

# ENGINEERS NEWS

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



GUAM, WHERE AMERICA'S DAY BEGINS

STATE OF HAWAII, THE 50TH STATE

NORTHERN CALIFORNIA, THE GOLDEN STATE

NORTHERN NEVADA, THE SILVER STATE

UTAH, THE BEEHIVE STATE, HEART OF THE ROCKIES

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SAN FRANCISCO, CALIFORNIA

151

July, 1966

## Trustees Amend Pension

### Utah Gains Benefit Under Plus 65 Plan

The Board of Trustees in a meeting held in Salt Lake City, June 10, approved a Plus 65 benefit, effective July 1 for all eligible claimants entitled to Medicare.

The benefit will provide a \$5,000 major medical maximum for covered medical charges on a 75-25 per cent co-insurance basis after a \$50 a calendar year deductible. The covered medical charges payable within the co-insurance factor are: The first \$40 of hospital expense incurred during a "spell of illness," \$10 per day from the 61st to the 90th day of hospitalization, charges incurred for the first three pints of blood while confined to a hospital during a "spell of illness," semi-private board and room charges and other reasonable hospital charges incurred after the 90th day and effective January 1, 1967, \$5 per day from the 21st to 100th day of confinement in an approved nursing home, provided the confinement follows a hospital confinement of at least three days.

#### INCLUDES DRUGS

The benefit also includes reasonable and necessary out-of-hospital prescriptions, the first \$20 of outpatient hospital diagnostic expense incurred during each 20 day period, reasonable and necessary charges incurred for the service of a private registered nurse, the first \$50 plus 20 per cent of charges incurred in excess of \$50 for services of physician and surgeon, dental surgery or treatment of fractured jaw by a dental surgeon, non-hospital charges for diagnostic X-rays, laboratory tests and other diagnostic tests, radium and radioactive isotope therapy, ambulance service and psychiatric treatment while confined to a hospital.

Under the new program, no benefits are payable with respect to expenses incurred for routine checkups, immunization, eyeglasses, hearing aid or examinations, orthopedic shoes, routine dental care, dental prosthetics, custodial care, those resulting from injury or illness arising out of, in the course of, employment, elective cosmetic surgery or those resulting from pregnancy.

Those charges received outside the United States or Canada after being absent in excess of 60 days are not payable, nor is medical care or services which are paid under any group pro-

—Continued on Page 2

WAGE  
AGREEMENTS  
ON PAGES  
8 and 9

### 48 Per Cent of Eligible Workers To Receive Added Future Credit

The Board of Trustees, Operating Engineers Local No. 3, in an unprecedented move, voted June 17 in San Francisco to provide additional benefits for members participating in the Pension Trust Fund. The amendment became effective Jan. 1.

Al Clem, business manager, said the amendment will provide covered employees less than 60 years of age with a one and one quarter Future Service Credit if they work 1,750 hours a year. If over 60 years of age, Brothers will be provided the same benefit if they work 1,500 hours or more in a calendar year. The amendment was made effective Jan. 1, 1966.

The Trustees reviewed the proposal whereby Engineers could receive the additional benefit, and analyzed the number and percentage of active Engineers with at least one year pension credit who in 1965 would have accumulated an extra quarter pension credit.

It was determined that 48 per cent of the Engineers considered in the study would have earned the additional quarter pension credit in the calendar year 1965 if the rule was revised.

In other matters, a great deal of interest has been generated concerning eligibility for participation in the Pension Plan. Engineers and employers are becoming increasingly aware of the sizeable monthly pensions which have been and will be paid eligible retirees.

Recently many persons have asked if when a foreman is promoted to a supervisory capacity above the rank of foreman, can the employer continue to contribute to the plan?

Co-legal counsel has advised the fund is not authorized to receive contributions on behalf of supervisory employees. Such persons are not covered by either the Operating Engineers Master Agreement or the agreement concerning foremen other than general foremen, and any contribution on their behalf to the pension fund is not required or authorized by such agreements.

Therefore, contributions to the Pension Fund should terminate when an operating Engineer foreman is promoted to a supervisory capacity.

It is possible, the counsel said, that some employees performing duties covered by the Master

—Continued on Page 2



JAMES LAUFENBERG and Catherine Gimelli, scholarship winners, get congratulations from Al Clem, business manager, Local 3.

## Scholars In Limelight

Two recent high school graduates were rewarded for their academic labors July 9 when the Operating Engineers Local Union No. 3 presented them with \$500 scholarships of their choice.

Winners were Catherine Mary Gimelli, daughter of Mr. and Mrs. Lewis J. Gimelli, 10750 Fleming Ave., San Jose, and James Lawrence Laufenberg, son of Mr. and Mrs. Lawrence O. Laufenberg, 1460 California St., Berkeley.

Present at the Saturday morning ceremonies were Operating Engineers Local No. 3 Business Manager Al Clem, President Paul Edgecombe, Vice President Dale Marr, Recording-Corresponding Secretary T. J. "Tom" Stapleton, Financial Secretary A. J. (Buck)

Hope and Treasurer Don Kinchloe.

#### EXECS PRESENT

Also on hand were Executive Board members Guy B. Slack, Ernie Miller, Merle W. Isbell, Don C. Dillon, Charles O. Kirkwood, Jack W. Slade, Joe Ames, William W. Woodyard, Al P. Perry, Garth A. Patterson, Robert C. Yturiaga, C. C. Bruner, and District Representatives Ed Hearne, Walter Talbot, Ray Cooper, Claude Odom, Harold Huston, Tom Eck, Ernest Nelson, Bob Skidgel, Russell Swanson, Norris Casey and Hugh Bodam.

#### PRAISED PAIR

Business Manager Clem, in making the presentations, praised the recipients for their achievements and congratulated them

upon being chosen for the awards by the Committee on Undergraduate Scholarships and Honors, University of California, Berkeley.

Miss Gimelli said her aim in attending college was a logical one — simply to learn. She said her wishes are to become a writer, and her choice of study would be liberal arts with emphasis in English and philosophy. She will attend the University of California at Santa Cruz.

#### LIKES READING

Miss Gimelli expressed an enthusiasm for reading, and said the process is education with the end result being fulfillment.

She graduated number one in a class of 360.

—Continued on Page 4



# Memo from the Manager's Desk

By AL CLEM

We are extremely sorry the July issue of the paper is late getting off the press. As you know, the By-Laws provide that the election committee conducting the election for Local 3 must cause a sample ballot to be issued in the July issue of the Engineering News. As they have just recently finished their work this is published in the paper.

We have spent considerable time in the state of Utah during the months of June and July negotiating a new AGC contract. At three specially called meetings the membership received a report of the negotiating committee and acted thereon. The proposed contract was ratified by the membership by an overwhelming majority. While we did not get all that we desired at the bargaining table, the results of the voting speaks for itself. We were able to negotiate a good contract with the negotiating committee representing the Employer and arrived at a satisfactory settlement, which was presented to the membership at the three specially called meetings.

We were in hopes that we would be able to publish the terms and conditions of the contract in this issue of the paper, but due to the fact the negotiations continued longer than it was anticipated, you can look forward to the contract changes being published in their entirety in the next issue, upon being ratified by both parties.

One of the highlights of the negotiations was the improvement of the hourly wage in the remote areas and the establishment of a vacation plan for the members of our Union, which will go into effect January 1, 1968, as well as increasing contributions to the Health and Welfare and Pension Trust. Two cents an hour will go into a fund to pay for the administration of an Apprentice Program, which became part of the contract. This makes the third Apprentice Program we have negotiated, namely, Northern California, Northern Nevada, and now the state of Utah, and we anticipate starting negotiations with the Employers in the state of Hawaii.

Another contract which has taken a considerable part of our time was consummated during the month of July with Berglund Tractor Company at Napa and Willits, which was ratified by the members by an overwhelming majority. This was the last major Caterpillar dealer in Northern California servicing contractors, which was organized as a result of the NLRB election. Negotiations dragged on for some time, but insofar as the first agreement, the record speaks for itself.

As most of you know, there was a rather heavy schedule of regular and special district meetings during the month of July, there being a total of 13 such meetings held between the 1st and 7th of July, inclusive. It goes without saying that while negotiating the AGC contract in Utah and the negotiations of the Berglund Tractor Company, as well as the negotiations with several Rock, Sand and Gravel material plants which were opened, and negotiations with those industries which were recently organized, it has been an extremely busy month.

The rest of the month our time will be taken up by having to attend several very important conventions. The California State Building Trades Convention in Fresno on July 20 through July 22 is one of the most important conventions in the construction industry. This, plus the necessity of settling some outstanding grievances, will keep everyone busy for the rest of the month.

We still have the Rock, Sand and Gravel contracts to negotiate in the state of Utah, since this industry employs several of our members in that state.

We have held a series of meetings with the officials of the Department of Water Resources with representatives of Local 12 in attendance, hoping to convince them that they should not contract the survey work out. Should work, which is on job-site be contracted out, the prevailing wage scale for this type of work should be paid. This is a very important issue to those members who follow the Tech Engineers work throughout our jurisdiction.

Our organizing campaign in Guam is progressing on schedule. A local judge issued restraining orders against picketing a firm. It was necessary to send an attorney to Guam who had the restraining orders set aside. Pickets were again placed on the job. Another order was then issued restraining us from further picketing. This problem was finally resolved.

It is hard to understand why the employees of this portion of our jurisdiction resent the organizational efforts of our Union, as their wages are pitifully low, and it seems that if we could convince them to work with the Union, we would be able to raise the standard of living for all the people in Guam. However, I assume that time will settle this knotty problem, as it seems to have a way of settling our other problems. But, I am sure when it is settled, it will be done so to the satisfaction of the members of our Union.

## Wirtz Cites Local 3, OJT

When over 300 unemployed or underemployed workers were transformed into skilled workers and wage earners at Camp Roberts just a year ago, the Operating Engineers Local No. 3 was a major contributor to the success of the program.

The project, an On the Job Training program, was under the direction of the Department of Labor, and directed by Secy. W. Willard Wirtz.

Secy. Wirtz has since had high praise for the Operating Engineers and their part in making the program, a most unique experience, a tremendous success.

The full story of the project was carried recently in a brochure published and distributed by the Department of Labor, and cited Local 3 as an outstanding example of an organization interested in working for the individual worker.

Wirtz had directed the Operating Engineers to make arrangements to use Camp Roberts, a deactivated World War II and Korean War barracks, to train underemployed operators as grading equipment operators, heavy duty mechanics and technical engineers during two six-week periods, to include 150 trainees in each session.

"Although the barracks provided shelter, there was no prospects of turning up cooks and food service experts from among bulldozers, pile drivers and crane operators," said Al Clem, Local 3 business manager.

But there was a solution. The Marine Cooks and Stewards Union, with an MDTA program contract similar to that granted the Operating Engineers, needed customers for food prepared during its 12-week OJT program.

Since both programs were scheduled to begin at the same time, there were few if any problems in arranging to combine activities.



BEECHER GILBERT, product of the OJT program, is now a skilled worker.

When training started the camp was fully equipped and food service was patterned after that given aboard first class passenger ships.

The Engineer Journeymen, under the \$318,522 program, operated heavy equipment over much of the unimproved terrain, constructing service roads, erosion control and emergency airstrip suitable for landing heavy jet aircraft.

At the completion of the first six-week course, trainees from the Marine Cooks and Stewards Union prepared a banquet for the departing Engineer Journeymen. Diners agreed the recruits in the cooks program were well on their way toward qualifying for placement by their union.

## 2 Funds Changed

### PENSION CHANGES

Continued from Page 1—

Agreement are being classified as superintendents, assistant superintendents or general foremen when they should properly be classified as foremen, shifters, heavy duty repairment foremen or muster mechanics (heavy duty) covered by the master Agreement.

In order that employees will not be deprived of benefits to which they are properly entitled, contractors are urged to review classifications and correct any errors.

### GRACE PERIOD

Additionally, the pension plan provides an indefinite grace period may be granted in event a covered employee enters into employment with a public agency on the type and kind of work covered by a collective bargaining agreement. It also provides for employment in a supervisory capacity above the rank of foreman or employment under contract initially with an individual employer, or with a joint venture in which an individual employer participates on a project located outside the United States. It further provides for continued employment under contract thereafter on such project by an individual employer or by a joint venture in which an individual employer participates whether or not with such initial individual employer or joint venture.

### UTAH FUND

Continued from Page 1—

gram, service or repayment paid by an employer or any plan provided by the U. S. Government.

All trustees were present as were Harold Molitor, C. W. Sweeney and representatives of insurance companies.

Trustees received and filed claims experience reports for the year ending April 1 from Pacific National Life and Continental Casualty Company, surplus dividend checks in the amount of \$17,253.22 from Pacific National and \$12,488.99 from Continental Casualty.

The Board of Trustees also adopted deletion of co-insurance factor applicable to hospital extras for eligible members, (not dependents) effective July 1 with a five per cent premium reduction.

Also authorized effective July 1 were the following premium schedules:

Employee Life Insurance, \$1.70 and dependent Life Insurance of 17 cents to Pacific National; a 97% of eligible participants at \$18.67 and 2 1/2 Plus 65 participants of \$9.75 to Continental Casualty.

The Operating Engineers Trust Fund for Utah shows the following figures as of April 1:

Earned premium — \$424,027.20.  
Paid Claims — \$319,852.  
Total Incurred Claims — \$366,852.80.  
Insurers expense — \$44,977.89.  
Total Outgo — \$411,830.69.

## Long-Time Employee Retires

She began her career in November, 1942, when such things as computers and automation were still dreams in the minds of electrical engineers, and when all posting done by the Operating Engineers Local No. 3 was a hand process.

Fran Bellantoni said at that time, there were just 8,000 members in Local No. 3, and the War was crowding the economic status of the United States.

Fran retired July 1, after nearly 24 years of service to the Union and recalls the small celebrations when the organization reached 10,000 members, then 15,000, then 20,000, and the feeling of arrival when the Local, now the largest single Local in the world, reached the 30,000 membership mark.

"With the membership growing so fast, the only alternative was to install a computer system. We were assured by Al Clem (busi-



Fran Bellantoni  
... "I'll miss you."

ness manager) that even though we were going to automate, no one would be laid off, and no one was," Fran recalled.

She said the system left more time for checking and other duties

concerning the Per Capita Tax Report to the International Union each month, which she did for years while an employee of the Organization.

Fran never had an unkind word for anyone, and the gals in the office already miss her panatoni (Italian bread).

During a get-together held in her honor late in June, she was encouraged to address the gathering after several people had paid her honors. She arose, choked up, and said, "I love you all; I'll miss you." Then she sat down.

Fran can be sure the gang around the office at 474 Valencia St. will miss her good natured smile and helping hand. The Operating Engineers Local No. 3 wish her and her husband, Joe, who retired last year from the San Francisco Police Department, a most happy retirement life together.



Editorial

Not too many years ago the Congress of the United States, under protest from the female population and under protest from the male population, ratified the 19th Amendment to the Constitution and gave women the right to vote.

Their fight is no longer a unique struggle in the battle for democratic action, but it is an outstanding example of a unified desire to be able to take part in a system to which they rightfully belong.

But where will you be when the November and Local 3 elections come up?

In a recent survey conducted in the California Labor Movement, statistics indicate only 48 per cent of eligible voters were registered, and without current registration, no one can vote in a general election.

So here we sit—with a Union election on the horizon and a decisive campaign being waged by state and local candidates — letting history be decided by the sweep of apathy tide, and we complain because politicians do not perform to our expectations.

And we ridicule the voter population for electing persons who legislate unpopular decrees.

Before any of us feels prone to point the accusing finger, let's look at the hand — there are three fingers pointing back at us.

What's the solution? It's obvious. It takes little time to place your name on a registration book, and just a little more time to visit the polls. Then if things do not go as you desire, you have a legitimate complaint.

We in the Labor Movement should be thankful for our voting privileges as established by our own constitution and the Constitution of the United States.

The voting privilege is the most effective voice a person can sound, both in government and Labor.

This democratic principle is yours to exercise, and as many a physical therapist has said, that which is not exercised and lies idle soon withers and dies. Keep your voting privilege alive. Get your name on the registration list, then get to the polls and vote.

Job Stewards

- SAN MATEO  
Joe McCarthy
- SAN RAFAEL  
Gus Soderstrom
- OAKLAND  
Bernard A. Budde
- STOCKTON  
George Bowen, Joe E. Foley, W. W. Edwards, Robert A. Slater
- FRESNO  
Homer Wright, C. R. Stidham
- MARYSVILLE  
Frank Campbell, Roland J. Snodgrass
- SACRAMENTO  
Don Schelske, J. W. Waters, Henry F. Marsh, Roland Brown
- SAN JOSE  
Roland Mathews, E. O. Hall
- ENO  
Sid Garrard, Matthew Farrelly, Earnest Carl Landrum, Harry O. Brown, Jerry D. Killian, Fred D. Warden, George Ward, Claude Reed, Robert Harrison

Safety Committeemen

- STOCKTON  
H. J. Ainsworth, Gordon Bosley
- EUREKA  
Dave Wright, Wilbur Burrell
- FRESNO  
Tommy Winnett
- SACRAMENTO  
Ronald Beam
- SAN JOSE  
Harold Viau, Roy Nelson
- RENO  
Ted Whipple, Dennis Hand

ENGINEERS NEWS

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APPRENTICESHIP CORNER

Class 1 Driver's License A Must

This month has rapidly rolled by and new things are being injected into the apprentice program to make it better than ever.

In the past apprentices have had trouble going out on jobs because of the lack of Class One licenses, but this problem will soon be a thing of the past. The Joint Apprenticeship Committee has made a ruling that all first period apprentices must have a Class One Driver's License. This is a mandatory thing, fellows, so get your nose to the grindstone and study the California Vehicle Code Summary Booklet issued at school in your class room. Also be sure and study the Commercial Vehicle Supplement.

TAKING CHANCES

In checking the jobs and watching you men work, we see a lot of energy being spent to help the job along. This is all right but in doing so, many of you are taking chances, not only with your own lives but with those of your fellow workmen. Construction work is one of the most rewarding trades we know of; it can be just this if we all work together and observe all safety regulations.

Work has been picking up for apprentices and most indentured apprentices are working. In looking over the list I see that there are five working in their sixth period who will soon be Journeymen. We also have quite a few in the fourth and fifth periods in Stockton.

In the Sacramento area two apprentices were dispatched during May. Nineteen persons took the Industry Test during the same month. There are three apprentices in the fifth period, five in the fourth, two in the third, and 24 in the first period. There are also 27 indentured apprentices on the out-of-work list and 75 that have yet to be indentured.

