a parking lot for 100 cars and boat trailers and a second lot for 200 cars in the day use picnic area. Also two lifeguard towers will be constructed on the beach with the placement of 50 picnic tables, 25 barbecue stoves, construction of 15 shade romudes to protect 30 of the picnic tables.

In addition, 280 shade trees and two to four acres of turf for play area will be planted. There also will be a temporary water system and temporary dressing rooms constructed at the north site.

The area will also be manned by a staff of eight, including three lifeguards, three park aides, and two park rangers.

Lewis-Nicholson have started their realignment job on the Oroville Quincy road and are at the present time working two shifts.

The boys working on this job are extra wide awake due to the abundant rattlesnakes. It seems that due to Lake Oroville waters raising it washed the little wiggly reptiles up on the steep shore line and into the hills surrounding the lake. Reports are coming in every day of regular contacts with them.

Otherwise the work situation in this area is very slow with not too good an outlook for the immediate future.



# SWAP SHOP CORNER: Free Want Ads for Engineers

## FOR SALE

**CLEAR LAKE OAKS COTTAGE**—For sale. Ideal for summer home or retirement. Large living area with full fireplace; all electric modern kitchen; beautiful view overlooking lake; fully enclosed porch; two bedrooms. Owner will finance. Don Kinchloe. Ph. 837-7418.

**D2 5U SERIES**, 7 ft. dozer, 50 in. gauge, 16 in. pads, 300 hrs. since overhaul, engine and clutch. Extra rollers. Runs real good. 916/357-2591. Curt Flowers, Rt. 2, Box 5400, Anderson, Calif. Reg. No. 731140. 4-1.

**FORD TRACTOR** (Anderson) with overdrive. "A" frame with 2-in. Bar and five heavy Standards for lawn seedbed soil preparation. Attachments. Fine toothed cultivator. Disc. Harrow-leveler. H. W. Schellin. Reg. No. 494946. 19073 Carlton Ave., Castro Valley, Calif. Phone 582-4698. 4-1.

**WELDERS**, 2 Lincolns 300 Amps. Elec. driven. Excellent condition with leads \$350 each. Will trade for small trailer, car or pick-up. Al Blevins. Reg. No. 630673. 12872 N. Jackson Rd., Lodi, California, Stockton 931-2605. 4-1.

**3 1/4 ACRES** level land on Freeway 80, 5 miles north of Roseville. Ideal Home sites. Near Sierra College on sewer line. Write to Dave Hanny, 2115 W. Hearn Ave., Santa Rosa, Calif. 95401. Reg. No. 284751. 4-1.

**FOR SALE** or trade, International Dump Truck, 3 axle, 10 wheeler. For sale, truck tires, 825x20, 900x20, 10:00x20, \$5 and up each. William Mulhair, 97 Southridge Way, Daly City 94014. Reg. No. 1157905. 4-1.

**A NICE** retirement in the mountains at 111 East D Street in Tehachapi, Calif. A walk in deal, all furnished, 1 bedroom home, one block from downtown. Furnished apartment in back. Nice redwood fence, new refrigerator, new wall to wall carpets, built in laundry room with washer and dryer. New piano. Glassed in sleeping porch with 2 beds. Turn the cover down and be at home all for \$10,000. Noel Wingfield, 3410 West Daisy Drive, Fresno, Calif. 266-4302. Reg. No. 796798. 4-1.

**1956 VOLKSWAGEN** with 1961 Engine, fair condition. Trade for 1956 Ford Pickup or 1957 Chevrolet Pickup. Engine, transmission and paint unimportant. Narrowed Chevrolet rear end with Oldsmobile axles. Machine work by Henry's. Will fit Anglia and Austin. Sell \$60.00 or trade for tools. Jim Bowman, Jr., 24900 Santa Clara St., Apt. 20, Hayward. Phone 415-785-2851. Reg. No. 1243036. 4-1.

**1960 ELDORADO** Cadillac. Has bucket seats, all power. Copper tone color and white vinyl top. Good condition, \$795. Bobby G. Cooper, 29302 Avenue 13 1/2, Madera, Calif. 93637. Reg. No. 1058389. 4-1.

