NEW 3-YEAR CONTRACT

Nevada AGC, Local 3 Sign Agreement

RENO - The Operating Engineers Local No. 3 and the Associated General Contractors in Nevada have reached an agreement on a new three year contract, reported Al Closs, Local 3 Business Manager and Chief Executive.

The new contract, the best ever negotiated in Nevada, was ratified July 9 at a specially-called meeting.

The contract covers a substantial wage increase over the three year term, increased health and welfare benefits, a boost in subsistence allowance and a graduated increase in the amounts of employer contributions for vacation and holiday pay.

Several changes have been made in the working rules. Under Section XVI, not less than eight hours will be paid for work performed on a shift except on the first day of employment or on days when work is suspended because of weather, or on written order of the contracting agency, when not less than four hours will be paid.

Any time after that will be reckoned by the hour. And when there is a mechanical breakdown, shall be paid for not less than four hours at the applicable rate. Any time thereafter shall be reduced by the hour.

On multiple shift operations, members on second or third shift shall not outnumber those on first shift, unless there is a mutual agreement between the Union and Employer.

Equipment breakdown shall be repaired by qualified employees covered by the agreement, and maintenance and repair, alteration or demolition or buildings or other work, shall be done exclusively by employees covered by the agreement, unless the employer has a written contract of warranty covering the equipment. In that case, equipment may be repaired on the job up to 150 days from purchase date if on new equipment.

See NEW FACT on Page 14

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

GUAM, WHERE AMERICA'S DAY BEGINS
HAWAII, THE 50TH STATE
NORTHERN CALIFORNIA, THE GOLDEN STATE
NORTHERN COLORADO, THE SILVER STATE
UTAH, HEART OF THE ROCKIES

Vol. 26 - No. 7
SAN FRANCISCO, CALIFORNIA
July, 1967

Local 3 Names '68 Scholars

Engineers Mourn

Death Of Kirkwood

Charlie Kirkwood - Local 3 loss

SAN FRANCISCO - The Operating Engineers Local Union No. 3 has named two new members to the Executive Board, following the death of Brother Charlie Kirkwood and the resignation of Brother R. C. Yturaga.

Named to fill the unexpired terms were Brother John De Brum, Fresno and Brother Dave (Bob) Ellis, Reno.

Brother DeBrum was unanimously appointed by the officers to fill the unexpired term of Brother Kirkwood. He will act in that capacity until the membership meeting is held in that district, September 5.

Effective July 3, Brother Ellis received the unanimous appointment of the officers to fill the unexpired term of Brother Yturaga. He will serve in that capacity until the District Meeting to be held in Reno September 9, 1967.

Both Brother Ellis and Brother DeBrum will serve until an election can be held in each district, where new Executive Board members will be selected by the members, to fill the balance of the unexpired terms.

Both Brothers were serving on the Grievance Committees in their respective districts.

Mary M. Dadone - likes science

BERKELEY - The Committee on Undergraduate Scholarships and Honors, University of California, has made its selections in the 1967 Operating Engineers Local 3 scholarship competition.

Winners are Myron Doyle Cottam, Escalante, Utah, and Mary M. Dadone, Santa Cruz, California.

The selections were approved at the June 18 meeting of the Executive Board, held in San Francisco.

Mr. Cottam, who was a student at Escalante High School, will enroll at Brigham Young University, Provo, Utah in September. He has acted as secretary to his chapter of the future Farmers of America, played basketball, baseball, and participated in track, and has been active in his church for several years.

But in his earlier life, Myron contracted a disease which affected his hip sockets. During the two and a half years he was afflicted, he was forced to stay off his feet.

"I think this is helped me, because it taught me to read and study. And when I recovered, I had to learn to walk all over again," he said.

"At receiving his $500, he said he was surprised and thrilled. He had dismissed his possibilities of winning shortly after school recessed for the summer, and says it is still difficult to realize he has been named a winner."

He has made no definite commitments regarding selection of a major, but is considering that of engineering.

He is the son of Doyle V. and Theda Cottam. Brother Cottam came into the Operating Engineers in 1963 while working for the Mendenhall Co.

"I am deeply grateful for the Engineers and for this way of life, and for the interest (the Union) has in the men of its organization, and the goals and standards they maintain in us, as a society to uplift our way of life," Brother Cottam said.

Miss Dadone plans to enroll at the University of California, Davis, with a major in life sciences, leading to graduate work in genetics.

In her high school activities, she has served a member of the sophomore and junior class council, president and secretary of the Junior Statesmen of America, Scholarship Committee and several chairmanships.

She has received several awards for scholarships and civic accomplishments, among them, the Optimists Appreciation Award and the American Legion Citation for Excellence in Oregon.

I have always tried to keep my grades up, and the more I learn about things, the more I realize these is to know.

"This is the main reason I wish to go to college.

"Although I have not chosen a specific career, I would like to be an agriculturalist or cattle breeder because these are practical, beneficial applications of biology," she explained.

Miss Dadone is the daughter of Mr. and Mrs. V. C. Mendenhall Co.

Myron D. Cottam - surprised, thrilled

"At her high school activities, she has served as a member of the sophomore and junior class council, president and secretary of the Junior Statesmen of America, Scholarship Committee and several chairmanships.

She has received several awards for scholarships and civic accomplishments, among them, the Optimists Appreciation Award and the American Legion Citation for Excellence in Oregon.

"I have always tried to keep my grades up, and the more I learn about things, the more I realize these is to know.

"This is the main reason I wish to go to college.

"Although I have not chosen a specific career, I would like to be an agriculturalist or cattle breeder because these are practical, beneficial applications of biology," she explained.

Miss Dadone is the daughter of Mr. and Mrs. V. C. Mendenhall Co.

Mary M. Dadone - likes science
Norris Casey, District to exercise their right to vote. That right, by the nature of our ties and demands of the candidates, then select that person Senate created in the death of Eugene McAteer. That election coming up in the near future, one, to fill the seat in the State Member from the Reno area resigned and Brother Daniel R. Ellis provided in the By-Laws be held in abeyance at this time in all arrangements for the meeting held at the Del Webb Hotel. Many confident that as the result of this meeting, there will be many States Conference. Regional Director James Twombley made the P. Wharton, General Secretary-Treasurer Newell Presidents: John F. Brady, J. C. Turner, Leo Bachinski, Eugene M. Reardon Sr., Thomas A. Maguire, Russell T. Conlon, William out Northern California and Nevada. These negotiations have been in progress for quite some time and, very frankly, we can only hope that they do not stalemate.

As you will note on the front page, we lost a loyal dispatch offices still show signs of activity. The scheduled

Our dispatch offices still show signs of activity. The scheduled

Our dispatch offices still show signs of activity. The scheduled

Our dispatch offices still show signs of activity. The scheduled
Problems between ranking members of Auburn Dam, to be constructed, were reported recently.

The statement was worded as if it were the actual content of the document. No other information was added or removed.
**WAGE SCALES AND CLASSIFICATIONS**

On all work covered by this Agreement when performed, in all instances in which equipment used in the performance of work covered by this Agreement is operated, regardless of when the work was bid or let, such work shall be performed and such equipment shall be operated by Employees obtained in accordance with the provisions of Section III of this Agreement, in the classifications and at the wage scale as follows:

**AREA DEFINITIONS**

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

**Area 1:** Consists of the following sections of Nevada:

1. That area within a 25 mile radius of the Reno City Hall;
2. Within a 25 mile radius of City Hall of Carson when operating in Carson City;
3. All of Storey,Ormsby and Douglas Counties;
4. All of Lyon County north of the town of Yerington, Nevada;
5. That area within a 25 mile radius of Lovelock;
6. That area within a 25 mile radius of the City Hall of Fallon in Churchill County;
7. That area within a 25 mile radius of the City Hall of Elko in Elko County, Nevada.

**Area 2:** All other sections of Nevada not within description of Area 1. (Does not apply to any Job Bid before 7-1-67.)

The Employer agrees to pay Area 2 wages as set forth below, in all areas of Nevada not included in the description of Area 1, for construction work on new building projects (which does not include camps but shall include neighborhood shopping centers), on which Area 1 wages are paid.