GET READY

In looking over the past school year, it is apparent we must get ready for the next. Our labor market is unmanned and we need more help for our classes. Many questions have been asked concerning the knowledge required to become a teacher. This is a job in which one will

never get rich, but one which offers satisfaction in knowing a job is done. The apprentice program does not hire teachers nor do they pay them a salary. The School District hires the teachers, pays them and the apprentice program helps them in every way possible. Teaching material has been developed by the J.A.C. and is being improved by them. The schools agree that the J.A.C. should recommend the instructors to them because only a Journeyman has the knowledge to pass on to others.

You must have five years in the trade as a Journeyman and be of good character, able to give your knowledge to others and to get ideas across to the young men coming up in this industry. The local school board sets the age limits, the rules and the salary. If you think you have the ability and courage to become a teacher — why don't you contact your Local Apprenticeship Coordinator for more information? It takes courage, time and love of your trade to make Journeymen. Men, if you are getting over the hill and have time to better your Union, have the honest desire to give your knowledge and have no intentions of becoming rich—see that coordinator.

MORE KNOWLEDGE

You will be surprised to find just how much knowledge you have stored that we can never find in books. The day of the "boomer" is over and the day of the Journeyman is here, let's keep our Union in the front rank of the trade by making the best in the business. We are willing —how about you?

Work in the Eureka area is still slow for apprentices, but getting better. There are 42 indentured apprentices here. Of them, 28 are working, 10 on the out-of-work lists, two in the Armed Services and two are living out of the area at present, but available for work when called.

Those that are working are scattered . . . from Smith River on the north, Somes Bar on the east and Shelter Cove on the south.

Of the applicants tested since Mar. 1, some 26 have passed and are available when work is avail-

able for them. There are some fine young men in this area and it is a pleasure to be associated with them.

MOST WORKING

In Alameda County at the present time we have been able to get most apprentices to work. While it has been rather slow it is estimated all regularly indentured apprentices will be working and we will be taking some from the list of new applicants. Many apprentices already dispatched are working for contractors who could absorb them into operations on a permanent basis. This, of course, depends on the particular apprentice involved and his ability to make himself useful and necessary.

Several of the contractors in the Oakland area have already indicated their pleasure with the calibre of men dispatched to them and their intention of trying to keep them on a permanent basis.

STEEP COUNTRY

We have managed to keep a number of apprentices working in the Shascade Wonderland. They have been working on freeways, sewer disposal plants, pipelines, secondary roads and transmission lines. It is difficult for an apprentice to get experience operating equipment because of the steep country in this area.

Classes are out for the summer. We hope to have some kind of correspondence course this September for our people working in remote areas.

160 OKAYED

In the Fresno Area 160 boys have been approved for apprenticeship training since March 1. Fifty-nine of these boys have passed the Industry Tests. Fourteen of them have been placed on jobs.

The Fresno sub-J.A.C. Committee is very pleased to have been able to recommend two apprentices for completion to Journeymen. They are Jerry Gowens with Industrial Asphalt Company and James Wilson with M. K. Utah, Brown and Root.

It is with deep sorrow that we have to report the death of apprentice Louis Finck who was killed in an Industrial Accident on the San Luis Canal.

HAWAII REPORT

'Let's Band Together'

By HAROLD LEWIS

With the work picture normal, and with no more work than last year, the big concern in Honolulu is organizing the workers.

There are presently about 900 operators concentrated in three concrete plants and on industrial houses.

Some \$30 million is out for roads, harbors and miscellaneous construction.

Hawaii Dredging has the bulk of the work involving nearly \$25 million for building sites, department stores, condominiums, etc., with 60 Brothers employed.

J. M. Tanaka Co. has a \$7 million job on highways employing 55 operators.

First Come

Most work is on a first-come-first served basis because of the problem of getting organized. Classifi-

cations are still lacking, so the out-of-work list includes all classifications.

The major problem is getting the unorganized workers to band together. These men need to be educated. They have just begun to become indoctrinated into the labor movement, a program that has been going on for only eight years. Before this, many men were organized on several occasions, but without success in getting better work conditions and fringe benefits.

Greater Success

Recently, there has been a greater degree of success in educating the working man in the purpose of becoming organized. He is now beginning to realize the only way to a better way of life is to continue membership in his Union.

Presently, there are 1,646 mem-

bers in Hawaii, with the average wage some 90 cents lower than the scale in California. The difference in wages and benefits is that man in the Continental United States have been organized for more than 30 years while organization in Hawaii began just a scant eight years ago.

Now Recognized

The General Contractors' Association has now begun to recognize and accept the labor movement to a certain degree, and this helping, but many contractors in Honolulu are still putting up some opposition, but will have to go along to a certain extent, because with the educational push and obvious differences in wages between the Hawaii market and those in the Continental U. S., men will become

—Continued on Page 4



# PG&E Rites At Pit-McCloud Dam

Pacific Gas and Electric Company's \$100 million McCloud-Pit project, its largest single hydroelectric development, was dedicated to public service June 3 in Shasta County ceremonies attended by more than 500 persons.

Between 1962 and 1966, nearly 1,500 Operating Engineers were employed by Morrison-Knudsen, Peter Kiewit and Sons, J. F. Shea, Granite Construction, Walsh Construction, E. Hogan Construction, and Bob O'Haire Construction in building the dam, which has created a wonderland for sportsmen in the McCloud Reservoir.

Principal speaker William Randolph Hearst, Jr., editor-in-chief of the Hearst Newspapers, touched on "the meaningful benefits that have accrued to mankind through the proper channeling of power."

He discussed both man's achievements, such as harnessing rivers through giant dams and other works, and the exercise of power in the world today. Without the balance wheel of responsibility, he said, power "can run rampant and be destructive."

He lauded PG&E's accomplishments in the production of electricity with the comment that "no other organization in all the world has harnessed more natural elements for the generation of electric power... its 83 plants are scattered strategically throughout the great area it serves."

## MASTERFUL PROGRAM

Terming the merger of the McCloud and Pit rivers a "masterful program," he pointed to the byproducts of new taxes and the "all-important benefits of conservation and new recreational developments."

State, Shasta County officials and civic leaders were among those who gathered for dedica-



**MOUNT SHASTA** dominates skyline 20 miles beyond McCloud Dam, Pacific Gas and Electric's \$100 million hydroelectric plant in Shasta County.

tion ceremonies near the largest of three new McCloud-Pit generating plants — the 155,000-kilowatt James B. Black Powerhouse on the Pit River.

Robert H. Gerdes, board chairman, noted that PG&E's 68 hydroelectric plants now include 14 in Shasta County. Total investment in the Shasta plants is more than \$183 million.

State representatives in attendance were headed by George G. Grover, member of the California Public Utilities Commission, who spoke briefly.

Shasta County Supervisor Norman A. Wagoner stressed the importance of tax revenues from

PG&E. He said were it not for the private utility company's facilities, Shasta County citizens would pay 40 per cent more in taxes to carry out government functions and the jobs taxing districts perform for public welfare.

The supervisor pointed out the company's payments go to more than 100 taxing bodies in Shasta County.

With the completion of McCloud-Pit, PG&E's system generating capacity stands above eight million kilowatts, President Shermer L. Sibley told the dedication throng. This compares with a total of 1,658,000 kilowatts

at the end of World War II. Capacity of the project plants is 330,000 kw.

"Ours is a business of planning," said Sibley. "Planning from day-to-day and for months and years ahead. The growth of California is an exciting challenge for everybody."

PG&E Shasta Division Manager Lee W. Brillhart, like Gerdes, spoke of the contributions of the craftsmen who took part in the construction effort of more than three years. Manpower on the project ranged above the 1,200-mark and payrolls topped \$1 million a month at the peak of construction.



**PG and E's** new dam, rising 248 feet from bedrock, has crest length of 907 feet. It contains nearly 251,000 cubic yards of concrete. Plant generates 101,000 kilowatts for public, industry.

## Limelight Shine's On Scholars

*Continued from Page 1—*

Mr. Laufenberg will pursue a career in Civil Engineering at the University of California, Berkeley, where he will specialize in soil mechanics. He graduated top student in a class of 138.

His teachers offered high praise for his scholastic achievements, and complemented him for his initiative, imagination and his reliability and honesty in carrying out projects and activities.

## GIVES REASONS

He said he chose soil mechanics because of his ability and interest in mathematics, and its proximity to the drilling industry, in which he hopes to become a dominant force.

The \$500 scholarships are awarded each year to deserving children of members of Operating Engineers Local No. 3.

Runners-up in the judging were Judith Adele Skidmore, daughter of Mr. and Mrs. Jack Skidmore, P.O. Box 43, Willow Creek, Calif., Susan Barnson, daughter of Mr. and Mrs. Thayne L. Barnson, 2196 Terrace St., Redding, Calif., and William Scott Davis, son of William E. Zuidema, 35750 Bettencourt No. 22, Newark, Calif.

More than 50 applicants sent in resumes and grade transcripts in the judging. Applications came from all parts of Northern California, Northern Nevada and Utah, states under the jurisdiction of Local No. 3.

According to the University of California's scholarship committee, the selection was difficult because of the outstanding crop of applicants.

The committee said the applicants represented an excellent group of students, and if they are a true representation of today's high school graduate, tomorrow's business, commerce and scientific work will have excellent leadership.

The Operating Engineers Local No. 3 is proud to have members with such outstanding youth receive assistance for furtherance of their educations, and the entire organization wishes all applicants success in their educational endeavors.

## Let's Band Together

*Continued from Page 3—*

more aware that organization is the only way to upgrade their status and working conditions.

With the costs of real estate, what there is available, and other aspects of living costs in Hawaii, it becomes ever evident that if the working man is ever going to meet the expenses, he will have to rely on the Labor Movement and collective Bargaining. Obviously, wages and fringe benefits are not going to be increased by employers' initiative, even though they are beginning to recognize the necessity of provisions for the rank-and-file worker.

## ENGINEERS NEWS

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## SACRAMENTO REPORT

# Outlook Is Shiny For Year's Work

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

SACRAMENTO—Construction in the area got off to a rather slow start this year, but things have been improving with the increase in temperatures and further letting of road bids and other projects.

Several local contractors, however, have kept a minimal force of Engineers engaged in some county, subdivision and underground work.

Some additional relief will be forthcoming with construction of state and federal buildings to begin soon.

Between June 1 and 14, 134 Engineers were dispatched with expectations of dispatching approximately the same amount by the end of the month.

## HEATING PLANT

Contracts totaling \$3.8 million were let for the State Central Heating and Cooling Plant to be built in downtown Sacramento.

A low bid of \$1,198,900 for general construction was submitted by Carl W. Olson and Sons of San Mateo, with Natkin and Co. submitting a low bid of \$2,679,000 for electrical and mechanical work.

Contracts totaling \$2,776,474 have been let for construction of the plant's distribution system. The project is expected to be complete in about two years at an estimated cost of \$10 million.

## VACATE AIRPORT

Granite Construction Co. has a minimal crew at the airport constructing subgrade for access roads. The county has announced

it will soon call for bids on airport buildings.

Under Direct supervision of Business Manager Al Clem, a three-year agreement with International Pipe and Ceramic Corp. at the Lincoln Plant.

A large majority of Brothers ratified the agreement. Presently, 150 Engineers are employed by International Pipe.

Good news — an extremely large majority recently voted to establish a Union Shop at Edward R. Bacon Co.

## POLLOCK PINES

Gates and Fox Contractors have resumed work on the 1,200-foot exploratory shaft at Loon Lake. A depth of 800 feet had been reached when winter forced operations shutdown. This nine-foot diameter shaft penetrates solid granite much of the way.

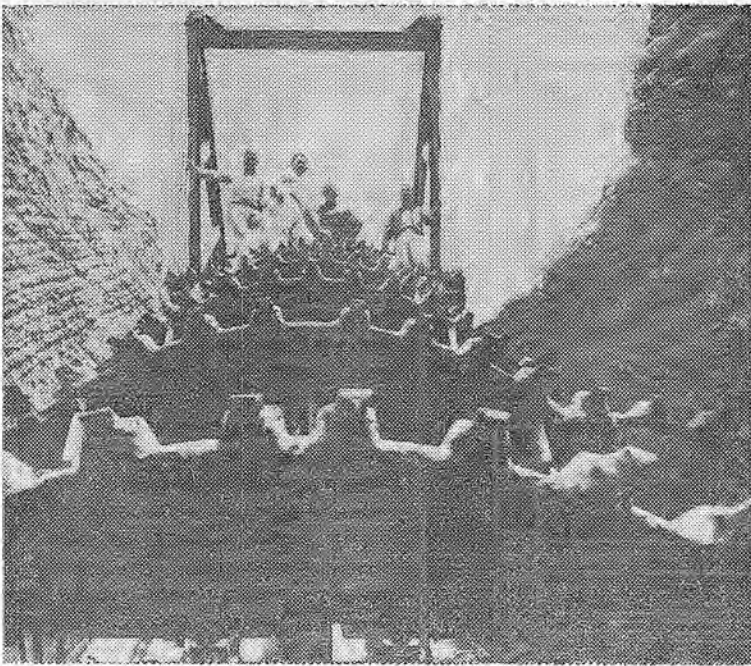
An additional shaft will be sunk on a 45 degree angle to provide permanent access to the plant.

Walsh Construction Co. is about 70 per cent complete on the \$6 million thin arch concrete Slab Creek Dam project.

Bids will be opened soon for construction of 30 miles of power lines to the White Rock Powerhouse at Folsom. The bid will cover land-clearing and line-stringing. The powerhouse is scheduled for operation next spring, presently under construction by Gunther, Shirley and Lane on a \$5 million contract. Work is about 20 per cent complete.

## HIGH COUNTRY

Interbay Dam is rising from the river and should meet sched-



FROM 30 FEET below, Operating Engineers are dwarfed by huge ditch-digging rig's buckets.

ule. Many delays and indecisions by the state and Engineers have made this a difficult project.

Mechanics are rebuilding much large equipment for resale and use of large projects. Brother A. Wagle is in charge of overhaul at Rocklyn Yard.

The Nevada City freeway project is rapidly progressing now that the ground is dry. Norman I. Fadel has 50 brothers employed.

Thomas Construction Co. still has dirt to move on the road section of the Pleasant Valley bridges project.

EBASCO Engineers are moving rapidly on the N.I.D. recreation facilities project. Gene Elliott and Bob Winkle are moving dirt and have several brothers working steadily.

## INGENIOUS!

Pipe line activity still seems to be where the action is, and on an informative note, how about the ingeniousness of distinguished Brothers R. L. "Bob" Hinkson, master mechanic and inventor extraordinaire; John Ridge, mechanic; Walt Coyle, operator and mechanic (he was in on the building but graduated, pluck

seat and all, to run the rig) and another Engineer professional assistant, Howard Vanderbeek.

Imagine—an 84 inch diameter storm drain section being lowered into a 30 foot deep ditch cut in one whack!

The system is being accomplished with an old frame from a model 51 Buckeye Trencher modified and beefed up with specially built buckets cutting nine feet six inches wide on a ladder about 60 feet long powered by a 13,000 Caterpillar Diesel. A 671 G.M. powers four hydraulic pumps hooked to a 550 gallon reservoir. All controls are hydraulic including steering with a pair of free-running crawler padded steering wheels in front.

The excavated dirt is returned by conveyors to the already-laid pipe. Back-filling is just a matter of shoving in the dirt with a rubber tired loader.

The ditch crew includes Foster Walker as foreman, Francis Keith Ley and assistant W. J. Stephens operating the Loraine Truck Crane and Marvin Lawson on the 966 Cat loader.

The job should run until fall.

## Vallejo Report

## New Contracts, And Workers 'Come Alive'

By AARON SMITH

After one of the slowest starts in many years the Vallejo area is coming alive. Several new contracts have been awarded and many members have started back to work.

After some trouble with an engineering problem, McGuire and Hester's \$1.8 million Napa sewer project has finally started. A small crew is getting the pioneer work done, but we expect to see many Brothers working before long. The project is located in the heart of the present Napa Sewer Districts drain fields and the problem we all anticipated on moving the mud seems to be no problem at all. Word from McGuire and Hester's office is that the mud is supporting the heavy stuff and crews look forward to having a smooth job.

Syar and Harms has a number of jobs underway in Solano County keeping about 80 Brothers on the payroll. This phase of the sewer project has begun going full blast. Elsewhere in the area they have jobs in progress in Fairfield, Vacaville and Vallejo. Syar and Harms quarry at American Canyon is at full operation with six Operating Engineers manning the new crusher. Supt. Brother Ellis Eckwald says he still has a few bugs to correct but the new plant has been crushing material better than expected.

Joe Richards of Rio Vista is experiencing trouble on the Ulitus Creek Flood Control job. It seems water from the farmers' irrigation ditches has been seeping into the canal. At present the job is temporarily shut down until the canal dries out.

A. Teichert and Sons have received several contract awards in the Vallejo area. \$682,836 was awarded to them for construction of a road bed at Skaggs Island. They also received \$500,000 for work in Solano County. Their road job between Rio Vista and Dixon is making excellent progress.

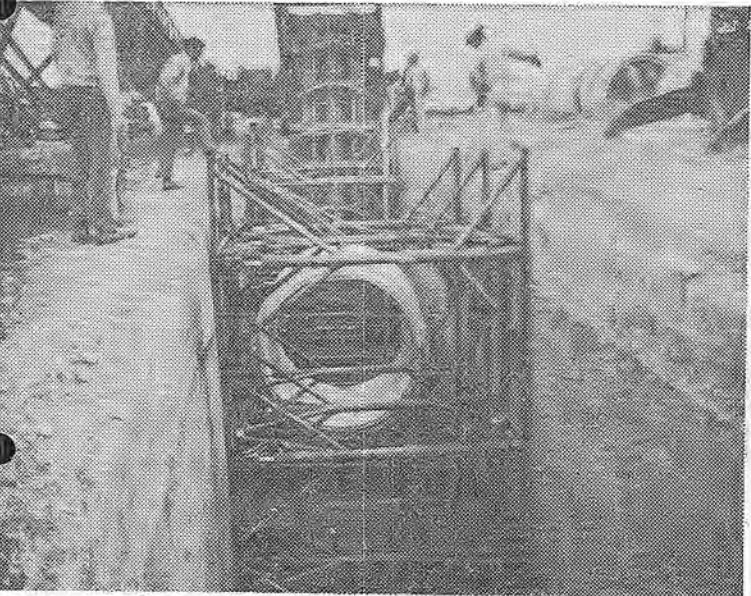
Industrial Asphalt is paving the Benicia-Cordelia freeway. One lane is open for traffic and the job should be completed by mid July. Westbrook M. K. is nearly done crushing rock for the asphalt plant and Darkenwald M. K. should be finished with the dirt when paving is completed.

Williams Construction Co. is now making subgrade on the Columbus Parkway job. Rock will be going on soon. Brother Curly has been awarded a contract for widening Tennessee St. in Vallejo. He is presently getting trees cut down, so dirt will be flying soon.