**CLEVELAND** Trencher No. 92. Good condition. Digs trenches up to 4 1/2 feet. 18 to 20 inches wide. Wheel type. Terms if desired. Write W. C. Huckfeldt, P. O. Box 7, Nice, Calif., or call 274-4496. Reg. No. 603325. 1-4.

**JOHN DEERE** 840 tractor and Hancock Scraper, 7 yards, in good running condition, \$4,750. Jess E. Vanmeter, 408 Sonoma Lane, Rohnert Park, Calif. 94928. Phone 795-6251. Reg. No. 1163221. 4-1.

**24 ft. CABIN** Cruiser, Ford Interceptor 170 H.P., Jet propelled, Fisher Radio 95, Plus Zieman 2 axle trailer, electric brakes, winch, std. automotive tires. Call for other details. Total price \$4,500. Boat separate \$4,000. D. E. "Pat" Patrick, 276-2291. Reg. No. 696732. 4-1.

**ONE AND ONE HALF** acre beautiful pine covered level, private paved road entrance, 4000 ft. elevation, near Silver Park Lake, El Dorado County. No assessments. Terms or trade. Phone 687-7324. Roscoe Pounds, 2050-31 Monument Blvd., Pleasant Hill, Calif. Reg. No. 367255. 94523. 4-1.

**2-14A DOZERS**, 1-WH yd. Ripper TD24 Dozer, Let. K30 Rip, 125 LeRo Comp., Boom truck, 250 A. Lin Weld Everything \$35,000. Joshua Bassi, P.O. Box 732, Placerville, Calif. Phone 916-522-0723. Reg. No. 346961. 4-1.

**CUSTOM**, split level home. All electric modern, 3 bedrooms, 2 baths, large recreation room plus a hobby room. Outstanding fireplace \$33,000. H. C. Wayne, 815 Second Avenue, Pinole, 758-0527. Reg. No. 322432. 4-1.

**SEAMAN** Pulvi-Mixer with 471 Diesel \$5,500. Austin-Western Grade w/Dozer & snow plow \$5,000. Ford 9N Tractor w/rototiller, scraper, auger, cultivator, mower and rake \$950. Like new truck assemblies and screed for 847A Barber Green finisher \$500. Dictaphone & Transcriber \$100. Fred Hodgson, 916-991-3098. Elverta, Calif. Reg. No. 791480. 4-1.

**1965 NOMAD** self contained camping trailer, 18 ft. very good condition. New tires. Gas operated (propane or butane), refrigerator, stove and lights. Sleeps six adults. Call 235-0663. Shower and toilet facilities \$2,000. Wayne E. McBride, 861 15th St., Richmond 94801. Reg. No. 374915. 4-1.

**WANTED:** Fuel injection pump for Model A-1 Cummins Diesel Engine. T. R. Tenney, 2311 E. 3000 So., Salt Lake City, Utah 84109. Reg. No. 1128348. 4-1.

**GREAT DANES** - Blues and Blacks, A.K.C. Sired by German Import. Available April 9. Contact R. A. Epprecht, 33 Montecito Rd., Woodside, Calif. 94062. Reg. No. 889001. 4-1.

**8 FT. HYDRAULIC** Alaskan Camper, used very little, in excellent condition, like new. Has double bed, canvas bunk, butane stove and tank, large water tank, sink, ice box, wardrobe, ample storage, \$1,000 cash firm. Write Lewis M. Hardy, Box 143, Aromas, Calif. 05004, or call at 320 Carpenteria Road and Rose Avenue, Aromas. Reg. No. 242681. 4-1.

**1955 INT. DUMP** Truck, good shape. 1959 Int. Cab & Chassis, just overhauled. Good rubber. 687-7053. Wayne M. Staaleson, 1143 Gilly Lane, Concord 94520. 4-1.

**TRAILER** (Schult) Eastern built, 8'x42', 2 bedrooms. New furnace. Newly carpeted throughout, cooler, bath with shower, well insulated. Immaculate. \$2,900. Robert E. Smith, Ponderosa Mobile Estates, Pollock Pines, Calif. 644-1380. Reg. No. 260105. 4-1.

**R. A. FISCHER & CO.** Electro therapy machine. Surging and constant sinusoidal, surging and constant galvanic. Not used since re-conditioned. Patrick Linn, 6132 Main Ave., Orangevale, Calif. 95662. Reg. No. 324319. 4-1.