**GROUP NO. 1**

**Area 1**

<table>
<thead>
<tr>
<th>Wage Rate</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>$4.71</td>
<td>Air Compressor Operator; Tar Pot Fireman (power agitated); New: Broom Wagen (in composition with whee etc.)</td>
</tr>
<tr>
<td>$4.84</td>
<td>Air Compressor Operator; Tar Pot Fireman (power agitated); New: Broom Wagen (in composition with whee etc.)</td>
</tr>
<tr>
<td>$4.95</td>
<td>Air Compressor Operator; Tar Pot Fireman (power agitated); New: Broom Wagen (in composition with whee etc.)</td>
</tr>
</tbody>
</table>

**Area 2**

<table>
<thead>
<tr>
<th>Wage Rate</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>$5.27</td>
<td>Air Compressor Operator; Tar Pot Fireman (power agitated); New: Broom Wagen (in composition with whee etc.)</td>
</tr>
<tr>
<td>$5.39</td>
<td>Air Compressor Operator; Tar Pot Fireman (power agitated); New: Broom Wagen (in composition with whee etc.)</td>
</tr>
</tbody>
</table>

**GROUP NO. 2**

**Area 1**

<table>
<thead>
<tr>
<th>Wage Rate</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>$4.71</td>
<td>Material Loader or Conveyor Operator; Pump Operator (Notes 2 and 3); Air Compressor Operator; Tar Pot Fireman (power agitated); New: Broom Wagen (in composition with whee etc.)</td>
</tr>
<tr>
<td>$4.84</td>
<td>Material Loader or Conveyor Operator; Pump Operator (Notes 2 and 3); Air Compressor Operator; Tar Pot Fireman (power agitated); New: Broom Wagen (in composition with whee etc.)</td>
</tr>
<tr>
<td>$4.95</td>
<td>Material Loader or Conveyor Operator; Pump Operator (Notes 2 and 3); Air Compressor Operator; Tar Pot Fireman (power agitated); New: Broom Wagen (in composition with whee etc.)</td>
</tr>
</tbody>
</table>

**Group NO. 3**

**Area 1**

<table>
<thead>
<tr>
<th>Wage Rate</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>$8.83</td>
<td>Engineer: Concrete Plant, Asphalt Plant; Mixer Box Operator; Motorhead, Head Engineer (Note 4); Crane Operator (Note 4); Truck Operator (Note 4); Concrete Mixer or Pump Operator (Note 2); Conveyor Belt Operator (Tunnel); Roto-Mint</td>
</tr>
</tbody>
</table>

**Area 2**

<table>
<thead>
<tr>
<th>Wage Rate</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>$9.05</td>
<td>Engineer: Concrete Plant, Asphalt Plant; Mixer Box Operator; Motorhead, Head Engineer (Note 4); Crane Operator (Note 4); Truck Operator (Note 4); Concrete Mixer or Pump Operator (Note 2); Conveyor Belt Operator (Tunnel); Roto-Mint</td>
</tr>
</tbody>
</table>

**GROUP NO. 4**

**Area 1**

<table>
<thead>
<tr>
<th>Wage Rate</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>$5.12</td>
<td>Ironman (asphalt plant); Concrete Cutter (Dams and Highways, Notes); Concrete Mixer Operator, skip type; Concrete Pump or Pumpcrete Operator; Dam Operator (Assistance to Engineer Required); Road Carrier Driver; Skip Loader (Operator 1 Yard); Fork Lift; New: Line Master; Tie Spacer</td>
</tr>
</tbody>
</table>

**Area 2**

<table>
<thead>
<tr>
<th>Wage Rate</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>$5.38</td>
<td>Ironman (asphalt plant); Concrete Cutter (Dams and Highways, Notes); Concrete Mixer Operator, skip type; Concrete Pump or Pumpcrete Operator; Dam Operator (Assistance to Engineer Required); Road Carrier Driver; Skip Loader (Operator 1 Yard); Fork Lift; New: Line Master; Tie Spacer</td>
</tr>
</tbody>
</table>

**GROUP NO. 5**

**Area 1**

<table>
<thead>
<tr>
<th>Wage Rate</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>$5.24</td>
<td>Elevator and Material Hoist Operator (1 drum); Pavedment Breaker Operator; Roller Operator; Small Flour</td>
</tr>
</tbody>
</table>

**Area 2**

<table>
<thead>
<tr>
<th>Wage Rate</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>$5.00</td>
<td>Elevator and Material Hoist Operator (1 drum); Pavedment Breaker Operator; Roller Operator; Small Flour</td>
</tr>
</tbody>
</table>

**GROUP NO. 6**

**Area 1**

<table>
<thead>
<tr>
<th>Wage Rate</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>$7.20</td>
<td>A-Frame Boom Truck; Concrete Batch and Asphalt Plant Operator; Concrete Mixer Operator, Skip type; Mechanical Tamping or Floating Machine Operator; Stationary Concrete Mixing and Desilting Machine Operator; Concrete Saw (broken, highways, Streets, Airports, Canals); Highline Cableway Signalman; Cut-off; Concrete Bulk Loading Machine (concrete) (Clay); Canon, Jobman, Bidwell Bridge Disc, or similar types; Traction Tower; Magnesium International Fall Shot Vibrator (Airports, Highways, Canals, Warehousemen). From Group 7: Chip Box Spreader (Flaherty type or similar-assistance to Engineer required)</td>
</tr>
<tr>
<td>$7.20</td>
<td>A-Frame Boom Truck; Concrete Batch and Asphalt Plant Operator; Concrete Mixer Operator, Skip type; Mechanical Tamping or Floating Machine Operator; Stationary Concrete Mixing and Desilting Machine Operator; Concrete Saw (broken, highways, Streets, Airports, Canals); Highline Cableway Signalman; Cut-off; Concrete Bulk Loading Machine (concrete) (Clay); Canon, Jobman, Bidwell Bridge Disc, or similar types; Traction Tower; Magnesium International Fall Shot Vibrator (Airports, Highways, Canals, Warehousemen). From Group 7: Chip Box Spreader (Flaherty type or similar-assistance to Engineer required)</td>
</tr>
</tbody>
</table>

**GROUP NO. 7**

**Area 1**

<table>
<thead>
<tr>
<th>Wage Rate</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>$5.60</td>
<td>Road Oil Mixing Machine Operator or Pugmill Operator; Surface Planer and Planer Operator; Material Mixer; Hoist, Double-Drum or more; Boring Machine Operator, (Concrete Placement or similar capacity); Trenching Machine Operator (assistance to Engineer required); Concrete Mixer Operator, Paving and Mobile Mix. Clinch Operator, 25 or more; Trencher, without earth-moving attachments; Pumps (Note 3) (2 to 6); Compressors (Note 3) (2 to 6)); Welder Gas or Diesel. Clinch Operator, 25 or more; 20 or more; Other Earth Moving Equipment. From Group 5: Earth Moving Equipment. From Group 1 (Note 5): Earth Moving Equipment. From Group 1 (Note 6): Earth Moving Equipment. From Group 2: Assist-rented trenching machine and similar small equipment (any assistance in the operation if needed shall be performed by an Employer); Self-propelled hoist, typelifting device (Assistance Engineer required, except on 10-ton capacity or less). Instrument Man (Note 4); Pipe Clean-out Machine (trunk and/or pumping equipment); Pipe Wrapping Machine (trunk and/or pumping equipment); Pipe Feeding Machine (piping only),; Crane Loading Machine; Crane Plant Engineer; Kolman Loader; Journeyman Trainer, New: Deck Engineer, Ken-Sel Operator, Refrigeration Plant—Dam Site.</td>
</tr>
</tbody>
</table>

**GROUP NO. 8**

**Area 1**

<table>
<thead>
<tr>
<th>Wage Rate</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>$5.61</td>
<td>New (Tractor Mounted Compactor Drill Combination (Assistant to Engineer required))</td>
</tr>
</tbody>
</table>

**GROUP NO. 9**

**Area 1**

<table>
<thead>
<tr>
<th>Wage Rate</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>$5.73</td>
<td>Universal Equipment Operator, Shovel, Dragline, Do­ cker, Dragline, Concrete Pumps, Concrete Mixer, Slip­ type, Concrete Pump or Pumpcrete Com Operator; Dam Operator (Assistance to Engineer Required); Road Carrier Driver; Skip Loader (Operator 1 Yard); Fork Lift; New: Line Master; Tie Spacer</td>
</tr>
</tbody>
</table>

**GROUP NO. 10**

**Area 1**

<table>
<thead>
<tr>
<th>Wage Rate</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>$5.50</td>
<td>Chief of Party (Note 4); Tractor, Scraper or Drag-type Shovel, Tarndez, Osholsh, DW-10, 20 and 21 Two-</td>
</tr>
</tbody>
</table>
Employes At Tenco Tractor
Accept New Local 3 Contract

By HAROLD HUSTON, W. R. WEEKS, DAN CARPENTER, JOHN THORTON and TYKE WELLER

MARYSVILLE - Employes of Tenco Tractor have voted by secret ballot to accept a new contract negotiated for them by Local 3's committee.

The company, with shops in Marysville, Woodland and Sacramento, will now be paying better wages, increased fringe benefits and providing better working conditions.

The vote was conducted at two specially called meetings, and was overwhelmingly in favor of the proposal, proving once again that a team effort pays.

OVER ESTIMATE

On the labor scene, Baldwin Construction Company, Inc., Marysville, received a contract for construction of a drainage system for the Colusa County Drainage District.

Baldwin was low bidder at $68,372.00. Total cost was set at $61,274, including $47,295 in construction costs for the 6,780 linear foot pipeline, which will serve 123 acres.

Although the board accepted Baldwin's bid, the contract did not go into effect until July 3, after a protest hearing by the Alliance.

Drainage water from the area will go emptiyly on Bogus Road under Highway 99 to connect with the Suisun Slough on the west side of the highway.

SET PIPE

Work includes placing cast-in-place concrete foundations and shiit pipe, from 24 to 36 inches in diameter. It will also call for construction of manholes and junction boxes.

Bids for construction of 10 miles of the Tehama-Colusa Canal will be opened July 18, according to Bob Harold T. "Bizz" Johnson.