Brother Clyde Plymell is putting the finishing touches on his Granada Heights subdivision and will be starting another on Georgia St.

Baldwin, Warren & Stringfellow has a joint venture to crush rip-rap in the San Jose area. A small crew is employed to set up the crusher at the old Nelson Hill Quarry and crushing operations will be starting soon.

As work picks up in the Vallejo area the out-of-work list has shrunk.



84-INCH PIPE is lowered, then conveyer, upper left, returns dirt to already-laid sections.



OPERATOR Walt Coyle and oiler Howard Vanderbeek are crew on huge homebuilt trencher.

## \$7.2 Million for Modesto Sewage Plant

Announcement of a \$14.4 million project to enlarge Modesto's sewage treatment plant has been jointly announced by Gov. Edmund G. Brown and Congressman John J. McFall.

A federal government grant of \$7.2 million, believed to be the largest of its kind for a single community has been made on a matching basis to enlarge the plant.

The action will not only en-

large Modesto's treatment plant and clean up pollution of the Tuolumne River, but will prevent shutdown of canneries and other businesses vital to the community's economy.

The overload treatment plant, burdened by large volumes of waste from food processing plants and other industries, has seriously polluted the river, and the Regional Water Pollution

Control Board has threatened to issue a cease and desist order unless measures were taken to enlarge and improve the facilities.

With the grant and matching funds, city officials believe cannery and other industry shutdown will not be necessary, and some 8,500 persons will not be put out of work.

The project should also create additional work for Operat-

ing Engineers, who will be employed in construction, if and when the City of Modesto can raise the necessary capital.

McFall said he is hopeful the community will raise the necessary funds and have the facility in operation within nine months from the start of construction.

Completion of trunk sewers will require 24 months to complete, however.



# Sample Ballot Officers

## OFFICIAL BALLOT

In order to vote for a candidate make a cross (x) in the square (□) beside the name of your choice.  
BALLOT BOX CLOSSES — AUGUST 26, 1966 — 10:00 A.M.

BUSINESS MANAGER	(Vote For One)
AL CLEM (Incumbent)	<input type="checkbox"/>
JOHN DE VINE (A Operator)	<input type="checkbox"/>
PRESIDENT	(Vote For One)
PAUL EDGECOMBE (Incumbent)	<input type="checkbox"/>
VICE PRESIDENT	(Vote For One)
DALE MARR (Incumbent)	<input type="checkbox"/>
IRA N. JONES (A Operator)	<input type="checkbox"/>
RECORDING - CORRESPONDING SECRETARY	(Vote For One)
T. J. "Tom" STAPLETON (Incumbent)	<input type="checkbox"/>
FINANCIAL SECRETARY	(Vote For One)
A. J. (Buck) HOPE (Incumbent)	<input type="checkbox"/>
TREASURER	(Vote For One)
DON KINCHLOE (Incumbent)	<input type="checkbox"/>
TRUSTEES	(Vote For Three)
HAROLD LEWIS (Incumbent)	<input type="checkbox"/>
I. JAY NEELEY (Incumbent)	<input type="checkbox"/>
F. O. FRAN WALKER (Incumbent)	<input type="checkbox"/>
B. R. "Renny" BURROUGHS (A Operator)	<input type="checkbox"/>
AUDITORS	(Vote For Three)
HAROLD HUSTON (Incumbent)	<input type="checkbox"/>
BILL RANEY (Incumbent)	<input type="checkbox"/>
WALTER TALBOT (Incumbent)	<input type="checkbox"/>
CONDUCTOR	(Vote For One)
ERNIE NELSON (Incumbent)	<input type="checkbox"/>
GUARD	(Vote For One)
JOSEPH "Joe" MILLER (Incumbent)	<input type="checkbox"/>

# NOTICE OF ELECTIONS OFFICIAL NOTICES

Attention of all members of Operating Engineers Local Union No. 3 is directed to Article XII ELECTIONS, of the By-Laws, as printed on pages 34-45, and specifically to the following portions:

### "(C) ELECTIONS

#### "Section 1

"(a) The election of Officers and District Member of the Local Union Executive Board shall be held during the month of August by mail referendum vote of the membership of this Local Union under the supervision of the Election Committee and a nationally known firm of Certified Public Accountants, selected by the Executive Board, with such other technical and legal assistance as may be provided.

"(b) The election shall be conducted by a committee known as the Election Committee, composed of one (1) member from each District in which nominations will be made. The Member shall be nominated and elected by secret ballot at the Regular Quarterly, or specially called District meetings by vote of those Members present whose last known address, as shown on the records of the Local Union ten (10) days prior to the first such District Meeting in April preceding the election, was within the area covered by the District. Each Nominee shall be a registered voter in the District in which he is nominated, shall have been a member of Operating Engineers Local Union No. 3 for one (1) year next preceding his nomination and election, and shall not be a candidate, or nominator of a candidate for any office or position.

"The Nominee for Committee Member in each district receiving the highest number of votes shall be elected, and, in the event he is unable, or unwilling to serve, shall be replaced by the Nominee with

the next highest number of votes, and he, under the same circumstances, by the next highest, and so on, until the list of nominees is exhausted."

"(d) The Election Committee shall be responsible for the conduct of the election and, specifically, for the preparation of the list of eligible voters, showing the Member's name and last known address as it appears on the records of this Local Union; the preparation and printing of the ballots, listing the Nominees for Business Manager first and Constitutional officers next, and other positions thereafter in the order in which they appear in Article VII, Section 1 of these By-Laws with a separate ballot of a different color for each District for Nominees for District Member, listing the incumbent for each office or position first and the other Nominees for the same office or position in alphabetical order by their last name (the candidate's name and one occupational classification, if any, given by him being printed as it appears on his statement of Nominee) and envelopes; and the giving of a Notice of Election, by mailing a printed Notice thereof to each Member of the Local Union at his last known address as it appears on the records of this Local Union not less than fifteen (15) days prior to the mailing of the ballots to eligible voters.

"(e) The Certified Public Accountants shall mail the ballots and return envelopes to the eligible voters between August 10th and 16th preceding the election, and shall open the post office box, for the first and last time, on the August 26 next following, at 10 o'clock A.M. of that day. In the event August 26th should be a Sunday or Holiday, the post office box shall be opened by the Certified

## MEETINGS

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

### AUGUST

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

### SEPTEMBER

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

### OCTOBER

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

### NOVEMBER

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

### SAN FRANCISCO

474 Valencia St.....431-1568

### SAN MATEO

1527 South B St.....345-8237

### SAN RAFAEL

76 Belvedere.....454-3565

### VALLEJO

404 Nebraska St.....644-2667

### OAKLAND

1444 Webster St.....893-2120

### STOCKTON

2626 N. California.....464-7687

### MODESTO

1521 K Street.....522-0833

### EUREKA

2806 Broadway.....443-7328

### FRESNO

3121 East Olive.....233-3148

### MARYSVILLE

1010 Eye St.....743-7321

### REDDING

100 Lake Blvd.....241-0158

### SACRAMENTO

2525 Stockton Blvd.....457-5795

### SAN JOSE

760 Emory.....295-8788

### SANTA ROSA

3913 Mayette.....546-2487

### RENO, Nevada

185 Martin Ave.....329-0236

### SALT LAKE CITY, Utah

1958 W. North Temple 328-4946

### PROVO, Utah

165 West 1st No.....373-8237

### OGDEN, Utah

2538 Washington BL...394-1011

### HONOLULU, Hawaii

2305 S. Beretania St.....99-0084

# Sample Ballot Board Members

## OFFICIAL BALLOT

For

Election of District Executive Board Members

District No. 1

August - 1966

In order to vote for a candidate make a cross (x) in the square (□) beside the name of your choice.  
BALLOT BOX CLOSSES — AUGUST 26, 1966 — 10:00 A.M.

(Vote for One)	
GUY B. SLACK (Incumbent)	<input type="checkbox"/>
DON LUBA (Operating Engineer)	<input type="checkbox"/>

(Ballots for each District will be as shown in the Sample Ballot above. The only differences will be in the District Number and the Candidates' names as shown below.)

District No. 2	
ERNIE MILLER (Incumbent)	<input type="checkbox"/>
District No. 3	
MERLE W. ISBELL (Incumbent)	<input type="checkbox"/>
District No. 4	
DON C. DILLON (Incumbent)	<input type="checkbox"/>
ROY "Steam Shovel" STEVENS (Crane Operator)	<input type="checkbox"/>
District No. 5	
CHARLES O. KIRKWOOD (Incumbent)	<input type="checkbox"/>
District No. 6	
JACK W. SLADE (Incumbent)	<input type="checkbox"/>
District No. 7	
JOE AMES (Incumbent)	<input type="checkbox"/>
JAMES A. MONSON SR. (Crane Operator)	<input type="checkbox"/>
District No. 8	
WILLIAM W. WOODYARD (Incumbent)	<input type="checkbox"/>
District No. 9	
AL P. PERRY (Incumbent)	<input type="checkbox"/>
GLEN E. WILSON (Side Boom Operator)	<input type="checkbox"/>
District No. 10	
GARTH A. PATTERSON (Incumbent)	<input type="checkbox"/>
District No. 11	
ROBERT C. YTURIAGA (Incumbent)	<input type="checkbox"/>
District No. 12	
C. C. BRUNER (Incumbent)	<input type="checkbox"/>
GEORGE FARRELL (Crane Operator)	<input type="checkbox"/>



## Notice of Elections

Continued from Page 6—

Public Accountants on the following day at the same time.

"The Certified Public Accountants shall remove the returned ballots, count the same and certify the results in writing to the Elections Committee.

"(h) Every Member who is not suspended for non-payment of dues as of August 11th, the date for the first mailing of ballots, shall have the right to vote. No Member whose dues shall have been withheld by his employer for payment to the Local Union pursuant to his voluntary authorization provided for in a Collective Bargaining Agreement shall be declared ineligible to vote by reason of any alleged delay or default in the payment of dues by his employer to the Local Union.

Eligibility to vote for District Member shall, in addition, be based on each Member's last known address as shown on the records of the Local Union on August 1st prior to the mailing of ballots, and each Member shall be eligible to vote only for the Nominees for District Member for the District in which such address is located."

### SPECIAL NOTICE

You will receive your ballot envelope, business reply envelope and 2 ballots, one for Officers of the Local Union and the other for District Executive Board Member, in a white envelope marked OFFICIAL BALLOT. Watch for this envelope.

When you receive your OFFICIAL BALLOT envelope, open it, mark the 2 ballots and enclose the 2 marked ballots in the ballot envelope and follow the directions on the ballot envelope. Under no circumstances, change the address on the business reply envelope, since the address is designed to prevent your ballot from being mixed up with the general mail of the Local Union.

If you live overseas you will not receive a business reply envelope, but will be required to pay the necessary postage yourselves, since under the present regulations it is impossible for the Local Union to arrange matters otherwise.

## New FDA Chief Seeks To Save You Money on Medicines, Vitamins

By SIDNEY MARGOLIUS

A man named James L. Goddard, new Commissioner of the Food and Drug Administration, is campaigning to save your family money on vitamins and medicines.

Dr. Goddard is requiring drug and vitamin manufacturers to label products more truthfully. Thus you, and in some cases your doctor too, will be able to know more accurately what you are buying, whether you really need it, and to compare values more knowledgeably.

Drug and vitamin manufacturers are threatening a row over some of Dr. Goddard's new rules. But the scientific facts and the law are on his side, and evidently, he's on the consumer's side.

In his latest action, he has clamped down labeling vitamin products and food supplements. There is little doubt that some people over-use such products, buying them over the counter or from door-to-door salesmen without consulting a doctor to see if vitamins are actually needed.

### LESS EXPENSIVE

Excess vitamins of the water-soluble types are merely excreted from your body, but overconsumption of some types may affect your well-being if they accumulate in your body.

Unless vitamin manufacturers manage to knock out proposed restrictions in forthcoming hearings, in about six months you are going to see quite a change in vitamin labeling. Labels will say "Vitamins and minerals are supplied in abundant amounts by the foods we eat. The Food and Nutrition Board of the National Research Council recommends that dietary needs be satisfied by foods. Except for persons with special medical needs, there is no scientific basis for recommending routine use of dietary supplements."

### MISUNDERSTOOD

The FDA also says some vitamin supplements contain up to 75 ingredients, only a few having any real value.

Under forthcoming rules, supplements will be restricted to 11 vitamins and six minerals.

A number of labor union health centers, co-ops and other community organizations sell vitamin products under generic (common) names at a fraction of the cost of similar national brands.

### 600 PCT. MORE

Wholesale prices indicate brand-name vitamin packages charge 500 to 600 per cent more than wholesale cost.

But the FDA has not confined activities to over-the-counter medications and vitamin products. The Government seized a shipment of Peritrate SA, a prescription drug for heart patients, promoted through advertising the Government said was "false and misleading." At the same time, the FDA warned against exaggerated representations for similar nitrate-nitrate preparations.

Dr. Goddard also is concerned that, in general, new medicines may not be adequately tested before going on sale, while others may be promoted to doctors with exaggerated claims, costing the public much more than manufacturing costs warrant.

## SANTA ROSA REPORT

# One Bidder On Gravel-- Silt Causes Dam Delay

By RUSS SWANSON AND ASTER WHITAKER

Only one bidder—Utah Construction received a permit for removal of gravel from the mouth of Russian River.

Reportedly, Utah Construction has plans for setting up some gravel processing equipment on Penny Island and barging products to the Bay area, an operation expected to run 30 years. Final approval is still pending by Sonoma County Board of Supervisors.

Another delay on Warm Springs Dam—this time, silt problems.

Specialists called in by the Corps of Army Engineers to survey the 130 square miles of watershed reported the cause as repeated burnings and overgrazing. Prestudy estimates for siltation called for 14,000 acre feet, but 24,500 acre feet will now be required, bringing the price up another \$750,000.

With added work, including seeding, fire roads, improving existing roads, etc., the total cost of property for the dam is now estimated at \$50 million, with no word on when construction will start.

The tentative road budget contains only a dozen projects totaling \$207,250 for fiscal year 1967, but carries with it a commitment to spend over \$1 million in fiscal year 1968. This "follow-on" fi-

nance plan is part of a program for earlier contract awards to allow completion in a single season. Under the plan a job can be awarded as early as April with most money coming from the ensuing fiscal year, beginning July 1.

struction site where barricades and warning signs cannot control the moving traffic.

Work has begun on the \$5 million Squaw Creek project, but fewer engineers are being employed than we expected.

At this time there are a number of cats and three TS24s working with additional TS24s and some 651s expected soon.

A number of engineers are on the out-of-work list. The Squaw Creek job is the biggest in the area, but jobs are scarce at present.

Reichold and Jurkovich has finished the River Road job and is now on a section of Dry Creek Road. Wise and McGinty have done most of the dirt work, however.

Dorfman Construction is booming on its \$1 million pipeline work for Santa Rosa's sewage plant. Valley Engineers is also on pipeline work in Santa Rosa.

Bragato Paving, Richard Babbitt in charge, appears to be making headway with freeway construction through Santa Rosa. George Carr is nearly finished on

the bridge at Duncan Mills and is about to start on a remote bridge job northeast of Covelo.

Cooley Bros. Co. is about finished at Kono Tayee near Nice. Syar and Harms is moving along on site and road work at Berryessa. Granite Construction is still going strong on road construction, etc., at Silverado Train near Napa. Huntington Bros. shop is rather active but most of the family is on the Los Rios road job. Earl Parker with Brother George White running the show, is coming to the end of the reel at Casper.

### ON SCHEDULE

Adam Smith is on schedule on the bridge job near Dos Rios. Arthur B. Siri is about to get started on the airport near SeaView Ranch and presently is finishing up at Lake County and various other jobs. We will see a lot more activity in this area this year.

In the last issue of Engineers News we reported Berglund Tractor employees voted to have the Operating Engineers Local No. 3 represent them. We now report your officers are still in the process of negotiations. There is some progress and it is our hope an amiable solution is reached soon.

Many thanks to all of you for your excellent turnout and participation in our various Union Meetings. Keep Coming.

## SAN RAFAEL REPORT

# Area Construction Firms Gain Sizeable Contracts

By WAYNE (LUCKY) SPRINKLE

SAN RAFAEL—Ghilotti Bros. recently was awarded a \$276,949 contract for widening San Pedro Road in San Rafael. The company also picked up a \$24,000 contract for paving at Corte Madera and Novato.

Brown-Ely gained an \$87,000 job at Hamilton Air Force Base for hangar aprons and runway work. The firm also received a \$9,279 contract for work on Center Road in Novato.

Maggiore-Ghilotti was awarded a \$13,904 job at Shields Lane, Novato, for concrete culverts.

Fisk, Firenze and McLean has finished paving overlay on Highway 101 between Novato and Petaluma, and has moved back to Richardson Bay on Highway 101, and on to Corte Madera Creek, working a night shift from 6:30 p.m. to 6:30 a.m. The contract totals \$278,606. Basalt Rock, Novato Plant, is furnishing hot stuff for the job.

E. A. Forde is near complete at Lucas Green and has started a new job on Sir Francis Drake Boulevard, San Anselmo, putting in conduit. The Wild Horse Canyon job in Novato is also complete and crews are winding up a job in Mill Valley.

McGuire and Hester, Oakland, was recently awarded a \$142,203

contract for a four-lane bridge over Novato Creek at Diablo Ave.

A bypass bridge will be constructed to carry traffic on Diablo Avenue while the bridge is under construction. Completion date is Oct. 14.

Elmer G. Wendt at Bahia in Novato is working a number of brothers on overtime. They are putting in 12 to 13 hours.

Shellmaker has been dredging the main channel into this project, and will finish shortly.

Holtzinger Bros. is doing work in various jobs throughout the area, one of which is in Marinwood, keeping quite a few brothers busy.

### SAFETY TIPS FOR INMATES

Inmates at San Quentin State Prison, who are working outside construction projects, were given a few tips on industrial safety May 26.

Speaking before the men were Jay L. Hoffman, safety engineer, State of California and Fran Walker, safety engineer for the Operating Engineers Local Union No. 3.

Mr. Hoffman explained the necessity of maintaining minimum safety standards in keeping with the California Safety Code.

He also showed a film in cooperation with the Southern California Piping Industry which illustrated hazards prevalent in all

levels of construction, and preventive measures to be taken to insure safe working conditions.

The film included instructions in proper use of all types of construction tools, proper erection of scaffolding, proper work clothing and use of protective equipment.

At the conclusion of the film, S. T. Nordstrom, Chairman, introduced Mr. Walker, who explained the necessity of being safety conscious at all times.

Mr. Walker told inmates taking shortcuts could easily produce accidents, and instructed them in proper use of equipment.