**14 FOOT BOAT** and trailer, 25 horse. Evinrude motor \$285. 24 inch Huffy Riding Lawn Mower, \$75.00. Jim Daigh, 2328 Orleans Drive, Pinole, Calif. 94564. 415/758-0765. Reg. No. 0394870. 4-1.

**WANTED:** Tile Saw. W. J. Foster, 434 East Walnut Ave., Visalia, Calif. 93277. Reg. No. 760666. 4-1.

**FOR SALE** or Equity Trade. Lovely year round cabin in Redwoods, Santa Cruz Mountains, near Felton. 2 bedrooms, furnished. Summer rental income \$100 per week. C. Sloey, 282 Jayne Ave., Oakland, 451-6358. Reg. No. 736632. 4-1.

**TRADE**, buy or sell. Have 24 foot cabin boat. Want Loader, Dump Truck. Call AN 1-2315. J. Don Long, 3141 Herritt Ave., Oakland, Calif. Reg. No. 0997607. 4-1.

**FOR SALE:** C.P. lot in Santa Monica, 7500 sq. feet. Near hospital. Ideal for small business or Drs. office. Price \$60,000.00. Write Harry Mathwig, P.O. Box 95603. Reg. No. 408096. 4-1.

**1963 CHEVROLET** V-8 5-6 Yard Dump. 9:00 Tires, 5 speed, 2 speed, 8 ton 3 axle International Trailer, \$3,500. Vern Serpa, 25900 Fairview Ave., Hayward, Calif. Phone 537-2207 after 6:00 p.m. Reg. No. 1199170. 4-1.

**SALE** or Trade for 1/2 ton truck, 1963 Rambler Classic. Two new National first line tires, new battery. Partial new paneled upholstery. Engine needs work \$375.00 or trade. R. E. Pepperline, 14016 SP Ave, San Pablo, Calif. 235-7435. Reg. No. 1305721. 4-1.

**UNIQUE**, very comfortable home, two bedroom, livingroom with hearthstone fireplace and gas furnace, kitchen with all electric builtins, large lot 70 feet by 145 feet, two blocks to schools in the scenic, tall pine, high country of Pollock Pines, Cal. John R. Gordon, 1444 Carson Rd., Placerville, Cal. 95667. Ph. 916-622-6010. Reg. #1178100. 4-1.

**EX-LARGE 100 FEET** BY 200 plus feet, level, premium building lot with fabulous view of Echo Summit and the American River gorge, for sale, in nature's wonderland, Pollock Pines, Calif. John R. Gordon, 1444 Carson Rd., Placerville, Calif. 95667. Ph. 916-622-6010. Reg. #1178100. 4-1.

**NOVA 1966** Chevrolet 6 Nova II—radio, heater—automatic transmission—manual brakes and steering—low mileage—clean—in very good shape—call 837-7418. Danville, Don Kinchloe. Reg. #329145. 4-1.

**BUCKET** John Deere 440 Crawler with rippers, \$3800. 45 ACRES, approx., heavily wooded, year-round ponds, 2 houses, 2 new wells—on improved country road, near boy scout camp, school bus, \$38,000. Terms. J. Hollinger, P.O. Box 889, Willits, Calif. Reg. #1216304. 4-1.

**SCUBA GEAR** FOR SALE. Air tank, regulator, spear gun. Complete, \$65. Eugene Wagner, 518 Henry St., Vallejo, Cal., Phone 707-642-3780. Reg. #454246. 4-1.

**1956 COOK BROS.** 15 yard End Dump Trailer, \$1,700 or make offer. Two 1-acre lots, 6 miles out of Belen, N. M. \$1,600 for both. Harry Gales, Rt. 2, Box 31, Morgan Hill, Calif. 95037. Reg. #841528. 4-1.

**FORD 4000** diesel tractor with Hydraulic tilt scraper, loader, 14' backhoe, 12", 18" and 36" buckets. 1958 International 1 1/2 ton dump truck. Buhl 4 wheel tilt trailer, hydraulic brakes. Septic Tank truck, vac. pump. Sell all together or separately. Fred Weber, Rt. 1, Box 271, Suisun, Calif. Phone 425-4151. Reg. #750554. 4-1.