The bid, to be let by the Bureau of Reclamation, will be for construction of the north segment. The south segment is already underway.

Johnson said the project would involve 1,580 cubic yards of excavation and 44,000 cubic yards of concrete for canal lining.

TURBINE JOB

Winner and Becker has begun operations with its overhead crane on the Thermolithic powerplant. The crane is being used for installation of turbines, a job which will take about 18 months.

Also in the 18-month duration elas will be the construction of tower footings for the transmission lines, being done by T and M Construction.

O. K. Mittry and Son Company has completed excavation on Forbeshurst relocation, with cleanup remaining. Baldwin Contracting Company has begun laying hate. Paving should be completed in September.

NEW REC AREA

On the west side, Leno Construction Company is at Alder Springs opening up 5.6 miles of scenic mountain area, which will be a haven for sportmen. Crews will stay at the campsite during the week and work five to 10 hours a shift.

Interest of all to us is the new Pace Guide Auto-Cracker, now in operation on A. Tichiner's High- way 70 job at Olivehurst. The rig is fairly new, so any operator with experience on this or other electronically controlled machines should make certain that information is registered when signing the out-of-work list.

11 Apprentices Graduate To Journeyman Ranks

By DANNY O. DEES

SAN JOSE—Eleven young men, who had spent their required time studying and working under the guidance of experienced Operating Engineers, graduated June 23, to become journeymen operators.

The graduation ceremony, held in conjunction with rites honoring graduating the layers, was held at the Hyatt House, San Jose.

Charles Hanna, Joint Apprenticeship Committee chairman, congratulated journeymen who had taken time to impart knowledge to the fledging operators.

We owe them our thanks. Without them, Apprentices would not get too much sprit or develop much skill or knowledge," Hanna said, in addressing the gathering.

He also said that although the program is entirely voluntary, there are not enough young people taking advantage of apprenticeship training.

Those men who took time to become instructors to this graduating class were Lyle Houston, Ovelle Johnson, Herschel Fencer, Joseph Brown and Connie Shore.

Those becoming journeymen were James Hall, Wilford Robinson, Phillip Barnard, Ben Rosigno, Ed Barcikowski, Ed Hering, Francis Cesarz, Neil White, David Spalt, Gary Pantry, John Voss, Gary Parker and Jim Mesire.

Present from Local 3 were Vice President Dale Marr, Financial Secretary A. J. (Buck) Hope, agents Bill Runey, Mike Kaynick, Lynn Moore, Bob Long, Harley Davidsen and coordinators Lee Hunter, Ed Middler, Lon Jones, Bob Nagest and Jack McMahan. Business Manager Al Clen was in Nevada on contract negotiations and could not be in attendance.

Other guests included Charles Hanna, Dan Davis and Roger Breman. Invocation was offered by The Rev. James Thomas.

In other news, San Jose Appren­tices took time recently to donate to the Engineers Blood Bank. They have kept up the tradition established by their journeymen brothers of keeping life's vital fluid in abundance for the emergency needs that may arise.

In the classroom realm, several instructors have been keeping the young men informed.

Much has been said about safety, perhaps the most important single factor in remaining gainfully employed. In addition, several Apprentices have been given practical experience in the classroom. Herschel Fencer acquired a 671 Detroit Diesel and had his class completely overhaul the engine.

Ovells Johnson utilized the services of experienced operators to lecture on different materials and applications.

Other instructors are using various and diversified means of getting the message across.
Lilval’s Project
In Stockton A
$75 Million Job

By WALT TALBOT, AL
McNAMARA and JERRY
ALCOCK

STOCKTON — There will be freshwater, boating and pleasant living in this city’s northwest corner when Lincoln Village West begins accepting residents. The 575 million project, being developed by Lilval, Inc., has nothing to do with the Port of Stockton, but will provide two lagoons and marinas for boating, both connected by a channel to Forty Mile Slough. But waterfront homes will be faced by a fresh water lagoon, now under excavation, which will also provide a sandy swimming beach. About 35 acres will be removed from that area, which will also provide a sandy swimming beach. Fritz Grupe, vice president and general manager of the unique facility, said sand for the beach will be shipped from Monterey to Stockton by rail, then trucked to the project site. Cost of the sand alone will approach $15,000.

In the project, Grupe said, will be highrises, townhouse and single family units, providing a variety of living selections, but the bulk of the 2,000 units will be single family types.

First phase of the project includes completion of the freshwater lagoons and construction of 32 units at its north end. A 164-unit fourplex, which is child-oriented, will also be included, so any type of housing will be available.

Home owners will receive an automatic membership in the beach, which will cover three acres.

A shopping center will also be constructed when the population reaches a size large enough to support it. Grupe said a convenience facility may be installed early, but there is no definite commitment at this time. Some 35 acres have been set aside for this phase.

Investment in construction for 1967 will reach $2 million, most of it for house pads and excavation. But a substantial amount will go toward completion of the first 32 units facing the lagoon.

In addition, the marina, which will hold 400 boats, will be 90 per cent complete this summer, but is not scheduled for operation for two years.

“We are going to be extremely competitive with our housing. Single family dwellings will start at $21,750, so moderate income families will be able to purchase houses here,” Grupe said.

Townhouses will sell for $30,000. These structures are luxury units, completely landscaped and completely enclosed with masonry walls. Three floor plans will be available, and each grouping will have a different front.

There will be less sound transfer between the walls in these units than exists between houses five feet apart with windows.

Most of the homes will be within one mile of the public golf course, so the golfers will not suffer from lack of activity.

At present, some 200,000 yards of excavation remain on house pads, but work is progressing on schedule. Foreman for Larry Alsland, excavation contractor, is Jack Trotter. Underground work is being done by W. M. Lyles and streets and curbs by Stanfield and Moody.

Grupe said the entire project will take about 10 years to complete.

Elsewhere, Guy F. Atkinson Company, South San Francisco, bid low for construction of the main section of the Dam Pedro Dam on the Tuolumne River. Construction on the dam, bid at $60.6 million, will not get underway until September, and then only preliminary work will be launched.

Turlock Irrigation District directors said prior to bidding that if bids brought their share above $2.4 million for which the district is bonded, they would refuse to proceed. The entire dam is estimated at more than $90 million, with Turlock being the heaviest investor of the three districts.

Voters in all three districts, Modesto, Turlock and San Francisco, approved bonds for the dam’s construction, several years ago.

Bid call was delayed for some time because of intervention by the State Fish and Game Commission and the Federal Wildlife Service. These agencies fought for installation of water outlets, even in dry years, to protect salmon spawning in the Tuolumne River.

The structure will be an earth and rock-fill facility located one and a half miles downstream from the existing dam. It will inundate the present dam, powerhouse, reservoir and buildings, the community of Jacks­ville and sections of Highways 120, 49 and 112.

The reservoir area will cover nearly 13,000 acres with a gross capacity of more than two million acre-feet.

Some 30 islands will be visible when the reservoir is at capacity, with several more emerging during low levels.

Trico Construction, Merced, received the contract for clearing, and it is expected that his work will begin in September.

Published each month by Local Union No. 3 of the International Union of Operating Engineers (No. California, No. Nevada, States of Utah and Hawaii). Subscription price $2.50 per year.

Offices: 474 Valencia St., San Francisco 5, Calif.

AL CLEM, Editor and Business Manager
PAUL EDGEcombe, President
DALE MARK, Vice-President
T. J. STAPLETON, Recording-Corresponding Secretary
A. J. HOPE, Financial Secretary
DON KINCHLOE, Treasurer
**Marin's 'New' Airport**

By WAYNE (LUCKY) SPRINKLE

NOVATO — The Federal Aviation Agency has approved plans to increase the capacity of the Marin County Airport at costs of $310,687, to provide more up-to-date aviation facilities, locally needed in the county.

Work got underway June 26 during groundbreaking ceremonies, at which Supervisors William A. Goess and other officials inspected an early survey to see how the work will actually be done.

It was a great day for Marin County. Brown-Ely immediately began clearing land for the new taxiway and runway.

The first phase of the project will be for construction of a 2,200-foot runway with extension provisions to 3,200 feet for a second phase.

Under the agreement with the FAA, which will put up 54 per cent of the cost, the county will furnish the remainder of what will eventually total $650,000.

Supplementing the county's contribution will be $50,000 first-phase funds from Novato, which will be paid in 10 annual installments.

This new runway will intersect the existing east-west runway. Presently under construction is the drainage system, vitally essential to adequate airport facilities.

Reportedly, the second phase, tentatively scheduled to begin in September, will include lighting, T-hangars, fuel storage and an operational facility.

It has been proposed that a control tower be constructed, but before the FAA will approve construction of that phase of the airport manager must prove that traffic generated on that airport is heavy enough to warrant such an installation.

Elsewhere in the area, Brown-Ely also received a $450,000 contract for dirt work on a subdivision in Tiburon. The contract will cover excavations, paving and utilities work. Some 130,000 cubic yards will be moved in the development, known as Reed Highlands.

The subdivision will contain in excess of 100 single-family dwellings, most with a view of Richardson Bay. Presently there is a hold on the project for design changes, but work should begin within about 20 days.