He also showed a film on safety, entitled "The Roll of Drums," produced by the Catterpillar Tractor Co.

The film discussed safety hazards involved in operating heavy equipment and how accidents occur as a result of an operator's taking unnecessary risks. It also explained how such accidents could be avoided.

Also present at the meeting were Wayne (Lucky) Sprinkle, business representative, Operating Engineers, Local No. 3, members of the prison staff and officials from industry.

A question and answer period followed the safety presentation, with both Mr. Nordstrom and Mr. Walker answering questions.



# Wage Increase Aug. 1st, 1966 Technical Engineers Master Agreement

Operating Engineers Local Union No. 3,  
International Union  
of Operating Engineers (AFL-CIO)

and  
BAY COUNTIES CIVIL ENGINEERS AND LAND  
SURVEYORS ASSOCIATION, INC.

## SECTION III — Wage Schedule

The following hourly wage rates shall be effective as of the dates indicated, and shall apply to all work covered by this Agreement in the following eleven (11) counties: San Francisco, Alameda, Contra Costa, San Mateo, Santa Clara, Marin, Solano, Santa Cruz, Monterey, Napa and San Benito; and to the work covered by this Agreement performed by employees dispatched or assigned from within the eleven (11) county area to work elsewhere.

Classification	Effective Date		
	8-1-65	8-1-66	8-1-67
Chief of Party .....	\$5.41	\$5.69	\$6.00
Senior Inspector .....	5.41	5.69	6.00
Inspector .....	5.19	5.46	5.76
Soil Tester .....	4.995	5.25	5.535
Instrument Man .....	4.995	5.25	5.535
Field Assistant I, Head			
Chainman, Rodman .....	4.465	4.69	4.945
Field Assistant II, Rear			
Chainman, Student			
Engineer .....	4.185	4.39	4.625

The following hourly wage rates shall be effective only in the remaining thirty-five (35) Northern California Counties as of the dates indicated and shall apply to all work covered by this Agreement which is (a) not subject to the wage rates last set out above, or (b) not covered by the Davis-Bacon Act, or the State prevailing wage law of the State of California, or (c) not subject to the Sub-contractor Clause of the Union's construction agreements.

Classification	Effective Date		
	8-1-65	8-1-66	8-1-67
Chief of Party .....	\$4.56	\$4.81	\$5.06
Senior Inspector .....	4.56	4.81	5.06
Inspector .....	4.36	4.61	4.86
Soil Tester .....	4.16	4.41	4.66
Instrument Man .....	4.16	4.41	4.66
Field Assistant I, Head			
Chainman, Rodman .....	3.86	4.11	4.36
Field Assistant II, Rear			
Chainman, Student			
Engineer .....	3.36	3.61	3.86

# Master Agreement for Northern Nevada

between  
Associated General Contractors  
of America, Inc.

and  
Operating Engineers Local Union No. 3,  
International Union  
of Operating Engineers, AFL-CIO

On all work performed, regardless of when said work was bid or let, the wage scales and classifications shall be as follows:

GROUP NO. 1	Effective Date	
	7-6-65	7-1-66
Assistant to Engineer, including Fireman	\$4.18	\$4.40
Oiler, Switchman, Brakeman, Deck		
Hand, Heavy Duty Repairman Helper		
Tar Pot Fireman		
Rear Chainman (note 4)		
Partsman (Heavy Duty Repair Shop,		
Parts Room, When Needed)		
GROUP NO. 2	\$4.36	\$4.58
Air Compressor Operator (note 2 & 3)		
Material Loader or Conveyor Operator		
Pump Operator (note 2 & 3)		
Screed Operator		
Tar Pot Fireman (power agitated)		
GROUP NO. 3	\$4.46	\$4.70
Engineer Generating Plant		
Asphalt Plant Fireman		
Mixer Box Operator		
Motorman		
Head Chainman (note 4)		
Grade Setter (note 4)		
Rodman (note 4)		
Concrete Curing Machine (Streets, High-		
ways, Airports, Canals)		
Lubrication and Service Engineer		
(mobile and grease rack)		
GROUP NO. 4	\$4.78	\$4.98
Boxman (asphalt plant)		
Grade Setter (Dams & Highways)		
(note 4)		
Concrete Mixer Operator, Skip Type		

# Wage Increase July 1st, 1966 Master Piledriving Agreement 1965 1968

for  
NORTHERN CALIFORNIA  
NORTHERN NEVADA

UTAH

between

Piledriving Contractors Association

and

Operating Engineers Local Union No. 3,

International Union of Operating

Engineers AFL-CIO

## SECTION VI

## GROUP WAGE CLASSIFICATION

The following wage scales shall be effective on the dates indicated:

Group I	Hourly Rates—Effective		
	7-1-65	7-1-66	7-1-67
(a) Assistant to Engineer .....	\$4.235	\$4.44	\$4.675
(Fireman, Oiler, deckhand)			
(b) .....	4.405	4.62	4.865
Compressor			
Group 2			
(a) Operator of tugger hoist.....	4.79	5.03	5.30
(hoisting material only)			
(b) Compressors and/or .....	4.905	5.15	5.425
Welders (2 to 6)			
Group 3			
Deck Engineer .....	5.045	5.30	5.585
Fork Lift Operator			
A-Frames			
Self Propelled Boom Type Lift-			
ing Device (Assistant to			
Engineer required, except			
on 10-Ton capacity or less)			
Group 3A			
Heavy Duty Repairman .....	5.19	5.48	5.81
Group 4			
Operating Engineer in lieu of....	5.46	5.74	6.05
Assistant to Engineer tending			
boiler or compressor at-			
tached to crane piledriver			
Operator of Piledriving rigs,			
skid or floating and derrick			
barges (Assistant to Engi-			
neer required)			
Operator of diesel or gasoline			
powered Crane piledriver			
(without boiler) up to and			

Concrete Pump or Pumpcrete Gun		
Operator		
Dinkey Operator (Assistant to Engineer		
Required)		
Ross Carrier Driver		
Skip Loader Operator (under 1 yd.)		
Fork Lift		
GROUP NO. 5	\$4.86	\$5.10
Elevator & Material Hoist Operator (1		
drum)		
Pavement Breaker Operator		
Roller Operator		
Small Rubber Tired Tractor		
w/o earthmoving attachments		
GROUP NO. 6	\$4.90	\$5.16
A-Frame Boom Truck		
Concrete Batch Plant Operator		
Concrete or Asphalt Spreading,		
Mechanical		
Tamping or Finishing Machine Operator		
Stationary Pipe Wrapping, Cleaning &		
Bending Machine Operator		
Concrete Saws (Highways, streets, air-		
ports, canals)		
Highline Cableway Signalman		
Curb-Cutter (Mechanical Finishers)		
Mechanical Finishers (concrete) (Clary,		
Johnson, Bidwell Bridge Deck, or		
similar types)		
GROUP NO. 7	\$5.00	\$5.26
Road Oil Mixing Machine Operator or		
Pugmill Operator		
Surface Heater & Planer Operator		
Material Hoist, Double-Drum		
Boring Machine Operator (excluding		
pneumatic or similar capacity)		
Trenching Machine Operator (Assistant		
to Engineer Required)		
Concrete Mixer Operator, Paving &		
Mobile Mix		
Chicago Boom, Tower Mobile		
Tractor without earth-moving attach-		
ments		
Pumps (note 3) (2 to 6)		
Compressors (note 3) (2 to 6)		
Welder Gas or Diesel Driven (note c)		

including 1 cu. yd. rating			
(Assistant to Engineer			
required)			
Group 5	5.60	5.89	6.21
Operator of diesel or gasoline			
powered Crane piledriver			
(without boiler) over 1 cu.			
yd. rating (Assistant to Engi-			
neer required)			
Operator of Crane (with			
steam, flash boiler, pump or			
compressor attached)			
Operator of steam powered			
crawler, or Universal type			
driver (Raymond or similar			
type) (Assistant to Engineer			
required)			
Truck Crane			
Operators, Assistants to Engineer and indentured Ap-			
prentices on equipment with booms, including job and/			
or leads, of eighty (80) feet or more, including jib, shall			
receive additional premium according to the following			
schedule:			

	Per Hour	
Booms of 80 feet up to but not		
including, 130 feet .....	\$ .15	
Booms of 130 feet up to, but not		
including, 180 feet .....	.30	
Booms of 180 feet and over .....	.45	

In the application of the above, the length of the boom shall be measured from the center of the heel pin to the tip of the boom jib; the length of leader shall be the length of the leader column.

## VACATION AND HOLIDAY PAY:

(a) Each Contractor covered by the Agreement shall pay according to the following schedule:

Fifteen (15¢) cents per hour, Effective July 1, 1965; Twenty (20¢) cents per hour, Effective July 1, 1966.

I. On diesel, or gasoline crane rigs with boilers, pumps or compressor(s) attached, the crew shall consist of two (2) Operating Engineers, and they shall receive a minimum of one-half (½) hour at double time (in addition to their pay for straight time work) for raising steam on the boiler and oiling the crane, when required before the start of the regular shift. On crane rigs with boilers detached the Employee assigned to the boiler shall receive said one-half (½) hour.

J. On equipment with detached boiler, the crew shall consist of three (3) Employees: An Operating Engineer and an Assistant Engineer; and either an Assistant to Engineer or, when the Employee in charge of the boiler operates the hammer valve, a Group 4 Operating Engineer.

K. For raising steam or any equipment before a shift begins, except as otherwise provided, effective July 1, 1965—\$4.235; effective July 1, 1966—\$4.44; effective July 1, 1967—\$4.675.

(2 to 3)		
Small rubber-tired trenching machine &		
similar small equipment (any assist-		
ance in the operation if needed shall		
be performed by an Employee)		
Self-propelled boom type lifting device		
(Assistant Engineer required, except		
on 10-ton capacity or less)		
Instrument Man (note 4)		
Pipe Cleaning Machine (tractor pro-		
pelled and supported)		
Pipe Wrapping Machine (tractor pro-		
pelled and supported)		
Pipe Bending Machine (pipelines only)		
Crushing Plant Engineer		
Asphalt Plant Engineer		
Kolman Loader		
Utility Operator		
GROUP NO. 7A	\$5.14	\$5.46
Heavy Duty Repairman or Welder		
Tractor Operator, Bulldozer, Scraper or		
Drag-type Shovel or Boom Attachment		
Self Propelled Compactor Dozer		
GROUP NO. 8	\$5.18	\$5.46
Drilling Machine Operator, inc. Water		
wells (Assistant to Engineer Required)		
Elevating Grader Operator		
Locomotive Engineer (Assistant to Engi-		
neer Required)		
Mixermobile		
Oshkosh, DW-10, 20 and 21 Tournapull or		
similar equipment Operator (up to &		
including 35 cy. "struck", m.r.c.)		
Loader (up to 2½ yds.)		
GROUP NO. 9	\$5.30	\$5.58
Universal Equipment Operator, Shovel,		
Dragline, Derrick, Derrick Barge, Clam-		
shell, grade-alls (up to and inc. 1 yd.)		
Crane (not over 25 tons) (Assistant to		
Engineer required)		
Euclid or Similar Type Loader		
Motor Patrol Operator		
Combination Backhoe and Loader		
(to & including ¾ yard) (oiler re-		

—Continued on Page 9



# Wage Increase July 1st, 1966 Master Dredging Agreement

for  
CALIFORNIA  
NEVADA, UTAH and HAWAII  
between  
Dredging Contractors Association  
of California  
and  
Operating Engineers Local No. 3,  
Operating Engineers Local No. 12  
of the  
International Union of Operating  
Engineers AFL-CIO  
Section No. 8 — Wages

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

## HYDRAULIC SUCTION DREDGES

	7-1-65	7-1-66	7-1-67
	Per Mo.	Per Mo.	Per Mo.
Chief Engineer	\$1,120	\$1,180	\$1,250
	Per Hr.	Per Hr.	Per Hr.
Leverman	5.35	5.63	5.94
Assistant Engineer (Steam or Electric)	4.92	5.17	5.45
Watch Engineer	4.92	5.17	5.45
Deckmate	4.56	4.79	5.05
Levee Foreman	4.505	4.73	4.985
Winchman (stern winch on dredge)	4.505	4.73	4.985
Fireman or Oiler	4.10	4.30	4.53
Leveeman	4.10	4.30	4.53
Deckhand (can operate anchor scow under direction of deckmate)	4.10	4.30	4.53
Bargeman	4.10	4.30	4.53

## CLAM SHELL DREDGES

	7-1-65	7-1-66	7-1-67
	Per Mo.	Per Mo.	Per Mo.
Leverman	5.35	5.63	5.94
Watch Engineer	4.92	5.17	5.45
Deckmate	4.56	4.79	5.05
Barge Mate (seagoing)	4.505	4.73	4.985
Bargeman	4.10	4.30	4.53
Deckhand	4.10	4.30	4.53
Fireman, Oiler	4.10	4.30	4.53

(1) When a Head Leverman (i.e., a Leverman having direct charge of its daily operations) is used on a dredge, his straight time rate of pay shall be increased thirty (30) cents per hour over the Leverman rate in this Section.

## EXHIBIT B

All of the terms and provisions of the Agreement of July 1, 1965, to which this Exhibit B is attached shall apply to Employees performing work covered by said Agreement in Hawaii and Mid-Pacific Islands, except as specially provided herein, as follows:

1. Wages — The following shall be effective on the dates indicated:

## CLASSIFICATIONS AND RATES

	7-1-65	7-1-66	7-1-67
	Per Mo.	Per Mo.	Per Mo.
Hydraulic Suction Dredges			
Chief Engineer	\$1,070	\$1,130	\$1,200
	Per Hr.	Per Hr.	Per Hr.
Leverman	\$4.76	\$5.04	\$5.35
Assistant Engineer (Steam or Electric)	4.43	4.68	4.96

## NEVADA REPORT

# Silver Lining: Roads

By TYKE WELLER, GAIL BISHOP, NORRIS CASEY and BUD MALLET

The snow is gone and things are looking up in Nevada. A. Tiechert and Sons is near completion on street improvements and underground work in Reno, and Holcomb Construction is building the Keystone Bridge across the Truckee River.

George Grifall Construction, Robert L. Helms Construction, H. M. Byars, Clarence Dieterich and Earl E. Games have Engineers working on streets and building projects in Reno and Sparks.

Nomellini Construction has the sewage treatment plant in the final phase, and Silver State Construction in Lovelock has a crew on 12 miles of freeway.

The Anaconda Copper expansion program contracted to M. M. Sundt Construction is well under

way employing several brothers. George F. Casey Drilling Co. is on caisson work for the Alfred Brown Co.'s shopping center, making progress and furnishing work for many Engineers.

In Lake Tahoe and Carson City, Cabildo Corp. and Wells Cargo have a severe rock problem on the natural gas line on the lake's north shore. Even with skilled Engineers, trenching is slow. Fifty-five brothers are on this job.

## ON AGAIN

The newsy on again, off again Stampede Dam is on again, subject to change without notice.

In northern Nevada, things have come alive. Highways are being built. Rogers Construction, Portland, Ore., bid low on the Middlegate and Austin job at about \$2.65 million. The job should start in mid-July, offering jobs to Operating Engineers.

Low bidder on the Pioneer Theater and Auditorium in Reno was Brunzell Construction Co.

The highway bid for construction between Fernley and Brady's Hot Springs will be let July 14. It will include completion of the lane started by Industrial Construction, and construction of additional lanes.

For the past year and a half, huge dikes of fill material have spanned the dry lake bed which forms the base for the upcoming freeway. These fills have been left in place to permit adequate settlement before graveling and paving begin.

## PART OF ROAD

The Nevada Department of Highways says the surcharge will be removed and made part of the normal roadway. A layer of three inches of plantmix asphalt base and four inches of plantmix sur-

—Continued on Page 12

not to exceed eight (8) hours in twenty-four (24). Travel allowance shall be paid for at the rate of not less than twelve cents (12¢) per road mile.

(2) An Employee shall be reimbursed by the Individual Employer on his next regular pay day for posted bridge and ferry tolls for cars incurred going to and from work upon the presentation of a valid receipt.

(3) If an Employee is sent by the Individual Employer to work in a free zone from an area outside such free zone, such Employee shall be paid five dollars (\$5.00) per day worked in such zone during the first thirty (30) calendar days after commencing such employment except that an Employee sent from an area within the jurisdiction of Local No. 3 into the Treasure Island Free Zone shall not receive such payment.

(4) When crew is boarded by the Individual Employer, a sum not to exceed two dollars and twenty-five cents (\$2.25) per day shall be charged for board and lodging, except when notice of absence is given. No deduction of less than a day.

(5) The travel and subsistence payments provided in Section 6 hereof, shall not be made in the following cases:

(a) To men employed at the Individual Employer's regular yard.

(b) If full board and lodging is made available by the Individual Employer at the job with a charge to the Employee of not to exceed two dollars and twenty-five cents (\$2.25) per day in accordance with Section 4 hereof.

(6) Payment for travel and subsistence shall be made for each day worked as follows:

(a) For jobs within the Free Zone, as defined under Section A. (1) hereof, only those payments applicable under Sections B, B(1), B(2), and B(3) hereof shall be made.

(b) For jobs in the Intermediate Zone, as defined under Section A. (2) hereof, subject to the provisions of Section B(5) hereof, three dollars (\$3.00) per day shall be paid in addition to any payments that may be due under Sections B, B(1), and B(2) hereof.

(c) For jobs in the Outer Zone, as defined under Section A(3) hereof, subject to the provisions of Section B(5) hereof, five dollars (\$5.00) per day shall be paid in addition to any payments that may be due under Sections B, B(1), and B(2) hereof.

(d) For jobs in the Special Zone as defined under Section A(4) hereof subject to the provisions of Section B (5) hereof, seven dollars (\$7.00) per day, shall be paid in addition to any payments that may be due under Sections B, B(1) and B(2) hereof.

(7) For the purpose of simplifying the determination of the Zones, it is agreed that the geographical center of each job as bid by the contractor shall be used as the point from which to compute road miles. In the event of a dispute a representative of the Union and of the Individual Employer shall attempt to resolve the matter. If they cannot agree, the matter shall then be handled by arbitration as provided for in the current agreement.

Continued from Page 8—

quired when more than 200 degree swing)

GROUP NO. 10 .....\$5.40 \$5.70

Chief of Party (note 4)

Tractor, Scraper or Drag-type Shovel,

Tandem

Oshkosh, DW-10, 20 and 21 Tournapull or similar equipment Operator (over 35

cy, "struck", m.r.c.)

Multi-engine earth-moving equipment (up

to & including 75 c.y.)

Loader over 2½ yards up to and includ-

ing 4 yds.