**1961 THREE BEDROOM** expando trailer, 15x37. Wall to wall carpets, air conditioner, furnished, 10x33 canvas awning, \$1,500, my equity, take over payments of \$88.13. Ted Crain, Plymouth, Calif. Phone 209-245-3388. Reg. #1171783. 4-1.

**LAKE FRONTAGE**, one acre, own pier, in Goodwin Lake below Tullock Dam. Paved road good for trailer, cabin, or retirement home. Good fishing, 5 miles past Knights Ferry, \$4800. Terms. A. McConnell, 737 W. Center St., Manteca, Calif. 95336. Phone 823-3734. Reg. #688887. 4-1.

**COMPLETE SAW MILL.** Diesel power circular with top saw. Two stamp gold mill. Alexander Moorehead, Box 458, Fort Jones, Calif. 96632. Phone 468-2441. Reg. #324039. 4-1.

**PASTURE** 80 A.—irrigated permanent. 2 wells—30 hp 8" elec. pump—3/4 hp pump on domestic well. Plenty of water for irrigation. Corrales, good fence. Lone Tree Rd. \$47,000. 3 bedrooms, 2 baths. Many closets—drapes—living room carpeted. Front yard sprinkler system. Fruit trees 14x18 storage bldg. Close to school and store. 1 1/2 blks. off freeway. \$14,500. Herman C. Shields, 823 Nelson Ave., Oroville, Calif. Reg. #863930. 4-1.

**3 BEDROOM HOUSE:** 10 acres, five miles south of Lockford, 2 car garage. Other out buildings. Cheap water. J. N. Boatman, 12767 N. Hibbard Rd., Lodi, Cal. Phone 931-0817. Reg. #766410. 4-1.

**2 BEDROOM HOME,** hardwood floors, drapes, butane tank, carport, garage, on approx. 1/2 acre. \$13,000. Daryl Vose, P.O. Box 177, Plymouth, Calif. 95669. Phone 209-245-6972. Reg. #1219723. 4-1.

**CAMERON PARK:** beautiful level lot east of Sacramento on Hwy. 50. Owner will finance, or discount for \$8. Phone 415-233-0471 or write F. L. Surginer, 1424 Pine Avenue, San Pablo, Calif. 94606. Reg. #1027666. 4-1.

**PHOTO RAPID COPYING MACHINE,** \$40. Mansfield Slide Projected, \$25. Photo Trix Recorder, \$35. H. W. Keeler, 2281 Second St., Napa, Calif. 94558. Phone 224-2207. Reg. #429149. 4-1.

**TWO HARVESTERS.** 1 Massey Harris 92. 1 Case 150. In good shape, extra parts also. \$3,200. Louis Climer, 835 N. Scott Rd., Merced, Calif. 95340. Phone 209-722-8467. Reg. #387573. 4-1.

**2.46 ACRES** subdivided, level, fenced, ditch water. Good location, 5 minutes to downtown Fresno. \$8,750. J. W. Crump, Box 852, Paradise, Cal. 95969. Reg. #657630. 4-1.

**GALLION ROLLER** 3 to 5 ton. Also Meyer Snowplow complete—made for Dodge power wagon. Excellent condition. Priced reasonable. Phone 583-4661 or write Robert L. White, Box 1167, Tahoe City, Calif. 95730. Reg. #1208523. 4-1.

**METRO VAN,** 1963 Sno Cone Truck. Ready to go. Holding tanks, hot and cold water, also waste. C. Peterson, 26794 New Dobbie Ave., Hayward, Cal. 9412. Phone 582-3498. Reg. #826873. 4-1.

**TWO BEDROOM HOUSE** remodeled and painted. Attached garage and workshop. 50x150' lot. Also large 80x30 garage industrially wired. rents for \$650/mo. \$9,800 with \$1,200 down. Merrill Galenski, 4436 Lewis Ave., Eureka, Calif. Phone 443-8935. Reg. #1087691. 4-1.

**1956 SAFEWAY** 8x29 one bedroom trailerhouse, price \$1,000. Stan Stacher, Rt. 1, Box 66 A, Sp. 2, Byron, Cal. 94514, or call 415/634-3731. Reg. #1142867. 4-1.