Four mile road will be constructed for the Point Reyes Ranger Station, under a contract awarded Darstow. Some 600,000 yards of dirt will be moved for inclusion of a pipeline. The road will contain base, but no paving.

Total bid was $800,000. Paving will be done in the second phase under a second contract. A pre-job conference was held July 6 with the Building and Trades Council.

The project starts inside the national seashore area and runs to Bear Canyon.

According to Robert Ford, Department of the Interior, the job will begin July 15, taking one year to complete. Work will include drifter cuts, road widening, extensive clearing and considerable road work. This is strictly a federal job with no county funds involved.

Work on the new Marin Mental Health Center is now underway with Pacific Excavators now completing preliminary excavation. P and Z will move in July 15 to drill 120 holes for footings.

A project excellence with McGuire and Hester will be held in San Francisco for construction of a sewage disposal system at Hamilton Air Force Base under a $490,000 contract.

The Northgate Shopping Center expansion, crews began paving the parking and roadway areas July 3. Several new stores are scheduled to begin retailing this fall.

The paving contract was awarded to Bill McElion, who has several other small jobs around the area, such as schools, streets, fairgrounds, etc.

Gheltti Construction Company has begun work on a new subdivision in Mill Valley. The contract is strictly for streets and utilities, with no lot-grading involved.

Argernet Construction is now progressing nicely on the new Wilson High School, Novato. Crews have 125 working days for excavation of pads, etc.

And at Peace Park, Glenwood Subdivision, being constructed by Permahlbi Homes, excavation should be completed the first of September.

Frank Molcerey is moving about 400,000 cubic yards of material. Plans on this project have been revised three times but work is now in progress. All three revisions have been identical.

Developers state that 20 acres will be set aside for a park for the city of San Rafael.

In the only state money involved in the county for the immediate season, $32,1,408 has been proposed for widening the Waldo Grade. Meetings have been held on the proposal, but no results are available at this time.

The proposal involved removal of the center section of the tunnel and addition of another lane in the center, which will be a north lane during the morning rush and a south lane during the evening rush.
At Your Leisure

Top Sport: Walking

WASHINGTON — Public participation in major outdoor recreation activity has increased 51 per cent since 1960 and the trend is accelerating, according to Interior Secretary Stewart L. Udall.

The study, compiled by the Bureau of Outdoor Recreation, is based on a nationwide survey of recreation activities and estimates a four-fold increase in recreation participation between 1960 and 2000.

"This surge of outdoor activity is gratifying, but it creates multiple problems," the secretary said. He said we will need to examine the new and novel methods with our traditional approaches if we are to supply the needs of public and private recreational opportunities.

The survey indicates that walking for pleasure has become America's most popular form of outdoor recreation. More than 67 million persons walk for pleasure, for an average of 15 occasions each summer.

Interest generated in the activity since the early 60's has contributed to an 82 per cent increase since 1960, when it was the nation's third most popular outdoor recreation activity.

Banking second is swimming with diving third. In 1960, diving was the number one outdoor recreation activity.

Other favorite sports include bicycling, sightseeing, picnicking, fishing, boating, camping, horseback riding and water skiing.

MONTEREY — Officials from the County and the State, and several interested spectators visited the new recreational area at the San Antonio Dam June 17 for dedication ceremonies, one of California's newest developments.

The San Antonio Recreation Plan, adopted by the Board of Supervisors in 1962, finally became a reality, through determined efforts of several government officials, and a capable and skilled crew of Operating Engineers.

The total cost for Phase I was $8.52 million, and included construction of three concrete launching ramps, 800 square feet of parking area, 20 miles of roads, two separate water and sewer systems, 450 compost toilets, 100 trailer sites, 140 picnic sites, flush toilets and hot showers, a swimming beach, a commercial building and equipment for park operation.

Additional facilities will be developed later, with a major role of development to come from commercial lease agreements.

The history behind the dam's construction is colorful. Irrigation which was first used about 1850, was adequate to serve the 1,572 persons, but as population and agricultural activity increased, salinization caused herd owners to appeal to the Board to do something to save the crops.

There had been several wells drilled in the late 1800's, but as acreage serviced by them increased, they became unable to keep up with the demand.

During the 1932-1944 period, a number of additional irrigation wells were bored near the Monterey Bay and elsewhere, but the salinization prevailed.

As a consequence, the wells were abandoned, and under irrigation expansion, County Engineer Howard Cozzens arranged with the State Department of Public Works, Division of Water Resources to make a study of the situation.

The result was the San Antonio Dam, now one of the excellent boating, fishing and swimming reservoirs in California.

But if you happen to venture into the Harker Creek area, which was not cleared before the water began backing up, beware and be alert for rattlesnakes, which have infested the area around that finger of the lake.

Extra high grass has added to the hazard, and rangers expect the rattlers to be prevalent for several years.

Rangers have asked that anyone encountering a rattler, give a report of the incident.

It is suggested that visitors from the south take Route 101 to the Joliet interchange north of Bradley, go west to Lockwood, turn left on the Interlake Road to the San Antonio Park Road. All roads are clearly marked.

The interlake road between Nemineos and San Antonio Lakes will not be complete in 1967, and although all roads are excellent, the unpaved section on the temporary road could do damage to a boat or trailer. The interlake road will be finished in 1968.

Constructors involved in San Antonio's construction include: Green Construction Company, the main dam; Jess Harrison and Phil Calabrese performed initial grading on the north and south, respectively; Ted Watkins was responsible for the south side roads, parking lots, campground and road paving, and construction of ditches and utility pads.

Bench Road and parking lot, the administration parking lot and the paved maintenance yard was done by Harms-Madrone, two interlake roads and bridges were constructed by Diani, three interlake roads and part of San Antonio Road outside the park boundary were constructed by Jess Harrison.

J. T. Smith did major work on the sewage treatment ponds and parking lots. Some Construction installed south side sewer lines, sewer pump station and the treatment plant.
Some Still Believe Flight Is Strictly 'For the Birds'

COALINGA—Since the days of Leonardo da Vinci man has been fascinated with the flight of birds and has made staggering advances in aviation technology.

Today, he stands on the threshold of interspace travel, but in spite of the science-fiction realities, some adventurous souls are still determined to simulate flight as experienced by the birds.

One such adventurer is Herb Aldridge, employe of Owl Rock Company, Coalinga. 'Man has barely gotten off the ground on his own power, but this invention (the Ornithopter) is different from anything that's been tried, and has several advantages,' Aldridge states.

"One of them, obviously, would be that it flies, which to date, has not really been possible. Perhaps the Ornithopter is the final answer."

According to Aldridge, flying the Ornithopter should be great sport, since birds do a lot of soaring, and since this machine is fashioned after the bird, its pilot should also do a lot of soaring.

To date, he has just a working model, but hopes to build a full-scale machine and "give it a go." Mr. Birdman—Is your insurance paid up?

WASHINGTON—The U.S. Senate is expected to give final consideration soon to a bill which would create a Great Salt Lake National Monument on Antelope Island in the famous Utah lake.

The bill, being sponsored by Sen. Frank Moss, D-Utah, is expected to pass, following some opposition which has been generated by a recommendation by the Senate Interior and Insular Affairs Committee.

Moss was in explaining the importance of his bill, said Utah's financial resources are severely limited by the pressures of providing necessary services for a rapidly expanding population, and that the services involves outdoor recreation. Utah is devoting much of its recreation money to the construction of Wasatch Mountain State Park near Heber City, and other excellent state park facilities.

Moss said it is unreasonable to ask the state to create an Island facility alone, when it is struggling to assure adequate funds in other recreation areas.

Under the proposed Federal-State partnership, the federal government would purchase and develop the entire island. Then, if desired, the state would be granted concessions privileges to operate boating, fishing and other facilities.

It is estimated that 500,000 persons visited Antelope Island, the tourist revenue Utah would realize is approximately $5.4 million annually.

And it would provide one of the unique, most colorful and exciting recreational developments in northern Utah.

** Senate Gets Antelope Bill **

SALT LAKE CITY — The $28 million mineral project for Lithium Corporation and Chemical Corporation, has been launched on the shores of the Great Salt Lake, with approximately 160 Operating Engineers on two shifts.

Construction is being done under a $7.25 million contract with Glassboy and Reid, Arboley Contractors and Chadwick and A D Buchanan Inc., Los Angeles.

The two chemical firms, one of them from West Germany, have formed a company known as Great Salt Lake Minerals and Chemical Corporation, to produce products harvested from the lake's brines.

The first goal is expected to be in operation by next February, with processing facilities to be completed in 1969.

In addition to the $254 million in facilities, Lithium plans to construct an adjoining facility at.

$28 Million Lithium Plant Started

** Humboldt Bridge Budgeted **

By RAY COOPER and LEONARD YORK

EUREKA—Some $4.7 million for Humboldt Bay Bridge has been placed on the 1969 fiscal budget, officials of the California Highway Commission meeting here, said.

The bridge allocation is being made without denying funds for other projects on Highways 101, 299, 56, 96, or any other road, they stated firmly.

Part of the money is being provided through a $2.65 million savings on the $15 million Cummings Freeway, now under construction.

Construction on the Humboldt Bridge will begin in February, 1969.