Euclid belt type Loader & similar types

(Assistant to Engineer required)

GROUP NO. 11 .....\$5.56 \$5.84

Universal Equipment Operator, Shovel

Dragline, Derrick, Derrick Barge,

Clamshell, Grade-all, over 1 yd. Crane

over 25 T (Assistant to Engineer

required)

Highline Cableway Operator

DW-10, 20, etc., Tandem

Automatic asphalt or concrete slip form

paver (2 screedmen and 1 gradesetter

required)

Slip form paver, concrete or asphalt (1

operator and 2 screedmen required)

B. Pensioned Health and Welfare:

Each Individual Employer covered by this Agreement shall pay into the Pensioned Operating Engineers' Health and Welfare Fund: One (1¢) cent per hour, effective July 6, 1965 (7-6-65); two (2¢) cents per hour, effective July 1, 1966 (7-1-66).

D. Journeyman and Apprentice Training Fund:

Each individual Employer covered by this Agreement shall pay into the Journeyman and Apprentice Training Fund for Operating Engineers according to the following schedule: one (1¢) cent per hour, effective July 6, 1965 (7-6-65); three (3¢) cents per hour, effective Dec. 1, 1965 (12-1-65); five (5¢) cents per hour, effective July 1, 1966 (7-1-66).



## FRESNO REPORT

## 'We're a Major Market'

By CLAUDE ODOM, KEN CLINE, LAKE AUSTIN and STAN BERGMAN

Brothers in Fresno have been asking what's in the future for District Five.

The district comprises six counties with an estimated population of just under 1 million and land area of 17,813 square miles.

Fresno's central location has become the major retail, wholesale, financial and convention center for most of Central Joaquin Valley. Its location between California's two major markets, Los Angeles and San Francisco, is a key factor in Fresno's growth.

## BROAD BASE

The county's industrial base is steadily broadening as companies become more aware of Central California market and its location between the major markets, linked by excellent transportation facilities.

Pittsburgh Plate Glass recently broke ground for a large-scale plant on a 200 acre site in Fresno.

The plant will be the company's only operation west of Oklahoma, according to PPG.

Other firms now a part of Fresno include Spreckels Sugar Co., Central Cable Co., Dow Chemical Co. and Container Corp. of America.

Other smaller firms have located in Fresno recently setting a record of at least one new industry a month for the past seven years, and totaling nearly 500 manufacturing firms.

Development of additional water resources now taking place is expected to have a profound impact on trade and commerce in District Five.

A survey indicates in the next 15 to 20 years some \$1 billion in new capital will flow into western Fresno County and contiguous areas, stimulating construction of industrial plants, such as pipe - fabricating installations. Substantial expenditures for various types of equipment, fuels and oils, and large payments in salaries and wages is also indicated.

Coalinga Asbestos Co., jointly owned by Johns-Manville Corporation and Kern County Land, tripped production in its three years. The company has projected production of 40,000 tons of asbestos a year.

## ASBESTOS MINING

Another firm mining and milling asbestos is Atlas Minerals, a division of Atlas Corp. The company is also engaged in mercury production. Union Carbide also is mining asbestos.

American Pipe and Concrete Co. will be in production this summer in Coalinga, Owl Rock Products Co. is building an asphalt plant and Folsom Rock Production Co. will be in operation this spring.

Fresno has approximately 9,000 acres zoned for light and heavy industry with about 40 per cent available in parcels ranging in size from a half to 142 acres. Fresno has some 250 acres at the air terminal reserved for industry with all utilities including Santa Fe and Southern Pacific rail service.

Seven industrial parks in the area are catering to specific needs of industry.

## 20 CONTRACTORS

Work in district five's north-

west portion is in full swing with more than 20 contractors on jobs.

Darkenwald and Morrison-Knudsen are busy on the Pinoche Dam. Twenty-five pieces of equipment are still in the dirt spread and 38 Operating Engineers are on the payrolls.

Dravo Corp. is coming along nicely on the Pacheco Dam tunnel.

Occasionally, operators run into bad ground but are working three shifts seven days a week to maintain schedule. As of June 12, the heading was at 6,000 feet.

A. L. Kelly has a couple of jobs in Merced keeping four brothers busy.

Morrison - Knudsen, Utah - Brown and Root job at the San Luis Dam is still the largest in the area. Over 300 Engineers are working a six day, three shift operation, with approximately a year and a half remaining on the rock.

## MORE SLEEP

Over 100 Engineers remain on the Morrison-Knudsen, Utah Canal job with plenty of work for the summer.

Syblan and Reed Co. is busy on the San Luis canal installing three huge pumps on the levee, backfilling and tamping the area. Seven brothers are working this phase of the project.

Granite Construction is in high gear on the pipe line job six miles west of Mendota. Twenty brothers are helping to lay the line.

## SUMMER'S HERE

Summer has arrived — and with it came thunder, lightning and 105 degree temperatures.

It has also added new work to existing jobs. The Fresno metropolitan area looks good with the big job for the season being the R. J. Allen garage. It will be an underground facility and will provide work for some of the Brothers.

A lot of road and street work is underway with more to be let in the near future.

Work in the outlying area remains steady. Highway 99 south of Madera is now handling traffic. Overpasses are not complete, but should be by year's end.

Work at Exchequer and McSwain Dams is slowing down and the call for men is negligible.

A head of water is still moving down Bagby, but speculation is that it will not be covered by water this year.

There is a good chance that Highway 49 will be relocated to fit the new bridge. This will cut out the Bagby grade and move up Hells Hollow Canyon. This should be a good job when it is let.

## ON SAFETY

A word on SAFETY. Business Manager Al Clem has endeavored to create the best safety program in the country, but we still try to beat the rules. Recently in Fresno there have been two fatalities. Until now we have had a good record so let's get back to safety and make our program the best in the country.

Work in Kings and Tulare Counties is in full swing with contractors generally working long hours in an effort to complete as much work as possible this season.

Ball-Granite, a joint venture, is the major employer of the canal project with Peter Kiewit Sons not far behind in the number of operators employed. They have

the north reach with a two shift operation making ditch at an active pace. Dozers and blades are spread over the jobs. We are hopeful this job will require long hours until late in the season.

Ball-Granite and the Huron and Kettleman City jobs have an unusually large number of brothers employed. The Huron job is spread over the country with dirt-moving equipment trying to keep ahead of structure people.

At Kettleman City, dirt spreads are working close together, mostly on short hauls. Brothers on this job are moving in excess of 50,000 yards a day.

Sewer, paving and crane rental seem to be chicken and feathers. One week there is too much to be done and the next, crews are out of work. This part of our work is hardest hit with the "tight money" market.

## Redding Continue Blood Donor Drive

REDDING — The St. Patrick's Day Annual Blood Drive was an outstanding success. The Bank now has in excess of 142 pints of blood in reserve, but the program is still underway and even more successful as members and their wives continue to participate.

Additions to the list of donors published in the April issue include the following: Thayne Barnson, Mrs. Ruby Campbell, John DeJong, Louis Finck, Richard Garner, Robert Granneman, Mrs. Virginia Kelsey, C. L. "Mac" McGettrick, Mrs. Ann Pasley, Frank Rose, John C. Steel, Mrs. Shirlee Stockton, Elizabeth Tenney, George Willis and Woodrow Wilson.

The Operating Engineers Local 3 wishes to congratulate the Redding Brothers and their wives for their outstanding accomplishments.

## '... Upon the Waters ...'



## SAN MATEO REPORT

Old Bridge Sells—  
Total Cost \$57.20

By BILL RANEY, MIKE KRAY-NICK and GEORGE BAKER

SAN MATEO — "What D'ya want — Blood?"

That's exactly what they wanted, and some 35 dedicated Operating Engineers on June 4 thrust out their arms for the penetrating experience of giving life-saving fluid for fellow engineers and their families.

Medical personnel went to work drawing the liquid vitally needed in cases of emergency.

Meanwhile, back in the kitchen, Brothers were pouring other liquids to replenish donors. Business representatives donned the chef's hats to serve country sausage, eggs as ordered, apple-sauce, sweet rolls and coffee.

Brother Joe Stockton, Burlingame, well-known old timer, was honored by fellow Engineers in a brief ceremony.

Joe has worked the San Mateo and general Bay area for the past 20 years as an operator, superintendent, etc., and is presently employed by the Irving Varwig Co.

## 20 YEARS

Joe has been giving blood to the Operating Engineers at the Peninsula Memorial Blood Bank since it opened 20 years ago, and to date, has contributed in excess of 25 pints.

The blood drive is a semi-annual affair organized by the San Mateo Building and Construction Trades Council and its affiliated craft unions. This drive brought in some 310 pints in about six hours, thanks to the 100 or so volunteers, craft unions and dedicated brothers and their families.

Local 3 did better than in the past, but still ranked only third on the symbolic totem pole. Someday, we hope to capture top position.

## 30 PINTS LOW

In spite of the turnout, the bank is still down nearly 30 pints from its Jan. 1 total. For those Engineers who couldn't make it June 4, stop by the bank on Mon-

days at 8:30 a.m., 12:30 p.m. and 3:00 to 7 p.m.; Tuesdays Wednesdays at 8:30 a.m. and 12:30 p.m.; Thursdays and Fridays from 3:00 to 7 p.m. and Saturdays at 8:30 a.m. and 12:30 p.m.

Murphy Pacific finally moved in the mammoth crane "Marine Boss." Bill Choate is superintendent and Brother Floyd "Slim" Ciochon is chief operator and safety committeeman. Brother Joe McCarthy is deck engineer and steward with Brother Les Mears as lubricating technician and Brother Don Bell acted as tugline operator on two tugs, one in each hand. Brother Ed Juarez is on supplementary equipment.

This cherry picker can swing 360 degrees with 550 tons on the loadline. The load block and cable weigh 22 tons and has 24 parts of line. The secondary block will lift 75 tons, the whip-line 25 tons at a 290 foot radius.

One bridge for rigging the large bridge sections weighs 25 tons.

SAN MATEO BRIDGE SOLD—  
FOR REAL

The State of California sold the San Mateo-Hayward bridge for \$57.20, possibly the biggest bargain in bridge history, except possibly the Brooklyn Bridge. The structure was purchased by Murphy Pacific Co. of Emeryville.

A catch? Oh, yes. Murphy Pacific is obligated to remove the 27-year-old 1,500 foot structure when a new \$70 million span is completed next year.

"Removing the old bridge would be a tremendously expensive undertaking. Now the problem will be taken care of without additional cost to the state," said E. R. Foley, chief engineer for the Division of Bay Toll Crossings.

The bridge is part of a seven-mile roadway linking San Francisco with the east Bay.

Bellecetti and Pellecotti was low bidder and has begun work on the Southern campus of the College of San Mateo. The bid was about \$1.4 million for grading, paving and underground work, and will utilize some 15 operators for a few months.

Nearly 758,000 yards of fill presently occupy some 200 acres off Belmont in Redwood Shores with an additional 1,567,000 cubic yards to be moved next year.

## FILL DONE

A \$709,936 primary fill contract was completed by Miles and Sons on May 10 and a dredging project was started May 26 by Bragato Paving Co. and Dutra Dredging Co.

Of the 200-filled acres, site preparations are complete on 176 acres, advance cleaning on 176, primary fill with surcharge on 69 and primary fill on 56. Earthquake will soon be installed.

The advance first aid class at the American Red Cross headquarters got underway on June 17. It is gratifying to see Brother Engineers excel in humanitarian endeavors. If all engineers were as conscientious, we would see a dramatic drop in fatalities caused by industrial accidents.



## MARYSVILLE REPORT

## \$142 Million Job Begins

BY HAROLD HUSTON, W. R. WEEKS, WILLIAM E. METTZ AND ERNIE SUTTON

MARYSVILLE—The work picture has increased with the temperature, but warm weather has made it tough on engineers. Any brother not provided adequate drinking water should notify his local office.

We have over 1,147 "A" operators and oilers registered on our out-of-work list, so contact us about work before considering moving to this district.

On the first Monday of each month at 8 p.m., the Educational and Apprenticeship Advisory Committee meets to discuss ways of improving the apprenticeship program. All brothers are invited to attend these meetings.

We recently met with representatives of Perini-Yuba Associates concerning the \$142 million Yuba River Project. Work will begin at once.

Sub contractor Emil Anderson Construction Co. Ltd. met with us to discuss the contract which includes the Lohman Ridge and Camptonville tunnels, the latter about five miles long.

Work will start immediately. H. Earl Parker, Inc., and Harms Bros. have subbed the permanent roads and Cattermole-Tethewey Contractors, Pacific Inc. will do the clearing.

News the Yuba River project is getting under way is good news.

The Perini-Yuba Associates estimate they will employ about 300 brothers when the job hits peak employment. The project is scheduled for completion July 2, 1970.

## MATERIAL DEALERS, BIG BUSINESS

Thirty years of determination on 60 acres of material on the Feather River has paid off for Roy Mathews and sons Gordon and Gary. All three are members of Operating Engineers Local 3.

With a desire to furnish aggregates for all state, county, federal, city and other agencies, the firm, with assistance from operating engineers has succeeded in constructing a crusher and screening plant that can produce up to 12 sizes of material.

Success has come through management's constant alertness to changing requirements in material design.

## \$3.2 MILLION FISH HATCHERY

Peterson and Brown-Ely Cos. have begun work on the Feather River Fish Hatchery.

The contract calls for construction of three buildings, a fish ladder with an underwater viewing area, four holding tanks, a spawning channel, eight strings of rearing ponds and two parking lots.

C. Norman Peterson Co. will do concrete work and Brown-Ely all excavation. The hatchery is scheduled for completion in October, 1967.

## STANFIELD ROAD BIDS

A low bid of \$315,754 was received for reconstruction and realignment of a 1.7 mile section of Marysville Road near Stanfield Hill.

Work will include realignment of the existing circuitous grade approaching Stanfield Hill.

G and T Construction Co. was low bidder.

Construction is under way with

completion expected in about five months.

## SLIDES HINDER HIGHWAY 49

Loose soil sliding onto the new Oroville-Quincy road, a little-known part of the Oroville Dam project, has caused a considerable increase in construction cost.

Relocation of the 3.9 miles running through mountainous terrain was necessary because water from the dam would cover the old road.

Before work is complete, it will cost nearly \$5 million. The project has already exceeded the original \$4.2 million contract.

Because of slides, additional cuts and removal of hundreds of cubic yards of dirt were required.

An 800 foot bridge will also be constructed across Canyon Creek.

Mathews Ready Mix Concrete Co. has a plant near the project and is hauling concrete to the construction site, where it is dumped into a huge bucket and transported by cable across the canyon.

Low bid of \$214,000 was received by the California Division of Highways for resurfacing 27 miles of State Highway 49 in Nevada, Yuba and Sierra Counties. Granite Construction Co., Watsonville, was low bidder. The project will take about two and a half months to complete and should get started soon.

## WEST SIDE STORY

A. Teichert and Sons is keeping a full crew of mechanics in the Yuba City shop to service its jobs in Sutter, Colusa and Butte Counties, which include the 2.1 million gallon water storage tanks and distribution system and the Gil-sizer Slough Drainage project.

The road 67 job west of Biggs is ready for hot stuff; the Dayton-Goodspeed road job has begun.

H. Earl Parker has levee repair going at several sites on the Sacramento River. The two at Grimes are almost complete with the rip-rap. The two at Meridian will soon be ready for rock.

The William Simpson Co. is well under way on construction of the new Cable Manufacturing building with Goforth Bros. doing the outside grading and landscaping.

Gordon Ball has the big scrapers going full speed on the Arbuckle Highway 5 job. Most concrete culverts are in with a few box culverts yet to be poured by Polich-Benedict Co. Madison Sand and Gravel had a batch plant set up in Arbuckle furnishing concrete. Raymond Concrete Pile has two top operators driving pilings.

Fredrickson and Watson Construction Co. has finished the concrete pour on Interstate Highway 5 with the crusher going, furnishing material for the hot plant.

Kiewit Sons is also in the finishing stages between Orland and Corning. The slab is down and Fresno Paving is working long hours to finish the black stuff on the shoulders and ramps.

Hydro Conduit Corp. is running two shifts at Hamilton City pipe plant producing concrete pipe for the underground water job on the west side of the upper Sacramento Valley. Valley Irrigation at the same location has eight engineers installing the underground water system.

Kaiser Rock and Sand has taken over the Baker Rock opera-

tion at Hamilton City with six operators employed.

We are in the process of wrapping up new contracts with George's Contractor and Industrial Supply and the New York Machine Shop at Oroville.

The new Material Dealers agreements are ready to be signed, which will cover Oro-Ready Mix, Mathews Sand and Gravel, Mid Valley and Yuba City Ready Mix, the Wruck Co., Mack Rock and Sand and the Beaver Paradise Corp.

Diamond Steel Pre-Fab and Manufacturing Co. in Yuba City is keeping a large crew of A-1 welders and burners going full time working back log orders. Yuba City Steel has a crew employed trying to keep up with the steel products demand.

## OROVILLE-CHICO AREA

McNamara-Fuller completed excavation of the Oroville powerhouse on June 18. Crews are pouring concrete and setting forms on two shifts for the structure and the target date except for cleanup is late December or early January.

Oro Dam Constructors has just moved its belt line to the cobble area and the wheel will have one of its longest continuous stretches to dig.

Oro Pacific spillway is now on three shifts.

Morrison-Knudsen's Thermalito Power Canal is getting deeper by the minute. At Thermalito, Guy F. Atkinson Co. is busy and Whirlleys is pouring concrete and setting forms.

Mastelotto Enterprises, B. C. Richter and Harms, Marlet and Sons are all on a shift basis pouring much needed material.

## Tech Engineers Discuss Safety Orders

## Survey Notes

By  
DAVE  
REA



At a recent series of Technical Engineers meetings problems of safety, and the effect the State of California's new construction Safety orders will have on survey work, were discussed.

In looking for a method to publicize these new orders, we felt the Engineer's News should make them available to everyone concerned.

The following is taken from the Construction Safety Orders, effective August 8, 1965.

Division of Industrial Safety  
Construction Safety Order  
(Register 65,  
No. 12-7-17-65)

Article 11. Traffic Control, Flagmen, Barricades, and Warning Signs

1598. **Traffic Control.** (a) When a hazard exists to employees because of traffic or haulage conditions, traffic shall be adequately controlled. The Division may require continuous patrol, detours, barricades, or other techniques for the safety of employees.

(b) When barricades, cones, or other devices are used for channelization of traffic, they shall be placed at not more than 100-foot intervals and the intervals shall be decreased to 25 feet or less around the immediate vicinity where the working operation is

## EUREKA REPORT

## Work Load Steady With Engineer Influx

By RAY COOPER AND  
LEONARD YORK

EUREKA—Jobs in progress are keeping some engineers working normal hours, with others putting in substantial overtime.

Positions are pretty well filled and smaller contracts to be let later will not require many men.