**MAYFLOWER MOBILE HOME** 8'x40'. Custom built. New Condition. Two Bedroom. Full metal awning, carpeted throughout, partly furnished. A. G. Sanders. Phone 415/582-1156. Reg. #592939. 4-1.

**LODGE OR HOME,** 20x40. Livingroom Fireplace, 3 bedrooms, electric kitchen, bath. Large room for dormitory. Garage. 5 acres, \$22,500. Ed Walker, P.O. Box 67, Pollock Pines, Calif. Reg. #868752. 5-1.

**FOR SALE**—Business with gross of over \$18,000 to include the following equipment: 1 Ford Cab over & Tilt Trailer, 1 Cleveland Trencher #110, 1 Ford Tractor Angle Dozer Blade, all clear; spare motor for digger (overhauled). Mr. Armas F. Sahlman, 1516 Scenic Drive, Modesto, Calif. 95350. Reg. #549365. 5-1.

**MOBILE HOME** — 10x50 Plymouth, awning and cooler, \$3,000. Call 415-658-8970; eves. 527-3833. Lyle Engel, 1236 Hale Drive, Concord, Calif. Reg. #553019. 5-1.

**HALF ACRE**—Geiger Grade area in Reno, Nevada. 1964 Marlette Mobile Home, 2 bedrooms, 1 1/2 baths, 10' wide, fenced yard, lawn and shrubbery and trees; building in rear of trailer has utility and recreation rooms. Good well water and city water too. F.P. \$12,500. Write or phone George Aubin, 12600 Kivett Lane, Reno, Nevada 89502. Phone 849-0719. Reg. #1189086. 5-1.

**TRUCK MOUNTED HY-HOE BACK HOE**—Model 380 with 2 buckets and ripper tooth. For sale or trade for small back-hoe. R. E. Pearl, 19615 Forest Ave., Castro Valley. Phone 538-3152 after 5 p.m. Reg. #1088533. 5-1.

**20.3 FT. DORSETT CRUISER**—Sleeps 4, galley, head, 100 h.p. Mercury, tilt-bed portage trailer. Best offer. Phone 794-2511. David Cameron, 29280 N. Cameron Rd., Galt, Calif. 95632. Reg. #1175285. 5-1.

**1964 310 CASE ANGLE DOZER**—Six-way tilt, completely majored, no hrs.; \$3900 or trade for loader. Ray Ferraris, 1020 Crystal Springs Rd., San Bruno, Calif. 415-588-8637. Reg. #841471. 5-1.

**FOR SALE**—20 H.P. Sea King, '67 model. Used 30 hours. \$349. R. LaMay, 55 Fairfax St., Apt. 11, San Rafael. 456-5072. Reg. #841534. 5-1.

**D4 CAT DOZER**, heavy duty. Excellent condition. Call 793-3841. Eugene Lacey, 4987 Dowling Ave., Fremont, Calif. Reg. #369816. 5-1.

**NEW CUSTOM RUSTIC HOME**—2 bedrooms, 2 baths, all electric, large stone fireplace, paneled walls, beam ceilings, full basement, 2 1/2 car garage and shop, paved streets. P.G.&E. water, covered decks, \$26,500. 3 1/4 Cal-Vet, 3 miles above Twain Harte. Richard R. Owings, Star Route, Box 1115, Sonoma, California 95370. Reg. # 987250. Phone 209-586-3860.

**WELL DRILLING ROTARY RIG** for Sale—Runs good, 7 bits, 500 ft. drill pipe, pipe trailer, pipe racks. Write or call for information, will send colored pictures upon request. Charles W. Criswell, 240 North "A" St. Phone 686-5520. Tulare, California 93274. Reg. # 918845. Priced to sell, \$4,500. 6-1.

**FOR SALE**, wooded half acre near Arnold, Calif., 3 miles south of Calaveras Big Tree Park, off Hiway 4, close to ski lift and golf course and clubhouse. Dave Creekmore, 404 Dondee Way, Pacifica, Calif. 94044. Ph. 415-359-1501. Reg. # 698477. 6-1.