The commission also approved $4.1 million for interchange at Highway 101, and Cazinall Lane and Highway 299, and Cazinall Lane north of Arcata for next spring.

A revised alignment for 7.8 miles of Route 96 between Garberville and the Humboldt County line, estimated at $6 million was also adopted.

Other road work is taking a bit of the slack out of the jobless line.

L. A. Haber and Son, Redwood, bid low on two forest service road projects at Garberville and Carberry.

Crooks Brother, Fair Oaks, bid $484,004 for the Bear Basin for a service route north of Covert City.

A. B. Sis and Abaco Paving are at Shelter Cove repairing storm damage to roads and streets, estimated at about $250,000. Some 42 miles of roads and streets on this 5,000-acre subdivision will have to be repaired and completed this year.

Redwood Empire Aggregates and Mercer-Frazer, have several machines operating at present. Mercer-Frazer alone has four crushers operating south of Eureka on Highway 101. The hot plants will also continue to operate, as the demand for materials is high at this time.

In the northern reaches, forest service projects also have contributed to the job situation, where Oscar C. Holmer is working at the south end of the Smith River.

There, Hughes and Ladd Inc. and Gih쌍 and Reed, grabbed off a $1.07 million pact in rugged country. A prephone conference had not been held at that time.

Acme Paving and American Excavating have become extremely active at Clover Flats and Red Beach Creek. Acme Paving now has a forest service contract south of Eureka on Highway 101. The hot-plant will continue to operate, as the demand for materials is high at this time.

In the northern reaches, forest service projects also have contributed to the job situation, where Oscar C. Holmer is working at the south end of the Smith River.

There, Hughes and Ladd Inc. and Gih쌍 and Reed, grabbed off a $1.07 million pact in rugged country. A prephone conference had not been held at that time.

Acme Paving and American Excavating have become extremely active at Clover Flats and Red Beach Creek. Acme Paving now has a forest service contract south of Eureka on Highway 101. The hot-plant will continue to operate, as the demand for materials is high at this time.

In the northern reaches, forest service projects also have contributed to the job situation, where Oscar C. Holmer is working at the south end of the Smith River.

There, Hughes and Ladd Inc. and Gih쌍 and Reed, grabbed off a $1.07 million pact in rugged country. A prephone conference had not been held at that time.

Acme Paving and American Excavating have become extremely active at Clover Flats and Red Beach Creek. Acme Paving now has a forest service contract south of Eureka on Highway 101. The hot-plant will continue to operate, as the demand for materials is high at this time.

In the northern reaches, forest service projects also have contributed to the job situation, where Oscar C. Holmer is working at the south end of the Smith River.

There, Hughes and Ladd Inc. and Gih쌍 and Reed, grabbed off a $1.07 million pact in rugged country. A prephone conference had not been held at that time.

Acme Paving and American Excavating have become extremely active at Clover Flats and Red Beach Creek. Acme Paving now has a forest service contract south of Eureka on Highway 101. The hot-plant will continue to operate, as the demand for materials is high at this time.
Lake Berryessa—New Dimension

By RUSS SWANSON and BOB BONN

SANTA ROSA—There is more to California’s Lake Berryessa than meets the eye, and there will eventually be more than visitors will be able to see even when developers and builders complete the job they have set out to do.

At present, Berryessa is one of the sports lakes in the north state area, boasting excellent fishing, water skiing, boating, and beach activity—but it is naturally more than that.

Homesites have sprung up at several points around the lake, and more are in planning stages.

Perhaps the most complete developments at present are Berryessa Highlands at the south tip and Lake Berryessa Estates on the northern tip.

Berryessa Highlands is just beginning to take form. Cress from Syar and Harns are presently putting in roads and streets. Blacktopping is expected to begin sometime this year, and home construction has started.

Construction Company has begun excavation for several more homesites, and for underground pumping stations. The development will have complete utilities services, with two sewage disposal systems, and electricity. Sulland is also involved in underground work.

The homes will not be just vacation homes. In any case, they will be year-round residences on the water, too.

According to Project Manager Leo Tuccori, Syar Construction, 195 homes will be constructed in the Highlands development, just above Steele Park, one of the finer recreation centers on the 25-plus-mile-long reservoir.

In addition, he said, a development on the west side of the dam is planned for the future. This will include some 350 homes, so employment opportunities there will continue for some time yet.

The lake itself is an exciting man-made wonder. It is a covering of just under 550 feet elevation with depths to 250 feet. At the bottom lies the village of Monticello, razed in 1956 when the dam was begun.

The dam is 304 feet high with 335,000 cubic yards of concrete in its make-up.

It lies within a two-iron shot (over the course is an efficient golfer) of Napa, and is centrally located from San Francisco, Oakland, and the East Bay, Sacramento, Marysville, and points between.

Bluegill, crappie and eel catfish can be caught about any day of the year, but both large and small mouth, are a little more difficult to snare, even as they are prevalent on the bluegill and crappie.

The giraffefish is the trout, generally called—locked steelhead, trapped when Putah Creek was dammed. Like the bass they average five or six pounds in weight.

In the north area, Morrison-Kudson is now ru,minating along Highway 101, entering two shifts to keep up with scheduling.

And we heard that Coy P. Atkinson Company was low bidder on the next section of Highway 101 between Morrison-Kudson’s job. The project will cost about $11 million. Crews hope to get clearing completed soon so excavation can begin. In Santa Rosa itself, Kaiser Company has worked the work on the Sand and Gravel plant. The company is considering going to three shifts. Kaiser has also resumed operations at Redwood Readiness. In fact, all the rock plants in the Rastaian River area are at full capacity.

C. J. Jones was low bidder for the paving and grading project at the state college, so things are beginning to look up.

Residents constructing homes in Berryessa Highlands will have a view of the glistening lake similar to this, taken above the southern tip. At present, roads and homes are under construction.

THE HOUSES RISE

Major Overhaul On I-80 Bottleneck

By AARON SMITH

VALLEJO—Interstate 80 from Rindler Grade to Cordelia will get a major overhaul this summer when the "bottleneck" stretch becomes an eight-lane freeway.

According to the California Department of Highways, work will begin this summer at a cost approaching $20 million. That figure will include separation at Lynch Road, an interchange at the I-780-Bayshore Freeway overpass and revisions to the Route 12 interchange.

Highway 37, which is an accelerated right-of-way acquisition program in American Canyon has made possible the installation of the program by a year. The road is now twice the current such direction.

Also announced were plans for design studies for the Vallejo waterfront freeway, an $11 million cooperative project, running from the junction of Route 37 and the east end of the Napa River Bridge to I-80’s junction with the Benicia-Valejo freeway.

Arrangements were signed last April by Vallejo City and Solano County representatives. At the same time, construction timing on the Searle Route Point 27 appears to be indefinite. Plans have been made to convert the route to a four-lane freeway.

The estimated $2 million project in its design stage, but extensive foundation investigation will be necessary before development can be made. But the Searle Point Suisun Station Bridge is expected to be awarded this year, and will be the first stepping stone for construction of State Route 37.

On Highway 29, the Division and Vallejo City are preparing plans for a $330,000 cooperative project to widen a half-mile-plus stretch between Tennessee and Mission Streets. This project will be bid by mid-year.

Funds for a roadside rest and improvements on the south end of the Benicia-Valejo Freeway have been approved. The roadside rest, estimated at $100,000, will be at Fairfield Hill.

Money is expected to be allocated this summer for widening on Highway 12, and passing lanes at critical points. In the Napa area, McCoin and Hester is digging the trench and building the treatment plant. Syar and Harns is building the road as well as the sewage treatment plant. The plants have deteriorated, and an estimated 70,000 to 100,000 cubic yards of work will have to be moved for project completion.

In Napa proper, sewer and water line projects are on schedule. All contractors have been adding men as work progresses.

Elmer Wessell has resumed operations on the Ukat Lake project with Cats and Cams hauling mud. The ground is still quite moist.

Pursh Brothers Company is tearing down the old Vallejo-Marin ferry building, a job that will take about two months. The company’s General Manager, Pursh Brothers Company is nearly finished with excavation, and the new bridge work should be completed by mid-July.

At present, Chicago Bridge and Iron is erecting tanks and Cassy Company has begun footings boring. C. F. Brun has moved in equipment for underground work.

This plant will be the largest refinery on the West Coast.
HOW TO BUY

**Idiot Customers?**

By SYDNEY MILARGOS

A midwest Better Business Bureau manager, apparently drives to despair by the scrapes consumers get into, describes them as "Idiot Customers," and how to avoid buying from them.

1. Blank contracts: ask how much a month he has to pay but not for how long; buy from salesmen who promise bonuses, etc.

2. Shop as a professional purchasing agent does-by specifications, by the time you leave the third store.

3. Know your agent a larger commission or pays it faster for selling one type plan.

4. Never buy from a door-to-door salesman without comparing the list of ingredients he signs installment contracts without reading even the blank.

5. Never buy from the salesmen who promise bonuses, etc.

The real truth is that the more carefully you buy, the more you are consuming machines, with what they consume not as vital as the scrapes consumers get into, described them as blank.