Due to the influx of brothers seeking work, our out-of-work list is lengthy. We advise you check with our dispatcher before moving into the area.

Green Construction Co. has a large spread moving dirt on the Pepperwood Freeway. We expect some equipment to be moved to the Gaberville job as dirt work progresses.

On the Bull Creek road, Phillips Bros. and Souza Bros. are doing rip rap and river bank restoration. Acme Paving and Mercer Fraser are paving the road and parks areas.

## BASE ROCK

Both companies are laying base rock on the Samoa road job and should be ready for blacktop soon. M-F also has all plants going from Eureka to Gaberville to Willow Creek.

John Peterson will begin soon near Zenia. We're happy to see John get his equipment rolling.

Eugene Luhr Co. has its new crusher set up and will soon be ready for production. We had the opportunity of attending an informative safety meeting on that job.

Brother Fred Wright conducted the two-way affair where everyone participated. Brothers Fred and Ron Renfro, safety committeemen, answered questions. We are all aware that accidents happen more frequently

during the summer because of increased work loads, but we should realize also that accidents can happen to each individual, so be alert, attend those safety meetings and please take them seriously. The life saved could be yours.

Explosives Engineering Co. has moved to the Klamath bridge where crews are drilling and shooting the old bridge into pieces small enough for Hassell Co. to move.

## LONG HOURS

This project will employ only a few engineers, but for long hours. Farther north, Baun Co. is still constructing passing lanes on U.S. 101. We occasionally dispatch members to the job but equipment is adequately manned at present.

We are still awaiting bids on the South Fork road and Patrick Creek road located in Del Norte County. Everyone will be happy to see these jobs started.

In the Orleans-Hoopla area jobs are still small and far apart. Hughes and Ladd Co. is employing a few engineers on the bridge (Ishi Pishi) but have selected a crew and do not expect to hire many more.

The weather is extremely hot, so remember to use salt tablets.

We hope road resurfacing will employ more members very soon.

Our many thanks to Brothers Ronald J. Mize, James Rose and George W. Clark who donated blood.

The Eureka office is happy to welcome new dispatcher, Brother Danny Senechal. Danny comes to us from the Bay area. He loves to hunt and fish, so the beautiful country in the Redwood area should keep him happy.

1599. **Flagmen.** (a) Requirements for flagmen:

(1) Flagmen shall be required at all locations on a con-

(2) When flagmen are required, they shall be logically placed in relation to the equipment or operation so as to give adequate warning and shall be placed approximately 100 feet ahead of impact point. They shall be provided with red flags and hand signs or red lights.

(b) A warning sign shall be placed ahead of the flagman reading: "Flagman Ahead." The distance between the sign and the flagman should be based on the average traffic speed, allowing approximately 50 feet for each 10 miles per hour. See Plate C-33 in the Appendix.

(c) The flagman shall be provided with and wear a red or orange warning garment for flagging.

(d) When flagging at night the flagman shall signal with a red light and shall have a belt and suspender harness outside his garment fitted with reflectors or made from reflectorized cloth, unless the garment is well reflectorized in one of these ways.

(e) Flagmen shall be trained in the proper fundamentals of flagging moving traffic before being assigned as flagmen. (See Plates C-33-a, b, c, d, e, f, Appendix.)

being performed.

(c) Any work or equipment that encroaches on the traveled way shall be protected with suitable signs, warning lights, barricades, or flagmen. (See Plates C-35-a, b, Appendix.)

Note: Current "Manual of Warning Signs, Lights, and Devices for Use in Performance of Work Upon Highways," published by the Department of Public Works, Division of Highways is recommended as a source of information.

(d) Signs used for traffic control shall be placed in position prior to construction or survey work and removed or covered immediately following the workman's activity at that specific location.

(e) Survey crews working in or adjacent to a traveled way shall wear flagging garments or equivalent as required for flagmen.



## SWAP SHOP CORNER: Free Want Ads for Engineers

### FOR SALE

'55 MERCURY, 2-dr. hdtop, clean, \$275. Don Thoms, 5 Sunnyhill Dr., Petaluma, Calif. Phone: 762-9233. Reg. No. 1154357.

'55 CAD, El Dorado convt., new top, full power, rare. \$395. Don Thoms, 5 Sunnyhill Dr. Petaluma, Calif. Phone: 762-9233. Reg. No. 1154357.

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

MACHINE SHOP, new bldg., fully equip. 33-room house, 2 apts., furnished, in heart of fishing & hunting, Lassen Co. See at 13 Cedar St., Westwood. Guy F. Sweet, Box 545, Westwood. Phone: CL 6-3204. Reg. No. 608669.

PLACER GOLD MINE, about 60 acres, stream and cabin, Sierra County, \$12,000; 1/4 down. Can be worked with dragline. W. W. Whitman, 3509 Ripley Street, Sacramento 38. Telephone: 922-7670 Sacramento. Reg. No. 381862.

FOR SALE — 10 Wheel Dual Drive Intl. Dump Truck, good working condition, Garwood hoist, new dump box, dual carburetors, dual fuel pumps. For sale or trade. \$1,500.00. 4-cylinder gas driven portable welder, 250 amp. on 2-wheel trailer. \$150. Phone: DE 3-9006, Bill Mulhair, 281 Farallones Street, San Francisco, Calif. Reg. No. 1157905.

1/2 ACRE IN MADERA ACRES, Madera, Calif. Apt. or residence zoned. \$2,500.00. Good investment. Clyde S. Maxwell, 653 Whiting St., Grass Valley, Calif. Reg. No. 798-149.

TRAILER—23-FT. KENSKIL Travel Trailer. Self-contained. Excellent condition. Fully equipped. \$1,650.00. Phone: 593-7448. Wallace L. Samuelson, 300 Torino Drive, San Carlos, Calif. Reg. No. 552306.

1958 FI100-534 TRACTOR with 1961 Martin 25-ton lowboy. All air. Excellent condition and licensed for full year. \$4,500. Paul M. Hurst, 5425 Kirkland Way, Carmichael, Calif. Phone: 487-7697. Reg. No. 1133415.

HOME AND INCOME — C-zoned across from Roaring Camp Depot, Felton. Sell or trade for lots near Sacramento, Calif. Clyde Snedden, 2150 Auburn Blvd., Sacramento, Calif. 95821. Reg. No. 1087733.

COOK SEMI TRAILER, 18-yd. Demo sides to 40 yds. Excl. 1100x20 tires, new brakes, comp. w/hydr. tank, pump and pto. Box good. \$2,600.00.

'62 GALAXIE, 4-dr. Sed. Clean and orig. upholstery. 352 Eng. Cruiso, Mark IV air. \$850. Rick Seim, 701 Pepper Dr., San Bruno, Calif. Phone: 589-1235. Reg. No. 977690.

WATER TRUCK FOR SALE—Peterbilt, 4,000-gal. tank, excellent condition. Reasonable. Call 897-1851. John Price, 1082 Simmons Ln., Novato. Reg. No. 826877.

MUST SELL—PRICE REDUCED—Vagabond Gold Seal 1964 custom trailer, 58x10, expanding two bedrooms, carpeted, washer-dryer, garbage disposal. See at 156 Sun Street, Santa Nella Village, Gustine. Steve L. Seagren. Reg. No. 1133443.

FOR SALE—Metal Gravel Hoppers, 3 ft. 6 ins. x 8 ft. 6 ins. with eccentric feed. One 7 ft. x 7 ft. One round 3,000 gal. water tank. One Mar-Mur sand shaker and bin. Call 534-0509 or 534-1961. George W. Overstreet, 34 Canyon Dr., Oroville, Calif. Reg. No. 1095917.

HOUSE TRAILER, Spartan 8x35 ft., one bdrm. \$950 or trade for small self-contained trailer. Earl Nicoll, P.O. Box 425, Coarsegold, Calif. Reg. No. 965072.

2-BDRM. HOME in Fallon, Nev. On 21 acres, 9 acres paid, water rights, \$8500. Also complete line "Landis Shoe Machinery." \$900. James J. Lilly, Rt. 1, Box 1693, Meadow Vista, Calif. Reg. No. 750502.

WOODED LOT—50 ft. x 100 ft. on Pescadero Creek, \$2,500. Mike Kraynick, 3585 Irlanda Way, San Jose. Phone: 266-7502. Reg. No. 595211.

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

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

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

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

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

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

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

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

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

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

'53 CHEV. TRK., 2 1/2 ton, 3 axle, dovetailed to haul equipment, 4 new tires, eng. exc. Les Renfro, 7561 Windsor Rd., Windsor, Calif., phone: 338-2484. Reg. No. 1181674.

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

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

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

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

'60 CHEV. MOTOR, complete, reasonable. P. V. Carr, 1736 Sunnyvale Ave., Walnut Creek, Calif. Phone: 934-4077 after 4:30 p.m. Reg. No. 290293.

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

DRIVE-IN with dining room, Forbestown, Calif. Living quarters in back. One trailer space, 10 miles from Bullards Bar. John Zachary, Forbestown. Phone: 875-2583. Reg. No. 888716.

FOR SALE—14-Ft. Mansfield Boat, canvas top and electric starter with trailer and 45 H.P. Mercury. \$595. Phone: 686-1845, Rex Turner, 4846 Spauld Ct., Concord. Reg. No. 295839.

FOR SALE—1965 Pontiac Grand Prix, AM-FM Vibrasonic radio. Power steering and brakes, 4-speed tri-power, 16,000 original miles. Many more extras. Rueben Lee, 27819 Decatur Way, Hayward, Calif. Phone: 782-9281. Reg. No. 895830.

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

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

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

TD-15 LOADER, 150 series, 4-in-1 bucket, Ateco ripper, A. J. Toorindian, 812 D. St., San Rafael, phone: 456-7407 after 7 p.m. Reg. No. 89424.

4-BR HOUSE, 2 bath, carpets, drapes, fully landscaped, fenced, \$22,400. Concord. Owner transferred to Reno. Contact Rolland "Tyke" Weller, Reno office.

FOR SALE—'60 Chev. 1/2-ton pickup, long body and wheel base. Good rubber, good condition. \$750. Ph. EM 6-9805. H. H. Fischer, 3015 Bayshore Blvd., Sp. 148, Redwood City, Calif. Reg. 9-221620.

3 BDRM. HOME, 2 baths, elect. kit, fireplace, w/w carpets, drapes, dbl. garage. Immaculate. Raymond A. Aguiar, 2340 Loyola Ave., Richmond, Calif. Ph. 223-9276. Reg. 977708.

MODEL 150 P.H. dragline with Rudimatic and crane hook. Good condition. Ph. 784-4729. Calvin W. Anderson, 1077 W. Morton, Porterville, Calif. Reg. 405367.

GRADALL 2640 with 24 and 60 inch buckets, 4 ft. ext. ripper. Write or phone Paul Tessa, 1070 Happy Valley Ave., San Jose, Calif. Ph. 252-0540. Reg. 0538760.

DEITE MEYER 200 shotgun reloading machine, 12 gauge, extra tubes, shell sizer, misc. items. \$55. Walter Young, 4300 Inga Rd., Hayward, Calif. Ph. 581-2517. Reg. 732140.

LARGE LOT, 400 ft. from Donner Lake, access, year round, 5,000 gal. septic tank, water, elect., phone jack, graded for split level apt. and home. \$5,200 invested, consider any reas. offer. Nicholas F. Sardo, 115 Greenfield Ave., Vallejo, Calif. Ph. 642-2362 after 6 p.m. Reg. 1036021.

TV-RADIO test equip. valued \$700, will consider small house trlr. Audley W. Maxwell, 9396 Aragonne Way, Forestville, Calif. Ph. 887-2590. Reg. 625884.

4 VIEW LOTS, Redwoods, overlooks Austin Creek, 5 mi. to Monte Rio, good fishing in Russian River. Water, elect. avail. \$150 dn. \$50 a month. R. A. Wise, 353 Alida St., No. 35, San Francisco, Calif. Ph. 588-2264. Reg. 408155.

2 BDRM HOUSE — Bolinas, perfect weekend or retire. Furnished, fireplace, beaut. view, Golden Gate, surfing, fishing, 4 kinds clamming. \$19,000. Robert W. Burgstrom, Ph. 456-8629. Reg. 1217325.

'62 FORD PICKUP—4 wheel dr. 1/2-ton, good tires, cond. \$1,500. P.O. box 145, Cedar Ridge, Calif. Ph. 273-4609. Reg. 1082350.

BUDA GAS ENGINE, model P-1879, like new, gen. type base, less than 1,000 hrs. oper. time. \$1,000. W. D. Sorensen, 7028 Thornhill Dr., Oakland, Calif. Ph. 652-3041. Reg. 238823.

TD-5 TRACTOR with hyd. T.H. dozer, very good cond. 1923 1-ton model T truck. Robert A. Dias, Star Rt., Lawrence Rd., Danville, Calif. Ph. 337-5942. Reg. 758228.

WANT TO BUY—Mini bike in good cond. Ed Mestek, 248 Sycamore Dr., Antioch, Calif. Ph. 757-3215. Reg. 636394.

BACKHOE, Case 530 with front loader, very good cond. \$4,500. Semi tilt bed trailer, 23 ft. bed, air brakes, excell. cond. \$2,500. Bill Nelson, 2811 Lincoln Ave., Richmond, Calif. Ph. 415-235-4271. Reg. 908615.

9TH POWER SHIFT CAT LOADER, avail. for rent. Equipped with side dump, bucket, straight bucket, rippers and canopy. Fully maintained and operated. \$23. Edward A. Curtis, Ph. 586-1869, Concord, Calif.

'64 COMET, 4 dr. sta. wag., 28,000 actual miles. Will trade on camper, house trailer or land, or will sell for \$1495. Shirley Campbell, 500 Adair, Crescent City, Calif. Ph. 464-2535. Reg. 931002.

1964 FORD pickup, 3/4 ton, long bed, lvy. duty bumper w/hitch ball front and back. 4-speed w/3-speed brownie, custom cab. Tach., flasher lights, air horn and compressor. aux. tank Mrs. Robert Cardon, 2030 E. Yale Ave., Fresno, Calif. Ph. 322-1439. Reg. 601796 (husband deceased). ALSO—1964 Kenskill 23-ft. house trailer, beige, fridg., stove, dbl. bed, tandem axles, new tires, 25 gal. butane tank, tub-shower, 23 ft. sewer hose, carpet, cooler. Will sell extra—equalizer hitch, 25 gal. butane tank, wide mirror.

MAGNAVOX penthouse with AM-FM stereo with Garrard A plus 60 changer. Cost \$260, will sell for \$150 or best offer. John Madsen, 149 Jackson Ave., Apt. 302, Ph: 365-6092. Reg. No. 1136430.

### WANTED TO BUY

WANTED TO BUY—Used Victor Cuttinghead, barrel, hoses, gauges. Send model number, price and condition or Phone: 826-1444 nights. Hubert Thompson, P.O. Box 225, Los Banos, Calif. Reg. No. 1141954.

### RULES FOR SUBMITTING ADS

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

### Nevada

## Highways In Focus

Continued from Page 9—face topped by an open graded asphalt mixture will be added to the fill.

This section will complete Interstate-80 between Lovelock and Sparks.

Construction of U.S. Interstate-80 from Lawtons to Keystone Ave. in Reno has been delayed because of design changes, problems with right-of-way acquisition and other problems, State Highway Engineer W. O. Wright said recently.

James D. Wallace, chief right-of-way engineer, said bids should be ready for advertising in September, and that highway officials have assigned "top priority" to the 4.7 mile project.

He said if bids are let in September, the project will take about two years to complete.

Wallace noted the cost of construction would be approximately \$4 million.

## KNOW YOUR LEGAL RIGHTS

### IF YOU'RE HURT ON YOUR JOB, HERE'S WHAT YOU SHOULD DO

Because relatively few operating engineers are aware of the benefits to which they are entitled and which their employers must provide under California Workmen's Compensation laws, the following information is presented for the guidance of Local 3 members:

### WHAT COMPENSATION LAW COVERS

Workmen's Compensation benefits are provided in case of injury, illness or death arising out of or occurring in the course of your employment.

### BENEFITS PROVIDED

You are entitled to temporary disability payments as long as your industrial injury or illness prevents you from working, all medical care required for the treatment of your occupational injury or illness for a period of five years from the date of injury, and compensation for any permanent disability which remains as a result of your industrial injury or illness. Death benefits for widows and dependent children as well as an allowance for burial expenses are also provided.

The amount of your benefits will depend upon your average earnings, number of dependents and the extent of your disability. The current maximum weekly payment is \$70 for temporary disability (plus \$10.00 per week for 26 weeks upon application with Department of Employment, Disability Section) and \$52.50 for permanent disability; the maximum death benefit to a widow with one or more children is \$20,500 plus \$600 burial expenses, and the maximum death benefit payable to a single dependent is \$17,500 plus \$600 for burial expenses.

### HOW TO APPLY

You should notify your employer or his workmen's compensation insurance carrier as soon as possible following ANY INDUSTRIAL INJURY or AS SOON AS YOU HAVE REASON TO BELIEVE YOU ARE SUFFERING FROM AN OCCUPATIONAL ILLNESS.

Your employer or his insurance company should immediately provide medical treatment.

If your injury results in a disability which prevents you from working, you will receive temporary disability payments. These payments should commence automatically after a report is made by your employer to the insurance carrier.

Another, and quite separate law, provides weekly benefits and hospital payments for you if you must lose time from work for an injury or illness that is not connected with your job. This is the Unemployment Disability Insurance program (U.D.I.) which is paid for by a payroll deduction from your paycheck.

But if you are hurt on the job or suffer an illness caused by your job, be sure to apply for workmen's compensation, not U.D.I., as you may lose benefits you would be entitled to later, in case of permanent injury.

The foregoing is a very brief outline of workmen's compensation benefits and the procedure for obtaining them. If in any doubt, contact your union office for advice on the rights guaranteed to you by law.

Remember—If you are injured on the job, apply for workmen's compensation benefits!



### PLANNING?—Call the ERBCO Man!

Now is the time to plan job methods and equipment applications for the jobs that are ready to go.

The BACON salesman is backed by experience and a wide product line to offer. He can help your job profit picture with the right equipment to do the job better.

get it from

**EDWARD R. BACON COMPANY**  
CONSTRUCTION EQUIPMENT

FOLSOM AT 17th STREET, SAN FRANCISCO, CALIF. 94110 • PHONE (415) 431-3700  
SACRAMENTO • OAKLAND • FRESNO



# Personal Notes

**SAN JOSE**

Brothers Bill Dalton and Bob Sandro donated blood during May.

Brother W. C. Ruggles and his wife have returned from a three week trip to Kansas and Iowa. While in Kansas, they experienced a tornado and hailstorm with hailstones as large as baseballs. The top of the Ruggles' car shows the effects.