**1 MODEL G U 8 Skagit Double Drum** Hoist, \$2,500. Powered with OXC5 Hercules engine, in good shape; one 1965 GMC 302 ten wheel flatbed, \$1,850.

**1 WINCH CRUISE**, complete with roller for rolling slopes and erosion work, unit in good condition. \$4,500, can finance. William Dorresteyn, 6105 Orchard Ave., Richmond, Calif. 94804. Phone 234-8118. Reg. # 313299. 6-1.

**PLACER GOLD MINE**—About 60 acres, Sierra County, \$12,000 with 1/4 down. W. W. Whitman, 5852 Green Glen Way, Sacramento, California 95842. Tel. 332-6111. Reg. # 381862. 6-1.

**FOR SALE:** Fifty ton hydraulic jack, Simpson electric Analyzer, 750 v. Amprobe, other voltmeters, etc. Francis M. Hobbs, 3333 Mayfair Dr., Sacramento, Calif. 958285. Ph. (916) 483-1811.

**CHRIS CRAFT** Holiday 16 ft. 1963, like new, 107 hours, all extras and factory trailer. \$3,800. Lloyd J. Morrison, 1773 Lake St., San Mateo, phone 345-7498. Reg. # 924959. 6-1.

**WATER TRUCK:** International, 4,000 gallon Chev. 6 cyl. auxiliary eng. on pump. All air controlled sprays. Perfect condition, ready for work. Bob Branaugh, 21483 Orange Avenue, Castro Valley, Calif. 94546. Phone 415/537-9826. Reg. # 854587. 6-1.

**TWO 10 ACRE** parcels near San Antonio dam. One on Hunter Liggett highway. Both have county road access. Deer, quail on property. School bus and electricity. \$8,500 each or \$16,000 for both. Phone 805/472-2226. John Jardine, Star Route, Bradley 93426. Reg. # 1175046. 6-1.

**ONE ACRE LOT**, private lakes, paved roads, water and power to lot, below snow line, 35 minutes from Fresno on Hiway 49. Near Bass Lake and Yosemite. J. A. Pruden, 7300 Ione Ct., Dublin, Cal. 828-2786. Reg. # 1226068. 6-1.

**NEARLY NEW** 1966 Excel trailer, self-contained 16 1/2 ft., with easy lift, other extras, must sell reasonable. Albert Sousa, 427 Groveways, Hayward, 581-2275. Reg. # 1087695. 6-1.

**26-FT. TROJAN BOAT**, ship to shore radio, depth finder; in very good condition, 285 hours on motor; 10 ft. 3 in. beam. \$4,500 or best offer. Overton C. Paslay, 984 Via Montalvo, Livermore, Cal. 94550. Reg. # 760673. 6-1.

**CLEAR LAKE**, 3 miles from Lakeport, two lots, 80x100 each. Includes ownership in boat ramp. \$6,000 for both, terms. 782-6664. Donald R. Redick, Reg. # 1071034. 6-1.

**CLEARLAKE HIGHLANDS**, two bedroom cabin, two 50x100 ft. lots, \$11,800 or best offer. Extra lot has new septic tank with elec. and water avail. Will sell separately. \$1,300. 457-8048. George Stryker, 3668 56th St., Sacramento 95820. Reg. # 1115488. 6-1.

# Personal Notes

## REDDING

Brother Troy Manger Jr. from the bay area was in Redding visiting the Brothers and trying to catch a few fish at Lake Shasta.

Our deepest sympathy to the family and many friends of our late Brothers—Leroy Nelson and Willis Houston. Brother Nelson was an Apprentice; Brother Houston was a Welder.

## SANTA ROSA

We want to make a special thank you to Brother Reginald Miller, who recently donated blood to the Operating Engineers blood bank.

Our deepest sympathies are extended to the family and friends of Brother Sid Medicas, who died recently. And we want to take this time to commend Baxman Gravel for honoring Sid's memory by closing the plant.

Until next time, remember safety begins at home. This statement might be brought closer into focus by the recent accident of Brother Stan Kisor, steward at Remco, who while riding his son's bicycle managed to break his leg. This will put Stan out of commission for about two months.

## STOCKTON-MODESTO

Brother Dale Clifford had a relapse while he was confined to Dameron Hospital, but at this time he is steadily improving.