The heavy steel members, designed to withstand the weight of the building, are to be employed for the new 52-story skyscraper. The base plate which will be set in the ground and slabs sit run from 50 to 130 feet. The total height of the building will be about 800 feet. Three additional stories will be put on top of the building, so if one wants to watch, and provides a fear of losing; new buildings might be considered to be a 52-story affair.

The new building will be faced with granite, arranged in saw-tooth fashion. Windows will be non-symmetrical bay type, in irregular patterns.

The public plaza will be a broad, landscaped area, adding an air of sophistication to the traditionally suburban style of the neighborhood.

In other news, the Bay Area Rapid Transit is approaching the awarding of several projects, many of them in Metropolitan San Francisco. Already under construction is part of the tunnel under Mission Street, tying up the 24th Street Station with a new building, which is architecturally designed to fit the traditional architectural style of the neighborhood.

In the near-immediate offering will be the contract for more of the Mission Street job, running to 27th Street.

In addition, the waterfront area is being planned as a center with a new ferry terminal to be completed when the hangar is completed, and stabilized over-run to an undetermined length.

**57-ACRE FILL**

Such expansion would require filling 75 acres of the Bay at Oakland's waterfront, where an aircraft generally take off because of prevailing winds.

A recommendation would require approval of the Bay Conservation and Development Commission, which has heard testimony and scheduled a final vote July 6. (Details of that vote were not available at this writing.)

Some BCDC members have expressed concern that an increase in the number of regional airport activities may be going to those areas that find them.

**AMONG LONGEST**

The proposed extension would make Oakland Airport runways the longest in the nation.

In other airport developments, World Airways, Inc., a huge charter airline, is getting a $12 million headquarters including a superhangar and an office building without investing one corporate dollar.

The entire $10.6 million is being funded by the Federal Economic Development Administration, according to a release by the Port of Oakland.

**UNDER 1955 ACT**

EDA funds for the hangar are available under provisions of the Economic Development Act of 1955, which was designed to stimulate new work for the long-term unemployed and under-employed.

Statistics say WA will repay the entire amount over the 40-year lease period.

Term of the lease will commences when the airline takes occupancy. Construction is slated to begin early next year, according to Edwin Kilpatrick, Port of Oakland's executive vice-president.

**1,000 JOBS**

WA president Edward J. Daly said the hangar will generate some 1,000 new permanent jobs.

Training to link these jobs with Oakland's programs under the Economic Development Act of 1955, which was designed to stimulate new work for the long-term unemployed and under-employed.

Statistics say WA will repay the entire amount over the 40-year lease period.

Term of the lease will commence when the airline takes occupancy. Construction is slated to begin early next year, according to Edwin Kilpatrick, Port of Oakland's executive vice-president.

**344 East 12th Street**

Above 23rd Ave. Overpass

Oakland
Pacific Gas and Electric is going at great lengths to prove that most things connected with harnessing the atom are bigger than life size.

That power giant is planning to construct a 100,000 volt transmission grid, called Diablo Canyon, and has employed the services of a most advanced surveying technique to record actual profiles of the ground.

Design engineers must have a perfect for the centerline and for the 50 feet on each side of each of the arc circuits to be installed.

In this system, 18 separate profiles must be obtained. PMT Associates, Sacramento, is currently preparing 40 miles of the Diablo-Midway circuits across some of the most rugged country in the coastal range, and with unique and "tomorrow stuff.

In operation the system works as follows: The photogrammetrist moves the tracing table along the line to be profiled. He stereoscopically keeps the floating dot in contact with the ground and determines which breaks in the ground he must accurately treat as a true profile.

At a point where a "shot" is required, he pushes the button and the IBM card puncher cuts a card on which are shown the profile and elevation. After a sufficient number of cards have been cut, they are run through the IBM 1130 computer, which automatically tabulates and prints the profile.

While this system takes a lot of drudgery out of a large survey project, it is estimated that about 85,000 shots will be needed. The aim does not quit the field surveyor. He must still perform the difficult control surveys, make the property tye, and stake the centerline.

When control surveys have been completed in the field, aerial photos are taken and the profiles compiled on a Kelsh plotter. Attached to the plotter tracing table is an instrument called the Auto-Trol digitizer. The digitizer, in turn, is electrically connected to an IBM card puncher.

With this information, the photogrammetrist can scale stationing along the line with amazing accuracy. The movement of the scaling arm produces an electronic display of the stationing on a console in the same plane with the Kelvin plotter.

The stationing will also be recorded by the punch card as soon as the photogrammetrist pushes a button on the tracing table. Point elevation is also displayed on the console and recorded by the punch card as soon as stationing is recorded.

PE&G's new transmission grid of six circuits carrying 500,000 volts will run east from the power plant for about 25 miles, where two circuits will break off to the northeast and terminate 67 miles away at Gates Substation new Avenue.

Several of these 300 KV towers are already in service as part of the Pacific Northwest lateline. They don't seem much larger than regular transmission towers until one realizes that the crossarm supporting the three wires is 100 feet long.

$8 MILLION BID

Six Miles Now Under Contract
On Junipero Serra Freeway

By BILL BANEY, MIKE KRAYNICK and GEORGE BAKER

SAN MATTEO - A new section of the Junipero Serra Freeway has been opened for traffic recently, which will create six miles of the much-talked-about Junipero Serra Freeway.

Low bidder was Freeman Sandecklough Company, with a figure approaching $8 million.

The connecting link will run from Woodside Road to Sand Hill Road.

No pre-job conferences has been scheduled at the starting date, but it is believed five of the six miles will be in San Mateo County.

Also added to the projected employment situation is the plan to construct a new shopping center, won by Ernest W. Hahn, Hayward.

The new center will be constructed in the Serramonte Development along Sand Hill and Calf Avenue in Daly City.

Hahn will be constructing at least 11 buildings, beginning with a new Macy’s Department Store, to be followed by the project superintendent, the six-building section is only half the scheduled $200 million project.

Although Hahn is a general contractor, much of the work will be added out. To date, Arthur "Booz" Haskins has done much of the required grading and the George Nolte Company will be in charge of civil engineering.

Several contractors in the area have been picking up smaller jobs, but with the sum total of them, employment possibilities are improving.

The CSB Construction Company, San Pablo, will be erecting an air cargo building at the San Francisco International Airport, it was recently reported. The job was estimated at approximately $400,000.

In the college campus resurgence, the San Mateo Campus project is beginning to move. The Engstrom Nourse Company is general contractor, with a bid of $6 million. Warren Card will be superintendent of the three buildings projected, scheduled for construction. About 95 per cent of the grading has been completed.

Also under construction is an addition to the southern campus in Woodside, being constructed by Robert McKee Company. But 40 sections will assist in meeting the fierce demands for more classroom space in this age of booming college enrollment.

Buildings will be constructed by conventional and tilt-up construction methods.

Photogrammetrist Carlos Hernandez sets up the Auto-Trol Digitizer used to record grid profiles for transmission line clearances.

Here's something to think about:

According to the Bureau of Labor Statistics, there is some fallacy in the idea that we are getting a real boost in wages and higher living costs.

Statistics show that from 1944 to 1964 the cost of labor in house-building dropped from 20 per cent to 18 per cent, while materials costs dropped from 45 per cent to 38 per cent.

At the same time, land costs jumped from 11 per cent to 26 per cent, while sales, equipment, financing, profits and servicing climbed from 15 per cent to 36 per cent of total house cost.

An added note: Reliable sources have informed us that Booz Haskins has received a contract for moving a 12 million cubic yard deposit of sand. To date, that is all that is known about the job. We will be getting further information at a later date, and will keep the members informed.

We would like to apologize to Charles Fox, V. M. Fuller, Bob Fimister, Mary Ann Keller, Betty Bollinger, Jim Daniel, Mrs. Eddie Logan, Lee Hunter and Mike Kraynich in our neglecting them for support of our recent blood drive. Our thanks to all of them for a job well done.

YOUR CITY BUSH LEAGUE?

No one should know what "bush league" means better than the manager of a baseball team, and the manager of San Francisco's farm team in Phoenix, Ron Ryan, said that Arizona city is being stilted.

According to Ryan, and a story in the Arizona Republican, San Diego is being constantly overlooked as a Big League status city, while Phoenix is constantly being passed over.

The reason? "We're a right-to-work state, and in such situations you usually find the public doesn't have as much to spend on entertainment as it does in states where labor is strong," Ryan grumbled.

How about your wages—are they Bush League?
Want A New Car At $100 Under Cost?

SAN FRANCISCO—With the new cars moving into mid-year, and with the dealers now wanting to sell more, the individual wishing to invest has an advantage if he deals directly with his credit union—that is, the Operating Engineers Local 3 Credit Union.

Agreements have been made with several dealers in the Bay Area, where members of the Operating Engineers may purchase new automobiles for as low as $100 over dealers' cost.

Sound too good to be true? It isn't. Just check with any of the agents in the area. They have the dope. And if there are still some questions asked, and the answers aren’t immediately available, call the San Francisco office, where any of the friendly people there will have the information you are seeking.

The main office of the Credit Union is located at 478 Valencia Street, San Francisco. If you wish to call, the number is Area Code 415-431-5885.

It's always better to do business with the folks you can trust—the folks who work for you, the Credit Union member.