Our sincere sympathies to the families and friends of our late Brothers Andrew T. Rock and Edmund McClelland.

Mr. and Mrs. Charles Thome are on a trip to Canada. Mr. and Mrs. A. Brossard are touring Colorado.

**SACRAMENTO**

Congratulations to Harvey Joe Glines, who graduated top man in a class of 108 as an Equipment Operator First Class from the Seabee Petty Officer Indoctrination Class on May 21.

Mr. Glines attained a grade average of 96, received a letter of commendation from Joseph Lapolla, Lt. Commander, Naval Training, the Naval Construction Battalion Center, Davisville, R.I., in which the commander praised Mr. Glines for "outstanding attention to detail and zealous attitude toward superiors and conduct and leadership qualities which are in the highest tradition of the United States Navy."

Again, CONGRATULATIONS, HARVEY GLINES.

We extend our deepest sympathies to the families of Charles M. Alexander, Grady Harwell and Bernard Gilmore, members of Local 3 who passed away recently.

We are holding checks and personal mail for the following:

R. A. Allen, Earl Thomas Andrews, William J. Ashe, Billy Barrett, James E. Bell, M. Belongia, Virgil E. Bennington, John Bertelli, William E. Best, Jesse Boswell, Nancy Brown, William D. Brown, Ben Cammerer, James C. Connelly, C. D. Cook, J. E. Correia, Harry Dicus.

J. Duggin, Oscar Dodson, A. J. Eclkes, Charles Finley, Raymond Goff, Jack L. Hall, Lynn Harris, Ted Hughey, Albert Hudson, Marhew Hoover, Bill Gene Hunter, Robert Jinkerson, George Kraeer, Bruce Larson.

Bill Lewis, Robert Moore, B. W. Moyer, O. D. Morris, Jim Mead, Lawrence Major, Owen Rundell, Howard Ralston, Russell Souza, John D. Schwarg, Frank Watson and A. E. Wilton.

**FRESNO**

George Dwyer is in the Madera Hospital and would like the brothers to stop in.

**MARYSVILLE**

Our sincere condolences to families of Stan Kolb and Emil Jacenich, who passed away in the past month.

To Ron McDonald, we hope you have seen the last of your sick bed.

Ron has been ill for a long time and we hope to see him on the job soon.

Back on jobs after illnesses are dispatcher John Smith and office staffer Virginia Mulch.

**EUREKA**

We are saddened by the death of Brother John L. James, who was killed on the Green Construction job in Pepperwood. We extend our sympathies to his family and friends.

Our sympathies to the family of Brother Ernest Lewis Sr.

**SAN RAFAEL**

Brother Bob Bynum dropped in to say hello. He just returned from Viet Nam and is en route to Bangkok, Thailand to work for Utah.

Best wishes to Brothers Mel Myers in Sonoma Valley Hospital and Don Wells at Santa Rosa Memorial.

Very best wishes to Brother Ira F. Hein who recently joined Local 3's pension family. A happy retirement to a fellow who for many years was employed at Hein Bros. Quarry in Petaluma.

**NEVADA**

Your dental plan went into effect July 1. This is a new plan for Nevada, so if there are questions, write or call the Union Office, 329-0236 or the Health and Welfare Office, 786-1120, Reno.

The representatives of Local 3 in Nevada wish to thank the brothers for cooperation given during various job problems. Such cooperation is sincerely appreciated and we hope it will continue. Only with such cooperation and assistance can we build a stronger union.

**SANTA ROSA**

Congratulations to Brother Frank Newman and his wife on arrival of Brenda Carol who weighed seven pounds one ounce at birth.

We are once again in need of blood donors. Won't you please assist us in keeping our blood supply stocked and available for our Brothers and their families? Thanks.

This office extends sincere sympathy to the widow and family of J. W. "Wes" Spencer who was killed on a job in Lake County. The Brothers were saddened by Wes' death.

# OAKLAND REPORT

## A Construction Upswing

By ED HEARNE, JERRY BLAIR, TOM CARTER, FRED GONSALVES, BOB HEUBNER and GUY JONES

OAKLAND — Several projects are now underway, but it was feared early in the year the work load would fail to measure up to expectations. But with new bids being let on interchanges and freeway construction, the outlook is more hopeful than we had earlier anticipated.

The slowdown in subdivision work caused concern, but other projects have been opening up to relieve much of the pressure.

Guy F. Atkinson Co. was successful bidder on the Grove-Shafter interchange which will tie into MacArthur Freeway. The interchange which will be one of the largest in California; the highest ramp to be 100 feet high and engineered to permit cars swinging off the MacArthur freeway and onto the Walnut Creek freeway to do so at speeds of 80 miles an hour.

The project will take some three years to complete.

**SAFETY MEET**

A huge safety meeting is scheduled for July 20, 8 p.m. at Goodman's Hall, Jack London Square. All Oakland area members are urged to attend.

For those not familiar with Oakland, Jack London Square is located at the foot of Broadway. Plenty of parking is available, so let's see all of you there.

Sequoia Oil's Fluor job in Rodeo is in full swing. There are 42 operators and oilers and 14 technicians employed. The job is expected to be completed next spring. Clarence Hazelwood is ramrodding with Ike Benner as steward. Forrest Trumbo is safety committeeman.

Trans Bay Contractors are tooling up with floating equipment.

They have four floating derricks working with two land rigs on shore. They expect to have 125 additional operators working when in full production.

**HIRE 25**

Donald Drake Contractors have started on the Rapid Transit job and will be hiring 25 or more members.

The work picture in rock, sand and gravel plants around Oakland is very good. Some plants are working overtime. A construction upswing is expected in the near future.

Principal sources of sand and gravel are in the Livermore Valley and the Fremont area.

The industry in Livermore generates an estimated \$7 million annually. California, which has been increasing its use of aggregates each year, produced an estimated tonnage value of \$190 million during 1965.

Materials quantities consumed this past year included 128,000 tons for the Oakland Coliseum, 90,000 tons for paving, 299,000 tons for structures on the new San Leandro freeway and 645,000 tons for the Dublin-Sunol freeway.

**SELLS 88 PCT.**

Pacific Coast Aggregate's Eliot plant located near Pleasanton, sells approximately 88 per cent of what is dug, the remainder is unusable material washed away with some 750,000 gallons of water from the company's well which is run through the plant hourly.

Subdivision work in Contra Costa County has been slow due to tight money, but is now starting to pick up.

Gallagher and Burk has started a large subdivision in Rheem with over three million yards of dirt to be moved. Smaller jobs are keeping a large number of operators busy.

Martin Bros. Construction is working several crews throughout the area on new work, and projects started earlier this year.

Independent Construction is at work on another unit of Vista Hills in Martinez and finishing the Gregory Lane job in Pleasant Hills.

**RESUME WORK**

Eugene Luhr is back to work on the Walnut Creek canal after being shut down nearly a month. Delays were caused by lack of construction on the haul road under the newly constructed Willow Pass bridge.

Baldwin and Warren is realigning the upper end of the canal, hauling dirt off the site in trucks. The scraper work has been subcontracted to M and N Construction, Visalia, who is using C pulls and Cats on the job.

Piombo Construction is making progress on the flood control canal in Brentwood, although dewatering has been a problem throughout construction. Much of the canal has been cut and rip-rap is being placed on the slopes.

The Shell Oil Refinery at Martinez is 95 per cent complete. There have been some layoffs, but much work will remain until the refinery begins operation.

**12 EMPLOYED**

Rivers Construction Co. is well underway moving dirt on the Bethany Dam job where 12 brothers

are employed. Fredrickson and Watson has moved its dirt spread into Rossmore for another series of pads at Leisure World. Paving is well underway on Highway 21 between Danville and Dublin. Oliver DeSinha has completed the dirt on the Highland Oakes tract and Ebert Construction has moved in for underground work.

Green and Winston on the Del Valle Dam project has approximately 33 brothers employed but is expecting to taper off. Work is progressing more rapidly than anticipated. The company should have up to 45 brothers employed next spring and summer, however.

**LOOKS BRIGHT**

Rapid Transit progress looks bright. Crews should start with elevated structure on pile foundations about July 18. The precast track sections will be made by Cast Con of Richmond. The job should run about two years.

The section of 81st Avenue to 7th Avenue is up for grabs and should be let in the near future.

Fruin and Conlon sections from 7th Avenue to Fallon Street, a cut and cover subway, is well underway.

Massman Construction, Kansas City and San Leandro, has started on the section from Broadway and 21st Street to 24th Street, near Grove. This is also a cut and cover subway.

Guy F. Atkinson was low bidder on the Grove Shafter freeway which includes elevated structures.

Donald M. Drake, San Francisco, is starting elevated structures from 47th Street to the Oakland-Berkeley city limits on Grove Street.

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## STOCKTON REPORT

## Work Load Stable

By WALTER TALBOT, AL McNAMARA and JACK BULLARD

STOCKTON — Until some of the major earth-moving projects contemplated for this district are let the work load will remain static.

Smaller jobs recently awarded, and those to be let in the immediate future will not employ operators being terminated from the California Aqueduct and Westside freeway projects. Although these projects have cut crews in the dirt-moving phase, a number of engineers are on concrete, paving and fine-grading operations, and should be employed for many months to come.

## LOW BIDDER

Fredrickson and Watson was low bidder on the State Division of Highways, a \$2 million project for construction of approximately two miles of six-lane freeway and four bridges in Stanislaus and San Joaquin Counties near Ripon. F. and W. constructed a rock plant on Bird Road south of Tracy and will be working on a two-shift basis supplying aggregates for the West Side Freeway.

Burchett and Good, Virginia City, Nevada, was successful bidder on the Red Lake grade job near Carson Pass on Highway 88. The contract bid price was \$1.47 million with completion scheduled for November, 1967.

Stolte, Inc., Oakland, presently has 10 engineers employed on the Catholic Youth Association center surveying and excavating for additional dormitory facilities.

On the same project Harold Newman Co., and Collins Electric have operating engineers working on their utility contracts.

## REPAIR LEAK

Morrison-Knudsen Co. was awarded a contract by East Bay Municipal Utility District to repair a leak on the south dike at Comanche Dam. The contract price was not published in construction newspapers, but the company has employed 10 engineers on a three to four-month basis. Apparently, a new technique will be tried — excavating a trench approximately 80 feet deep and eight feet wide with a 4500 Manitowac dragline, grouting the walls as they excavate.

Elmer Wendt, Inc., Rio Vista, has resumed operations in Hospital Canyon to obtain suitable rip rap for the U.S. Army Corps of Engineers levee job on the San Joaquin River. The possibility of rock not being suitable is possible, in which case rip rap would have to be hauled in from a more distant quarry.

A. Teichert and Son continues to get smaller type jobs throughout the district, the latest being highway resurfacing in San Joaquin, Amador and Calaveras Counties for \$141,000, resurfacing of Charter Way in Stockton for \$162,000, reconstruction of Clements Road and bridges and repaving of four miles of Copperopolis Road from Jack Tone to Duncan road for \$106,000.

Gordon Ball, Danville, was successful bidder on the new bridge and approaches on Santa Fe

Road across the Stanislaus River near Riverbank for \$585,000.

## SMALL JOB

Claude Wood Co., Lodi, was awarded the one and one half mile realigning, grading and paving of Highway 4 in Alpine County. The contract price was \$175,000. This job adjoins the O. K. Mittry and A. L. Craft contract let some months ago.

We have been receiving many inquiries this season about mountain jobs. Work in the higher elevations is also static with no apparent change expected for the ensuing season.

Burchett and Good, O. K. Mittry and A. L. Craft, Claude Wood Co., J. H. Pomeroy are on the penstocks at Early Intake, Peter Kiewit Sons at the same location on the powerhouse and Standard Materials Co. on Highway 20 in Yosemite Park are the only jobs of significance in the mountains.

Fredrickson and Watson was low bidder for surfacing existing road beds constructed by A. Teichert and Son and Service Construction early this year as a connecting link between the new Westside freeway and Highway 33 near Vernalis.

The contract bid was \$1.7 million to include paving of approximately six miles of new highways and an interchange and railroad crossing.

## GETS SURFACING

Standard Materials Co., Modesto, was successful bidder on \$175,000 worth of highway resurfacing in Mariposa, Stanislaus and Tuolumne Counties.

## REDDING REPORT

## Dispatcher Is Busy

By TOM ECK, LOU BARNES, ED DuBOS

REDDING — The out-of-work list continues to shrink as the job roster gets longer. Things are brighter than anticipated, although a number of cat skimmers and mechanics are still awaiting calls.

Roy Houck and Sons Corp., Salem, Ore., a firm with which we have never dealt, received a \$5 million contract for a freeway segment north of Yreka. Until a pre job conference is held, we cannot be sure of Houck's needs. Forest Service jobs awarded include a \$1 million contract to Kizer and Heintz for the Canby project.

A \$7 million project on Interstate 5 should come Aug. 3, and new bids were opened June 28 on Shasta College, but at this writing, the contractor had not been named.

Hughes and Ladd Inc., and Gibbons and Reed are using 988 loaders and trucks on the highway 96 restoration project, mostly moving fill material and rip-rap. Twenty brothers are putting in long hours.

Sierra Pacific and Harms Bros. have cats, cans and two 631s working the Callahan project. The country is rough and rocky, and work is being concentrated where it is fairly good mucking. Equipment is being moved in as things progress.

Kizer and Heintz is making subgrade and laying sub base on the freeway at O'Brien. The company hopes to have C.T.B. laid and ready to pave by Aug. 1.

John Vickery Inc. will do the concrete paving.

## ROAD SLIDES

Heavy rains at Happy Camp have caused R and D Watson to remove slides from the road. This extra work for the company, which is also installing brinwalls. Much remains to be done.

At the Lookout project, Lewis Nicholson and Sons has started road construction, all in flat country. It will be mostly finish with fill material being trucked in and will not employ as many Engineers as we had hoped.

W. H. O'Hair is in the process of moving the crusher and hot plant to the Lookout project where crews will lay approximately 12 miles of base rock and plant mix.

O'Hair also has 31 miles of Highway 89 to overlay. Monte Brown of Redding Construction will be moving the crusher and hot plant to the Burney area to furnish hot stuff for this project.

Pasell and Young Inc. is readying its plant at Tulake. Modoc County reportedly had the road ready for paving shortly after July 4. The firm also bid on paving Lava Beds National Park with expectations of extending the job.

## DOING WELL

Power City Construction and Equipment Co., in spite of rough terrain and bad roads is doing extremely well on the transmission line in Newell.

Concrete footings are being used because backfill is inadequate, but engineers are doing a superb job.

Bids will soon be called for two railroad overpasses near the Weed airport and at Granada. This contract will kick off a 21 mile section of freeway south of Yreka, budgeted at \$885,000.

The Redding office would like to thank Melvin Berry, company safety engineer and Hank Beltz for their fine cooperation in the First Aid Program.

Mr. Berry set up classes at Tulake for a standard course where seven operators gained cards. He praised Engineers for their splendid participation. Another class will begin in the near future which will provide training for another 19 members, bringing to 26 the total who will have completed the course.

## RESUME PACE

Peterson Tractor Co. is back to normal after a slight recession. Men who had been idle are now back to work. Twenty-seven members are employed by Peterson.

U and I Equipment has a yard full of equipment keeping four men on the job.

C. L. Fogla has a job at Kutrass Park on a pipe line. Other jobs being done by this company include a \$125,589 contract on Park Marina Drive and on Washington Street, employing a few brothers.

A. Teichert and Son has a small job joining Wisconsin and Ridge Drive in Redding.

Tom Davis has a contract totaling \$23,950 for streets and a water line in Anderson.

Williams and Burrows is lashed with its college site project. Other contracts are to be let for construction of the college, but no information is presently available.

## JOB OVER

Baun Construction Co. has completed its job on Gyle Road and moved to Crescent City.

## SAN JOSE REPORT

## Vote Okays \$112 Million Bond

By ROBERT SKIDGEL, LYNN MOORE, JIM HALL, WM. HARLEY DAVIDSON, and CECIL PRESTON

SAN JOSE — A \$112 million eight year bond plan was announced recently by County Public Works Director James T. Pott, to include expressways, major road systems and right-of-way acquisition throughout the San Jose area.

The plan will be a two-phase project that should provide employment for many members of Operating Engineers Local No. 3.

L. C. Smith and Lew Jones Construction Cos. have a two-mile freeway project on Mountain View-Alviso Road. Fairley Construction is installing an underground sewer system.

George Giavano is acting superintendent and George Marsh is foreman on the Smith job, where the paving spread began on June 20. Smith Co. is also working on the Alma expressway with Tony Bruno as superintendent.

## 4 DRAGLINES

Oscar Holmes has four draglines working on deepening the San Tomas channel, with 300,000 yards of dirt being trucked to Alviso to cover an old trash dump.

The Los Altos area seems to be the most active in northern parts of the county, with J. C. Bateman and Sondgroth Bros. working sections of the expressway.

Sub base is being hauled and paving should begin shortly.

Ernest Pastana is still working on 43 miles of sewer line.

Other than the \$7 million Los Gatos water purification plant, most San Jose work is on small jobs.

Low bidders on the purification plant were Huber-Hunt and Nichols and Corey Construction Cos., joint venturers.

One survey party is on the job with Brother Sullivan as chief, Brother Joe Hamby head chainman and Brother Bob Long as operator on Austin Western handy crane.

## CONTRACTS

The following contracts have been let:

- The Highway 17 overpass between Westfield Avenue, San Jose and Downing Avenue, Campbell. George Bianchi Construction Co., low bidder, Paul Jolley, general foreman.

- Little Orchard Road storm sewer, Bilardi Construction, low bidder.

- Meridian Road storm sewer and the Bayshore Coyote Unit II storm sewer, Wm. Capitsra, underground contractor.

- Downer Canoas Unit 4A sewer, Ernest E. Pestana, contractor.

- Street paving, A. J. Raisch, Paving Co., contractor on many small jobs.

Other contracts let were Santa Teresa Boulevard, Project A, Cottle Road to Bernal.

- Paving the Historical Museum parking lot.

- Hedding Street from Park

Avenue to The Alameda and The Alameda from McKendrie to University, R. J. Zipse Paving Co., contractor, bid \$190,000.

Leo F. Piazza Paving Co. received the Hicks Road widening project. The program calls for four lanes and a major entry into Almaden Valley. A new bridge will be constructed across Guadalupe Creek. Construction is expected to begin in July with completion set in one year.

Subdivision work, slow at this time, shows promise for the near future.

## GAIN PERMIT

The Schilling division of McCormick Spice Co. was granted a permit to build a \$1.9 million plant in Salinas. The project should be complete by Christmas.

Construction of a 1,100 foot waterfront tunnel was announced recently by Arthur Chang, executive director, Monterey Urban Renewal Agency. His announcement follows approval of a \$2.7 million federal grant.