Other Brothers who were either hospitalized or under a doctor's care this past month are Thomas Spiller, Oscar Medalen and Louie P. Burks.

## SAN JOSE

Our best wishes for a speedy recovery to Brother Carl Perry, who is confined in San Jose Hospital, and to Brother Lloyd Guthrie, who is confined in Kaiser Hospital.

We would like to take this opportunity to thank Brothers Bob Sandow and Bill Dalton for their donations to the blood bank.

George Azevedo and a group of Engineers gave a barbecue dinner for Brother Martin Keeble, who is retiring.

Brother G. L. (Lynn) Moore has retired as Business Representative in the San Jose office. He will be missed by his many friends in the Operating Engineers and we wish the best to him in his well earned years of retirement.

## SAN RAFAEL

Our deepest sympathy to the family of our late Brother Frank Crawley, who passed away on April 23rd. He was injured in an automobile accident near Napa. Frank worked for several years at Hutchinson Quarry. He will be sadly missed.

Best wishes to the following brothers who have been hospitalized: Frank Whitmire at Hillcrest Hospital in Petaluma, Ray Schunk at Marin General Hospital, but now at home.

In last month's issue of the Engineers News, Bro. Ray Schunk's son was shown in Vietnam. Since that article appeared, Bro. Ray informs us that his son Dennis received wounds and is now back at home and convalescing nicely. He was at Oak Knoll, then transferred to Treasure Island for treatment.

Thanks to Bro. Duane Hope for his blood donation.

## SACRAMENTO

We would like to offer our best wishes to Brother Earl Williams, who is recovering from major surgery in the Sutter Memorial Hospital.

We would like to express our sympathies to the families and friends of Brothers John Bertelli, who was killed in an automobile accident, and also Brother Guido Del Buchia, who passed away in a local hospital due to lung cancer.

The Sacramento district blood bank needs your donations. For further information call the Sacramento Office (457-5795).

**FIVE ROOM BUNGALOW**, one acre, double garage, one frame bldg. 10x18, one block bldg. 10x30. Grapes, berries, fruit, garden, ample water, elect. phone. 26 Canyon Road, Grass Valley. \$10,500, furnished. Write Daniel McYeever, Box 307, Cedar Ridge, Cal. Reg. # 403010. 6-1.

**FOR SALE:** Camper, "Empire," fits Chevrolet or GMC pickup 1961 through 1966, 6 1/2 ft. long, 6 ft. wide, 14 in. high over cab; white aluminum, wood paneling inside, roof vent, insulated, louvered windows, clearance lights. Good condition. \$325. Daniel Quadros, 15 Corte de la Canada, Martinez, California 94553. 228-4848. Reg. # 983010.

**60X100 FT. LOT**, minutes from three ski tows, accessible plowed roads all winter. Lot No. 90, Plavada Woodlands. Will handle with reasonable down. Frank P. Bianchi, P.O. Box 991, Concord, Reg. # 6683457. 6-1.

## Union Car Insurance

The AFL-CIO in New Jersey has asked an insurance company to design a low-cost group plan for some 500,000 members in that state. If the plan, first



MEETINGS SCHEDULE	
All Meetings at 8 P.M. except Honolulu, 6 P.M.	
1968—Schedule of Meetings Dates	
SEMI-ANNUAL MEETINGS	
San Francisco—Saturday, July 13	
DISTRICT MEETINGS	
JULY	
San Francisco—Wed., July 10	
Eureka—Tuesday, July 16	
Redding—Wednesday, July 17	
Oroville—Thursday, July 18	
Honolulu—Wednesday, July 24	
AUGUST	
San Jose—Thursday, Aug. 1	
Sacramento—Tuesday, Aug. 6	
Oakland—Thursday, Aug. 8	
Stockton—Tuesday, Aug. 13	
SEPTEMBER	
Fresno—Tuesday, Sept. 10	
Ukiah—Thursday, Sept. 12	
Salt Lake City—Friday, Sept. 13	
Reno—Saturday, Sept. 14	
OCTOBER	
San Francisco—Wednesday, Oct. 2	
Eureka—Tuesday, Oct. 8	
Redding—Wednesday, Oct. 9	
Marysville—Thursday, Oct. 10	
Honolulu—Wednesday, Oct. 16	