Moss Landing's 'Many Horses'

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

SAN JOSE—Used to be that when a man wanted power, he’d harness his mule. But at Moss Landing, a gigantic plant is being constructed, where men will be harnessing a bigger mule, the most powerful pot of steam since Stanley quit building his horseless carriage.

Pacific Gas and Electric is presently building one of, if not the largest, steam electric power plant in the United States.

At present, much of the preliminary work has been done. Two 500-plus-foot stacks protrude into the sky, where they are constantly shrouded by fog. When the plant is complete, sometime in 1968, these two stacks will emit burned-off fuel used to produce steam, which will turn the massive generators.

The $132 million plant will service most of northern California, with a gross output of 2,113 million kilowatts, and a commercial-industrial-public output of about 1.5 million kilowatts.

Water for steam will be pumped from the Pacific Ocean, about a quarter of a mile away.

The water-pumping station is under construction by Ben C. Gerwick. The pumping station will bring in the salty solution, separate the salt from the water, send the water to the huge boilers, and return the salt to the ocean. That’s quite a system.

At present, large gauge transmission lines stream out in all directions from the steel jungle, being constructed by Kaiser Steel. Inside Units seven and eight, forced gas and line ducts are in place, and the low pressure feed water heaters are in place in Unit eight.

The massive generators were installed early this spring, and are awaiting further testing.

PG and E officials expect the monstrous plant to be furnishing power in northern California communities late in 1968.

Local 3 Steward on the job is Bill Emmann, who is providing excellent coordination between the Union and the company.

In San Jose, 55 acres of waste land will soon become an attractive development—one with commercial and financial promise, as the Redevelopment Agency has begun work on the Park Center.

If all goes as planned, and everyone concerned hopes it does, the demolished area will be filled with new buildings by 1971 or 1972.

First construction in the new Park Center will be the A block, bordered by Park Avenue, Market and Fourth Streets, and the eight-lane Vine Boulevard, which will be constructed to permit closing of Almaden Avenue in the project’s Super Block.

According to Robert E. Donald Jr., architects, three office buildings and a hotel are being designed for the block. Two of the office buildings will be erected in the first phase.

Groundbreaking will take place this fall and all four will be completed by the end of 1969.

The structures include a 10-story office building at the southwest corner of Market and San Fernando Streets, a 12-story, 100,000 square foot office building at the northwest corner of Park Avenue and Market Street for Bank of America, a 300-room hotel, 11 stories in height for the Holiday Inn chain on Vine Boulevard midway between San Fernando and Park Avenue; a six-story, 120,000 square foot office structure fronting San Fernando west of the Wells Fargo Building. The first two levels will provide 48,000 square feet of retail commercial space.

But the Park Center is just one of several city and redevelopment Agency is interested in getting done. Others include the San Antonio Plaza, which would take 45 acres in the eight blocks bordered by San Fernando, San Carlos, Market and Fourth Streets.

In this program, preliminary plans show a rambunctious pedestrians mall perhaps all the way from Market Street to the campus of San Jose State College.

More than half the area’s 121 structures are doomed for demolish. Many others would have to undergo extensive surgery to survive the "new look."
Sacramento's I-80 Now Open

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

SACRAMENTO—Freeway construction in the nation's most populated state is capital was a step nearer completion late in June when one mile of Interstate 80 was opened to traffic.

The new facility, an eight-lane elevated structure, is furnishing drivers with an outstanding view of Sacramento. They get a glimpse of the real character of the city between Fifth and Fifteenth Streets. Parks, residential areas and the new skyline are all visible and on prominent display in the mile-long viewpoint.

The westbound four-lane mainline was opened June 28, and at I-80 is now available via the Fifteenth Street on-ramp. Eastbound lanes are now open also, and traffic entering the city from the Sacramento River Bridge is able to use lanes to the Fifteenth Street off-ramp. There, according to District Engineer W. L. Warren, the four lanes together will be furnishing traffic the freeway.

The project, completed under a $9.0 million contract, was done by Peter Kiewit Sons Company, which began construction in June of 1965. An adjoining project is now underway which will extend 1-80 from the four-lane mainline at the Ninth Street where it will intersect existing 1-50, to be completed one year from now. When that stretch is completed, the last segment between Sacramento and San Francisco will be eliminated, and Bay Area sports fans will have a "shorter" drive to the ski slopes and one arm tunnel.

It is anticipated by the Division of Highways that all vehicles will use the new section daily.

"Next year when the final link is completed and open to traffic, average 1-80 daily traffic between the Sacramento River Bridge and Route 99 Freeway Junction at Twenty-sixth Street will jump to 35,000 vehicles," Warren said.

If the 1-80 freeway is added to $130,000 to 160,000 motorists will be using the east-west freeway in Sacramento, even though two other freeways, Interstate 5 along the river and Interstate 50, a bypass route, will be carrying considerably heavy traffic loads.

Also in the news, the Capitol Mall and related redevelopment projects have received a $17.7 million boost from the federal government, which is expected to push the program into high gear.

The contributions will raise federal participation to $14 million for development of the downtown zone.

Meanwhile redevelopment agency members have made several "benchmark decisions" on the K Street mall project July 3.

Approved were "substantially completed" construction plans and fixed sale price for the underground garage, a final site for the three-block Tushim Realty and Construction Company development and an agreement to build the pedestrian mall in phase.

The redevelopment agency figured the cost to the members was approximately $1.5 million, or roughly the amount of the federal grant.

In the high country, Grasshopper Construction Company has begun working on the first half of a $9 million I-80 freeway project, held up recently by weather. Plants at Shady Creek Construction are furnishing more than $73,000 of material for the project.

Baldwin Construction Company is nearly completed at the new metropolitan airport. The complex, signed in a ceremony that attracted nearly 500 people, Contractor's Service Company is extending the main roads 300 feet. They should be ready when the airport is completed in November.

New freeways such as this being opened in the Sacramento area will greatly reduce travel time between San Francisco and Reno, Nevada.

Slight Resurgence Shows In Nevada Projects

By NORRIS CASET, HUD MALLETT, JACK BULLARD and ED DU BOIS

RENO — Employment in the Silver State has experienced a mild resurgence in recent weeks, and it appears the economy will recover from the late wet weather. Slight Silver State and it appears the economy will recover from the late wet weather.

Many of the major projects which were scheduled to begin this year have maintained an unimprovable status.

There are those companies which have gotten going, however. At Wells, Nevada Rock and Sand has two backhoes on the crusher, the only one it has at present. A second is being brought in for future ordering.

ONE SHIFT

At Desert, just one shift is being employed on the grade and two on the crusher. Time is running out on the project there, so it is possible longer hours may be required to meet the construction schedule. Allied Paving has finished with its surfacing job at Winemucca and its crew has moved to Ely to do some paving for Industrial. The company will also be moving a plant to Wells in the near future and will place C&B and paving for Nevada Rock and Sand.

Silver State Construction was low bidder on a job just north of Palisade, and expects to move equipment in soon.

Martin Iron Works at Walka has finished with the iron and a truck comes belong to Ballew and Wilkes has been brought in, with others expected to arrive in the near future.

Industrial Construction Company is now working on the freeway coming into Reno. At present, 20 pieces of equipment are being operated on two shifts. The job should run for the remainder of the summer, now that the warm weather and dry atmosphere has arrived.

Boggs Construction Company is working its crew on a job near Austin, extending 56.6 miles. Some 87 men are working on the job, which has been a mug one. Lodging is almost non-existent, and when it is available, it is extremely expensive.

SMALL JOBS

A Tellett and Son has a few small jobs, including the Fourth Street overpass, the Second Street bridge, and a job in downtown just off Millard Drive.

Anacoda at Weed Heights will be entering into negotiations with us, to we will have another contract signed, and a few more Engineers receiving the benefits they deserve.

Ron Jankel, Elkoo, a member of Local 3, has completed basic training at Ft. Ord and will be leaving for Viet Nam soon. We're proud of Ron and wish him a safe return.

Martin Iron Works at Walka has finished with the iron and a truck comes belong to Ballew and Wilkes has been brought in, with others expected to arrive in the near future.

As you have noticed in the message from Brother AL Cline, the development have been busy in recent weeks but in the near future, more meetings will be held. I will appreciate your suggestions and recommendations when we get together.

JOB STEWARDS APPOINTED

Week Ending June 29, 1967

Dist. Name Agent

Week Ending June 29, 1967

Week Ending June 29, 1967

Dist. Name Agent

Week Ending June 29, 1967

New Pact Signed In Nevada

Continued from Front Page

and up to thirty days if used.

When the test is developed and given, no C employees may regis- ter as a Journeyman Trainee until the specified period has expired.

Substandard changes were also made in wage and hour provisions to make it less attractive to the worker or to the employer. The changes were made so that the wage and hour provisions will be more familiar with contract contents, so we will be able to determine if it is being violated.

Thanks to more than 950 excellent Stewards, we have a stronger and more effective Union. These men realize that not all the problems that arise can be settled by one individual. Some require a team effort.

They also require proper representation in the Building Trades to be able to know what the important issues are, and how to cope with them.