Mr. Chang said the tunnel will be the anchor of the \$38 million custom House project, which will include a plaza to be constructed over the tunnel.

The largest project in Monterey in some time will be the \$10.5 million bypass, a seven mile highway with interchanges between Ft. Ord and the Carmel Hill interchange. Work is underway and should be complete by mid-1968.

A \$1.5 million project involv-

ing an interchange is underway south of Castroville. Completion is expected in the spring, 1967.

Work has begun on the \$1.5 million Spreckels Boulevard interchange at the newly completed Hilltown bridge. Work should be complete by mid-1967.

In southern Monterey County work is near-complete on the \$3.5 million, seven mile freeway between Camp Roberts and Bradley.

Two additional projects should begin this year. Some \$4.9 million has been earmarked for the first portion of the King City bypass and a small section of the Watsonville bypass.

The Santa Cruz area, which has been a sleeper to date, is beginning to awaken. The state highway job west of Watsonville has shaken the dirt lovers. Granite Construction Co. is involved in 6.9 miles of four lane freeway involving about 460,000 yards of excavation. Considerable activity should begin in early July.

Ben C. Gerwick's Pacific Gas and Electric job at Moss Landing should continue for some time. Crews are presently working two shifts.

The project involves placing 160 sections of 12 foot diameter concrete pipe, each weighing 62 to 68 tons. All sections are laid in a trench supported by steel shoring to hold back the sea.

The project is scheduled for completion by year's end, but long hours will be required to meet schedule.



# Rock, Sand, Gravel Pact?

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

The big question concerning a contract has been largely settled, but there is still an agreement to be reached in rock, sand and gravel.

We have been proud to fly the colors of Local No. 3 as its record will show tremendous gains in wages, fringe benefits, health and welfare and vacation pay.

It is gratifying to see pensioned workers and workers being helped with medical expenses both for themselves and their families.

There is only one way to go and that is up, and since we have reached another milestone in our negotiations, we will have even greater benefits in wages, working conditions and more security for all Brothers and their families. Be proud of your Union affiliation and do all you can to strengthen it.

## ACTIVITY RESUMES

Since the Ironworkers strike was settled activity in the valley has resumed, but men are reluctant to return to work until other crafts now negotiating have settled.

Mid-Valley, Inc., expects the metal shredding plant under construction for Proler Steel to be completed July 15. The plant is located on the foothills below Coperton. Construction began Jan. 16.

Work was uninterrupted by the Ironworkers strike because of an International Agreement with the company.

## WARING LEAVES

Ken Waring was superintendent at the start of the project, but health problems necessitated his return to Houston, Texas. Charles "Chuck" Wiggins replaced him and is doing a good job. Lee Shankle, office manager of Mid-Valley Inc. is in charge of materials. Relations with this company have been outstanding. Brother Ted Ward has been acting steward and Brother Dan Storrs safety committeeman.

Richard Obyn will be in charge of operations when the plant goes into production. Kennecott Copper will be shredding metal in leaching operations at Bingham Canyon.

## THINS RANKS

Sechtel Corp. is beginning to thin Operating Engineers ranks. With completion of Markham Dam five Brothers are on the out-of-work list. This has been an excellent job for our Union members, lasting through winter with little time lost because of weather.

The ore-crushing plant at Little Valley is in final stages of construction. Some Brothers have been on this job for 15 months, an excellent length of time for jobs in this area.

## UTAH REPORT

Fife Construction Co. has started operations at Orton Junction near Panguitch on a two shift basis with 15 Engineers on the payroll. This job has relieved the employment situation for some brothers in southern Utah who have been idle since last fall.

## ROAD CONTRACT

V. C. Mendenhall was recently awarded a contract on a stretch of road from Minersville to Beaver but is reluctant to begin work until contract negotiations are settled.

W. W. Clyde's freeway job in Cedar City is nearing completion but should keep a crew busy most of the summer. Clyde has his new Cedar Rapids plant set up and can batch out 350 tons of asphalt an hour.

L. A. Young Co. is ahead of schedule on Marysville Canyon Highway 89 with less than 30 per cent of the work remaining. The Escalante project is near-complete with just a bit of oil to mix and lay.

## VERNAL SLOW

The general work picture remains slow in Vernal and the Basin areas. W. W. Clyde was successful bidder on a small job at Tabiona. Clearing has begun but it will be some time before it is in full swing. Both Clyde's jobs at Provo and Coalville are in high gear and have sizeable Operator crews employed.

L. A. Young has started surfacing at Heydons Fork and should finish within two months, weather permitting.

## CANYONLANDS

Corn Construction will have blacktop laid in Price Canyon by mid-July.

Schmidt Construction moved in a hotplant to help get the hot stuff to the grade. Corn is running two laydown machines and is setting some sort of record for laying asphalt.

H. E. Lowdermilk Co. has completed excavation at the new junior high school in Price. Lowdermilk is keeping an eye on jobs coming up for bid, especially in rock excavation.

Strong Co. is finished with excavation on Project One at Green River and will be done with the dirt on Project Two before long. Glad to see Brother Virgil O'Clair back on the job and feeling better. He suffered a heart attack and has been laid up for some time.

## OIL DRILLING

Brinkerhoff Drilling Co., Denver, was successful bidder on a 16,500 foot oil drill hole at Schofield. Loffland Brothers Drilling Co. was successful bidder on a 15,000 foot hole on a separate contract one mile from the Brinkerhoff rig. Both jobs will run about a year and will employ some 30 people on three shifts. At present equipment is moving into the sites and getting ready to rig up. Efforts are being made to sign these companies to agreements with Local No. 3.

Brother Joe Baker, Green River, enjoyed another annual Friendship Cruise on the Green and Colorado Rivers. Five hundred boats entered this year and Brother Joe had the task of rescuing any stranded boats and handling emergencies. His boat usually finishes last. This is the seventh year for him and from comments we hear, Brother Joe has done an excellent job.

## SUPPORT GIVEN

Outstanding support was given Business Manager Al Clem, Vice President Dale Marr, Financial Secretary A. J. "Buck" Hope and Treasurer Don Kinchloe at the District meeting in Provo. Brothers present were well informed by Mr. Clem on business which has transpired and that at hand, with special interest directed to Utah.

## HITE'S FERRY RETIRES

For 80 years the ferry at Hite's Crossing in Canyonlands National Park was the sole means of crossing the Colorado River.

Today, three modern bridges, dedicated in ceremonies on June 3, have replaced it. Cost of construction was \$4 million with most funds coming from federal grants. These bridges are a vital link in the Golden Circle route which provides access to Lake Powell and other scenic areas in southern Utah. Uninterrupted auto travel between Hanksville and Blanding is now possible, but the 133 mile route is unpaved except for bridge approaches and roads at each town.

The new bridges include the White Canyon, Dirty Devil River and Colorado River bridges.

## TWO CONTRACTORS

The Colorado River and Dirty Devil River Bridges were constructed by W. W. Clyde. S. S. Mullen Co. built the White Canyon Bridge, and eight miles of approach roads, under a \$1 million contract.

The ferry story is an unusual one. Cass Hite, an old prospector, had little luck in his search for gold, but found the climate excellent for raising fruit. From time to time a stranded traveler came by, seeking a way to cross the Colorado River. So, in time, Cass found himself in the ferry business, through no intention of his own.

## FIRST ROAD

In 1945 the Highway department built the first road into the area under a \$50,000 contract. This unpaved route carried a small volume of traffic between Hanksville and Blanding with a ferry acting as the vital link in the system.

The ferry was completely destroyed by high flood waters in 1957. In 1958 the state restored and took over operations of the ferry and continued to operate it until the bridges were opened.

It is doubtful if any more colorful, spectacular or magnificent scenery can be found anywhere else in the world, say nothing of the boating and fishing facilities in the area. Many Brothers have worked on the project, making access into the area possible.

## SAN FRANCISCO REPORT

# 2 Docks, Bank Going Up

It won't be long until about 10 acres of concrete deck will service the Pacific Far East Lines.

Pier 27, San Francisco Port Authority's new structure, should be complete and ready for construction of warehouses and buildings in about six months, according to Dick Vlach, supervisor.

The new pier, near famous Fisherman's Wharf, is the first to be constructed in nearly 40 years, and will be one of the larger piers in the Bay area.

Mr. Vlach said some 2,600 prestressed concrete piles will be driven. Some of those piles are 157 feet long.

## Demolish Pier

Before construction could begin in the new pier, about 80,000 yds of material had to be removed from the bay, and old Pier 25 had to be demolished.

By the end of the year, the deck and dock should be completed and building construction well under way.

The project is a joint venture with J. H. Pomeroy and Germich having the bulk of the work.

The concrete segment of the

job is about 75 per cent complete at present.

Prior to Pier 27's construction, only 17 such structures have been built, most in the prior 10-year period.

## Tallest Bank

Up from the waterfront and down California St., the site is being cleared for the world's tallest bank — a structure for which the final decision on its height is still being pondered.

Dinwiddie-Fuller-Cahill, joint venturers, are in the demolishing process, which will take about one more month, then the project will be ready for soldier beams and more excavation.

The building will be the new Bank of America, and will probably be the tallest building on the West Coast.

## Underground Floors

Officials for the construction firms say four floors will be underground, and there has been talk the building will stand some 75 stories high. It is presently planned at about 52 stories.

At present, it is unknown who will do the steel work, but word should be available in the next edition of the Engineers News.

The new Bank of America will replace the historic Farmers

Market, which for years, did business at California and Montgomery Sts.

## Shipping Dock

At the foot of Army Street, sub grading is being done over 60 acres of area for a new transportation center for the San Francisco Port Authority. The dock area will provide service in shipping, rails and trucking, and will cost some \$28 million when complete. The dock will be one of the largest on the west coast.

Bethlehem Steel will handle the building construction under sub contract from Modglin-Kahn, but M. and K. will do the finish and trim.

Matson General in on the pilings and docks, and has been doing the fill and sub grading. The project will be going for quite some time, and as it develops, there should be some job opportunities for the Brothers.

## Some High Rise

In other areas, various high rise structures are underway in many locations and are in various stages of completion. Most of the labor shortages in these projects have been taken care of, and contractors are adequately staffed at the present.

## Obituaries

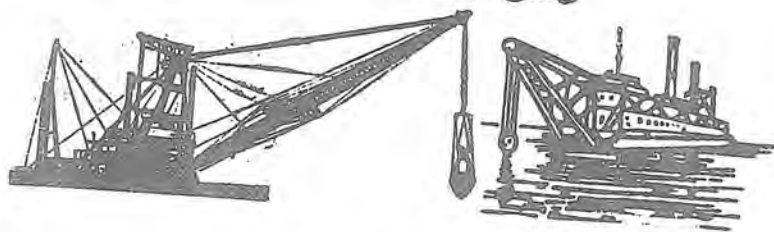
Name	City	Init. Date	Deceased
Avansino, Albert	Oakland, Calif.	5-3-46	5-29-66
Carden, Hobert	Fresno, Calif.	11-6-48	6-2-66
Duarte, Joseph	Hayward, Calif.	8-17-40	6-11-66
Finck, Louis*	Kerman, Calif.	9--61	5-31-66
Gilmore, Bernard	Sacramento, Calif.	9--58	5-29-66
Harwell, Grady	Auburn, Calif.	5--42	12-2-66
Haskell, Edward	Grass Valley, Calif.	8-6-61	5-28-66
Hitchcock, Harry	Irvington, Calif.	4--39	6-14-66
Jacenic, Emil	Marysville, Calif.	10-9-56	6-11-66
James, John L.*	Rio Dell, Calif.	8-2-58	6-16-66
Jones, George O., So.	San Francisco, Calif.	12-6-41	6-26-66
Kamplain, Darrell	Sacramento, Calif.	12--53	6-13-66
Kolb, Stanley	Oroville, Calif.	5-4-51	6-5-66
Lavender, Billie	Knightsen, Calif.	7-13-63	6-2-66
Lewis, Ernest	Hoopa, Calif.	8--65	6-13-66
Liebenberg, Arthur	Ben Lomond, Calif.	2--65	6-13-66
McClelland, Ernest	San Jose, Calif.	5-7-34	5-27-66
McDaniel, Sherman*	Crows Landing, Calif.	7-7-56	5-27-66
McDonald, Lloyd	Fresno, Calif.	3-28-48	5-30-66
Medinas, Walter	Richmond, Calif.	11-16-40	6-5-66
Neebs, James	Redding, Calif.	10-5-51	5-28-66
Oliver, Harry M.	Yerington, Nevada	12--53	5-26-66
Rock, Andrew	Fremont, Calif.	3-7-53	6-14-66
Sellick, Jack	Fresno, Calif.	1-7-50	6-12-66
Tyler, George	Oakland, Calif.	10-17-41	6-1-66
Tyler, Victor	Oakland, Calif.	2-7-42	6-24-66
Wilson, Jess. L.	Folsom, Calif.	2-2-52	6-17-66
Wooldridge, Carl	Brisbane, Calif.	11-7-42	5-31-66

(3) INDUSTRIAL ACCIDENTS IN JUNE, 1966.

115 Deceased Members January thru June 1966 — 10 Industrial Accidental Deaths.



## Dredging



By AL HANSEN

**MANSON GENERAL** has begun hauling sand for Peter Kiewit Company, starting at the Oakland Mole and along the ditch being dug by Healy-Tibbits. The company has 800,000 yards with expectations of more.

Crews are working three shifts and one dredge at present with hopes of starting the other in the near future. That will mean more work for our dredgemen.

**HEALY-TIBBITS** is also working the Oakland Mole side with its clamshell digging part of the trench. Healy-Tibbits has two 10-hour shifts working at present, and will be on this job the remainder of the year.

**PETER KIEWIT SONS CO.** presently has no clamshells of its own working, but is expecting one around mid-July.

**ASSOCIATED DREDGING** has finished its job in Alameda and has towed its dredge "Truckee" to the yard in Sausalito. Associated is hoping for work soon. The "Delta 5" is also tied up at Sausalito. The "Solano" and "Delta 1" are working at Fairfield-Suisun and will probably be there the rest of the year.

**LESLIE SALT** is working around the bay on two shifts maintaining its levees.

**DUTRA DREDGING** is busy with all its dredges — the "Sacramento," "California," "Liberty" and "Alameda" working all over the bay area and up the river.

**UNITED SAND AND GRAVEL** is also busy hauling sand to its Oakland, Redwood City and Sausalito yards.

The run to Redwood City takes from 12 to 14 hours round trip. We hope the company can sell a lot of sand (more work for the brothers).

**SHELLMAKER** has started its dredging job at Las Gallinas Creek near San Rafael. The "Gypsy" is there working three shifts. The "Vanguard" is also on this job, but was pulled and taken to Petaluma Slough, just past Black Point where three shifts are going strong. Some 130,000 yards will be moved before the "Vanguard" will be returned to Las Gallinas Creek.

All of Shellmaker's dredges are working at present, with bright prospects for the future.

**CHARLES HOVER DREDGING** has been keeping brothers busy this year with small jobs around the bay. The company is also helping Shellmaker on the Las Gallinas Creek near San Rafael.

**OLYMPIAN DREDGING** is working at Hunters Point for the Navy. Olympian has the "Golden Gate" there on a short job of about three weeks.

The "Holland" is still at Bay Farm Island and should be there for some time working on the "Utah" levee. The "Neptune" is up river doing a job for Elmer Wendt Co. She has also been moving around quite regularly. crews working steadily

**IDEAL CEMENT CO.** is keeping busy with two good crews working steadily. Crews will be running the "Golden Gate," a sucker dredge, until the "Texas" comes out of dry dock near the end of the week.

**UTAH DREDGING** still has its "San Mateo" in dry dock. It is hard to say when she will be ready to go. They are putting out a 165-foot ladder and making other changes. The dredge will be about as shipshape as one can be when she is taken out (which we hope will be soon).

**HYDRAULIC DREDGING** at Foster City is still going strong with a good crew working steadily.

The "Rogue" is on the flood control job at Alameda, moving some 300,000 yards.

In closing this month's report, I would like to thank the dredgemen for the good comments we receive on our news articles and the very fine job our Editor and Business Manager Al Clem is doing to make this paper interesting to all who read it.

## SAFETY MEETINGS FOR JULY AND AUGUST

All Meetings To Be Held at 8:00 P.M.

**JULY 20th—WEDNESDAY:**

**OAKLAND (District 2)**—Goodman Hall, Jack London Square, Foot Broadway.

**JULY 26th—TUESDAY:**

**SACRAMENTO (District 8)**—El Dorado Motel—Highway 80 Canterbury Road, Sacramento.

**JULY 28th—THURSDAY:**

**SAN JOSE (District 9)**—Civic Auditorium, Little Montgomery Theatre.

**AUGUST 4th—THURSDAY:**

**SAN MATEO (District 1B)**—Villa Hotel, Pacifica Room, 4000 So. El Camino Real.

## OLDTIMER'S CORNER

Old Timer George W. Avery, a Missouri native, is a man of rare and many talents, who in 1937, joined Local 59, moved on to work for Pacific States Steel and organized the entire mill AF of L.

Mr. Avery says everyone except the operators later changed to CIO, but a strong organization remains.

Mr. Avery has worked as a locomotive operator, on bucket work handling coal and coke, where he said a man had to stand up to run them, on ladle cranes, whirleys, trucks and dozers.

He says he has driven pile, laid pipe, worked in all the junk yards in the Bay area, and has operated backhoes.

"I consider the second most important duty of any Union man is to wear that button. The first, of course, is to live up to what it stands for," Mr. Avery says.



**GEORGE W. AVERY**, member of the Operating Engineers since 1937 sits in Cab of Old Baldwin Locomotive, now extinct.

Mr. Avery began working at age 14, enlisted in the Army at age 17 where he served one year, then moved on to West Virginia

where he went to work for Domestic Coke Corp.

He has been a member of Local 3 for 30 years.



**FLOYD GRIENER**, a member of Local No. 3 for 30 years, moves muck on Posy Tube between Oakland and Alameda in 1927 with a McMillan Dozer. Bro. said in those days, Engineers worked six days a week at \$36 for 48 hours, a far cry from the benefits today's Operating Engineers are enjoying.

## Book For Stewards

Got a foreman who knows all the answers all the time—even when he's wrong, or hard-to-control people within your own membership, or other persons on the job who are continually giving you a hard time?

Some sound suggestions on these and 37 other workaday human relations problems encountered by Shop Stewards are provided in a 120-page book entitled "Talks With Stewards."

The book was written by Terrence F. Connors, assistant professor of Education, Labor Education and Research Center, Indiana University.

Although the book offers no pat solutions to everyday problems, most of its 40 chapters offer some psychological insights to common problems confronting Union Stewards.

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