Meeting Place Addresses
Hawaii Technical School, 1175 Manono St., Hilo.
Veterans Memorial Building, 1351 Bennett Ave., Santa Rosa.
1958 W. North Temple, Salt Lake City.
Labor Temple, 16th and Capp, San Francisco.
YWCA Community Rm., 1040 Richard Street, Honolulu.
Engineers Building, 2806 Broad- way, Eureka.
Musicians Building, 120 W. Taylor, Reno.
Engineers Building, 2626 N. California, Stockton.
Engineers Building, 100 Lake Blvd., Redding.
C. E. L. & T. Building, 2525 Stockton Blvd., Stockton.
Labor Temple, 2315 Valdez St., Oakland.
Prospectors Village Motel, Oro- ville.
Engineers Building, 3121 Olive St., Fresno.
The Panciteria Far East Cafe, Marine Drive, Tamuning, Guam.
Labor Temple, 2102 Almaden Road, San Jose.

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

Early Work Peak In Redding Area

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By LAKE AUSTIN and  
LOU BARNES

Work in the southern area of District #7 seems to be reaching the peak of employment early this season. Many of the jobs are working long hours and one job has already started two shifts. There is two major jobs to be let later in the year provided the money is still available.

Hughes and Ladd Construction job near Peanut is increasing the number of Operating Engineers on the payroll and it looks like this project will be a full season work. The cat and can spread are being manned on a two shift operating and at this writing the checks are a welcome sight after a long winter.

W. E. Baker and W. Jaxon Baker (J. V.) job at Coffee Creek has a medium size cat and can spread working on the rock cut and some of the work is testing the skill of the operators. Later in the year the rubber tired spread will move in to do the long haul part of the dirt. Linderman and sons are on the bridge structures. This road job is a big improvement on the highway systems in that part of the country.

Rivers-Wesco is almost finished with the dirt moving on the canal job near Gerber and the trimmer and liner spread is starting to be moved in on the project. The big dragline was on a two shift operation but it has been cut back to a single shift. It will take time to assemble the equipment before the finished canal can be started, but once it gets going it should provide full employment for the Brothers working on this job.

Purtzer and Dutton's syphon part of the canal seems to be rolling along in good shape now that the railroad realignment is behind them. This employer worked every day possible during the wet winter months and it looks like it's going to pay off for them now.

W. Jaxon Baker hiway #36 project is ready to be sold to the state. It has been a good job for many of the Operating Engineers working for this employer even though it was an off and on job. The Brothers have been working on

this job and the bigger job on hiway #44 in Redding. The Redding job has the paving to be done on it and it will be completed, however there is still some good looking checks to be made.

A. Teichert Construction has a good number of the Brothers working on various small jobs in the Redding area and were the low bidders on the Enterprise water system. We're hopeful that this employer can keep their crew working all season.

The rock, sand and gravel plants haven't been doing as good as what was hoped for this year — but with the new bridge over the Sacramento River and the new auditorium complex we hope that this part of the construction industry will get back to level of business that they are use to. With these jobs, the Brothers that have

stayed with these plants can get back in the steadier paychecks.

The crane rental business is still very slow as with the underground work, however both of these businesses have an excellent chance of getting quite a lot of work later on this year.

The Peter Kiewit Sons' project on the Anderson grade ten miles north of Yreka are beginning to move a little rock now and have started the second shift on all of the dirt spread. We now have 71 Brothers working and a possibility of a few more in the future. The maintenance department are working 3 shifts. Due to the short time limit on this project the company will have to use everything in the dirt moving business including belt loaders and also a payhauler spread with a ten yard Michigan Loader.

Dillingham Corporation have started 3 shifts on the slipform pouring the columns on the first bridge. They are working 2 shifts on the drilling and hope to run approximately 60 days. On this basis these two structures involve three million dollars of concrete and approaches.

A. A. Baxter Corporation at Grenada are in full swing with approximately 30 Brothers working at present. This project is 21.8 miles in length with some very rough and rocky terrain to go thru. This project has 280 working days to completion—they are working 1 shift but because of the short time limit we suspect that they will have to go long hours or go two shifts.

Vinnell Corporation working on the Box Canyon Dam have the

Continued on Page 5

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