In the past 90 days, I have been extremely busy in dealing with delinquent employers, but in the near future, more meetings will be held. I would appreciate your suggestions and recommendations when we get together.

New Pact Signed In Nevada

Continued from Front Page

and up to thirty days if used.

When the test is developed and given, no C employees may regis- ter as a Journeyman Trainee until the specified period has expired.

Substandard changes were also made in wage and hour provisions to make it less attractive to the worker or to the employer. The changes were made so that the wage and hour provisions will be more familiar with contract contents, so we will be able to determine if it is being violated.

Thanks to more than 950 excellent Stewards, we have a stronger and more effective Union. These men realize that not all the problems that arise can be settled by one individual. Some require a team effort.

They also require proper representation in the Building Trades to be able to know what the important issues are, and how to cope with them.

In the past 90 days, I have been extremely busy in dealing with delinquent employers, but in the near future, more meetings will be held. I would appreciate your suggestions and recommendations when we get together.

When the test is developed and given, no C employees may regis- ter as a Journeyman Trainee until the specified period has expired.

Substandard changes were also made in wage and hour provisions to make it less attractive to the worker or to the employer. The changes were made so that the wage and hour provisions will be more familiar with contract contents, so we will be able to determine if it is being violated.

Thanks to more than 950 excellent Stewards, we have a stronger and more effective Union. These men realize that not all the problems that arise can be settled by one individual. Some require a team effort.

They also require proper representation in the Building Trades to be able to know what the important issues are, and how to cope with them.

In the past 90 days, I have been extremely busy in dealing with delinquent employers, but in the near future, more meetings will be held. I would appreciate your suggestions and recommendations when we get together.

When the test is developed and given, no C employees may regis- ter as a Journeyman Trainee until the specified period has expired.

Substandard changes were also made in wage and hour provisions to make it less attractive to the worker or to the employer. The changes were made so that the wage and hour provisions will be more familiar with contract contents, so we will be able to determine if it is being violated.

Thanks to more than 950 excellent Stewards, we have a stronger and more effective Union. These men realize that not all the problems that arise can be settled by one individual. Some require a team effort.

They also require proper representation in the Building Trades to be able to know what the important issues are, and how to cope with them.

In the past 90 days, I have been extremely busy in dealing with delinquent employers, but in the near future, more meetings will be held. I would appreciate your suggestions and recommendations when we get together.
SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE

YD. DUMP

•

Tahoe Paradise, 6" Buda Agri-Trac Dozer and ripper-hyd, July, 1967
Salinas, Calif. and scuba diving equipment.

•

W. D. Sorensen, Box 24, Lemon Cove, Calif.

6' Wakh mounted on 4 wheel trailer.

$2,700.

106 W. 5th St., Fremont, Calif. Reg.


643-107.

$2,250;

1. Box

5-1.

916-742-4363. Reg.

5,1.

931-000.

931-010.

662797.

1181676.

333-9006.


758343.

4798 Minas Dr., Clayton, Nev. Ph. 754-2097.

381677. 5-1.

209-532-2547. Reg, 1181676 . 7-1.

1854-4 speed, 6-1.


1450,

1450,

700

1006588.

5-1.

15-FT.

15-FT.

15-FT.

15-FT.

61-W.

1955 Ford flat bed, Dodge A

6-1.

95660. Ph.

209-729.

951-099.

209-729.

147491.

5-1.

6,500.

333-2426.

9-1.

1,550 plus a house allowance of

106.00.

5-l.

1,300.00. 113.00.

4-1.

15-1.

6.500.

7,000.

8-1.

11.00.

8-1.

209-729.

19.00.

37451. 11.12.

209-729.

19.00.

10-1.

10-1.

209-729.

19.00.

10-1.

209-729.

19.00.

10-1.

209-729.

19.00.

10-1.

209-729.

19.00.

10-1.

209-729.

19.00.

10-1.

209-729.

19.00.

10-1.

209-729.

19.00.

10-1.

209-729.

19.00.

10-1.

209-729.

19.00.

10-1.

209-729.

19.00.

10-1.

209-729.

19.00.

10-1.

209-729.

19.00.

10-1.

209-729.

19.00.

10-1.

209-729.

19.00.

10-1.

209-729.

19.00.

10-1.

209-729.

19.00.

10-1.

209-729.

19.00.

10-1.

209-729.

19.00.

10-1.

209-729.

19.00.

10-1.

209-729.

19.00.

10-1.

209-729.

19.00.

10-1.

209-729.

19.00.

10-1.

209-729.

19.00.

10-1.

209-729.

19.00.

10-1.

209-729.

19.00.

10-1.

209-729.

19.00.

10-1.

209-729.

19.00.

10-1.

209-729.

19.00.

10-1.

209-729.

19.00.
Zumwalt Employees
Select Local 3

MARYSVILLE — Employees of the I. C. Zumwalt Company, with offices in Colusa and Willows, have voted for representation with the Operating Engineers.

The secret ballot, conducted May 31, brought the employees into Local 3's jurisdiction when a majority of production and maintenance workers voted in favor of the Union.

Some 41 employees will be represented by Local 3. Zumwalt is the eldest Caterpillar Tractor Company in the United States.

Zumwalt said the company was organized to meet the demand of rapidly developing agricultural interests in the Colusa Basin.

During this development, a greater supply of farm and agriculture equipment was in demand, and that which was in the field needed repair.

On March 24, 1917, an ad appeared in the local paper which read: Coming Monday, a boatload of McCormick Binders, mowers, rollers, disc harrows, pet-tooth harvesters, cultivators, CB and Q and ICQ corn planters, riding and combination cultivators, Weben and Stirring Wagons, Titan tractors and HCC rooters.

For any of the above named machines, see Colusa Implement Company.

One of the firm's first customers was Gillaspys Brothers, who purchased nine 12-hp engine disk mowers for use in its rice fields six miles west of Colusa.

In May, 1917, the firm took on the C. L. Best line of tracklayer tractors and the Deering harvester line.

Soon after the company was founded, J. W. Zumwalt came from Hawaii to join his brother in business. By winter of that year, the company was moved from its temporary location to Fifth and Main Streets.

About a year later, the company built its first building at its present site on Market, between Eighth and Ninth Streets.

Later, the company changed its name to the I. C. Zumwalt Company. The John Deere line was franchised and the firm expanded with a branch at Willows.

The company still operates a blacksmith shop, one of the few remaining in the state.

Boon In Highways

OAKLAND — More than $20 million in highway projects have been allocated or will be allocated within the next year in Contra Costa County, according to Alan Hart, Highway Division District Engineer.

Hart, a member of the county and chamber members recently that $9.94 million in projects are now under construction. Some $7.54 million in projects have been completed since March 1, 1967. Another $1.67 million has been allocated but is not now under construction.

The Contra Costa Highway Advisory Committee presented to the State Chamber of Commerce a list of 23 projects needed to meet increased traffic flow. The chamber presented recommendations to the highway commission on July 1.

Among top priorities are 4.8 miles of Routes 4 and 84 between A Street, Antioch to the Antioch Bridge, and interchange on Route 4 at Suisunville and Bailey Roads, 4.5 miles of Route 4 and Route 345 from Route 690 to Willow Pass Road and from Oliveira Road to Willow Pass Road and from Oliveira Road to Willow Pass Road.

Details of the highway commission were not available at press time.

REMEMBER WHEN?

MEMBER WHEN?

Frank Barr, old time Local 3 member, has spent a lot of time in a lot of places, working on some of the historic jobs in the country and elsewhere.

He spent time on Guam, where Local 3 now has jurisdiction, in Alaska, before it became a state, and on several jobs throughout the west.

"I was on the Everett job in 1960, running a batch plant at Westley and in 1960 I shipped to Guam on Fomuny's Apera Harbor brookester," Frank stated.

He said he then went to Alaska working under Local 302, and spent considerable time in the Puget Sound and Port of Portland districts for contractors such as Guy F. Atkinson and Mountain-Kullivan.

I worked on the Waldo Grade and several jobs around San Rafael and Fairfield for the El Y and Moore Dry Dock. Then I went to work for Peter Kiewitz on the Monteicello Dam, then to Trinity Dam and so on."

Brother Barr said his father brought the first shovel west of the Rockies to the Albino Union Pacific yards.

The elder Barr then returned east to work on several rail jobs and the Chicago Drainage Canal, and moved to California in 1901, went to Alameda to run a dredge on the Emery, his last construction job.

It took quite a crew to overhaul an expensive piece of equipment in 1884. Here, an old shovel takes a breather as its repair crew sits for the old sulphur flash gun. Ain't many like this left.

Local 3 Names
Scholars

Continued from Page 1

Mr. and Mrs. Maurice M. Dadone, 3530 Soguel Ave., Santa Cruz. She attended Soquel High School, from which she graduated with honors.

Runners-up were James Francis Scheimer, 105 De Anza Court, Soquel, California; Joe L. Walker, 345 E. 2nd North Street, Pleasant Grove, Utah; Billie Zee Huntington, 17250 W. Whetwood Drive, Kern, California and Bita Mary Lauerberg, 1460 California St., Berkeley, California.

Checks in the amount of $500 have been sent to the universities chosen by Miss Dadone and Mr. Cottam.