

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 Clem, 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 reckoned 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.

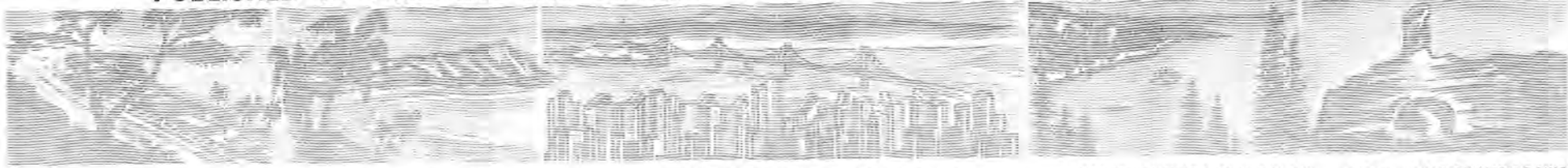
Equipment breakdowns shall be repaired by qualified employees covered by the agreement, and maintenance and repair, alteration or demolition of buildings or other work, shall be done exclusively by employees covered by the agreement, unless the employer has a written contract of warranty covering the equipment. In that case, equipment may be repaired on the jobsite up to 120 days from purchase date if on new equipment,

See NEW PACT 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 NEVADA, 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

iel (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 Yturiaga. 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.

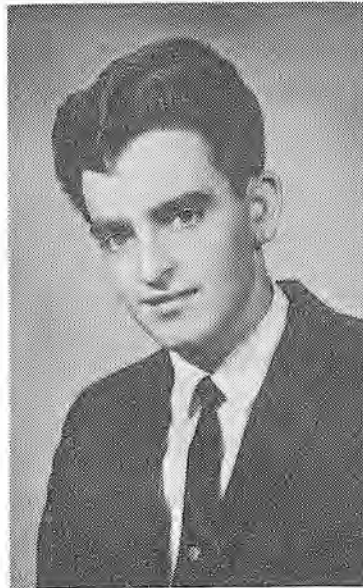
Both Brothers were serving on the Grievance Committees in their respective districts.

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. Yturiaga.

Named to fill the unexpired terms were Brother John De Brum, Fresno and Brother Dan-



Mary M. Dadone
... likes science



Myron D. Cottam
... surprised, thrilled

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 an active 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 years he was afflicted, he was forced to stay off his feet.

"I think this 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.

In 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 dentistry.

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

"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 our 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 as a member of the sophomore and junior class councils, president and secretary of the Junior Statesmen of America, Scholarship Committee and several chairmanships.

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

"I have always tried to keep my grades up, and the more I learn about things, the more I realize there 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 agricultural consultant or cattle breeder because these are practical, beneficial applications of biology," she explained.

Miss Dadone is the daughter of

See LOCAL 3 on Page 16

PUSHBUTTON WORLD

Just Ask The Unifink

EDITOR'S NOTE: This is the third and final part of a series dealing with automation and its effects on the national economy, and the requirements of individuals and organizations in becoming education-oriented in order to stave off massive unemployment, poverty and job loss.

By T. J. STAPLETON

It had to happen. An electronic firm in New York has developed a foreman-type computer which is able to spy on other on-line computers and report their errors and idiosyncrasies to the boss. The new machine is called Unifink—an apt title.

It has now become more than apparent that technological change is occurring in more phases than just production. In fact, the home of the 21st century may be an automated center, where man's entire existence is centered around a maze of wires and tubes.

For instance, tomorrow's housewife will have such advanced equipment she will have only to place an order for dinner, and a few minutes later, the table will be set with the full courses ordered emitting their delicious, computed fragrance.

When the family gathers, they may be sitting on chairs made of paper, and so low in cost they can be replaced at will.

The easy chair in the living room may be inflatable, and the contour variable to fit the individual using it.

The breadwinner may be able to do all his work at home with the assistance of a series of machines that will provide him with the current weather report, stock market, sales figures, production schedules, marketing research and any other information he may need.

His electronic secretary will pipe information to a center "brain" in New York, and the resulting information would be returned to the sender almost immediately.

The housewife would have no problems preparing the most delectable of meals. If she wanted to expand a recipe designed to feed a family of five for a party of 30, she would place the original recipe in her kitchen computer, and the results would be flashed back in seconds.

Key personnel at Litton Industries and Westinghouse Electric state they wish to leave some of the joys of home cooking to the housewife, but that their new and advanced products will make her job easier and much faster.

A new microwave oven has already been produced which will bake a fully frozen 30-pound turkey in 90 seconds. The microwave action does not disturb or even heat the baking pan, and the turkey cooks all at once, rather than from the outside in.

Other flabbergasting developments are certain to make living of tomorrow a completely new concept from what we know it today.

At the Westinghouse computer center in Pittsburgh, orders are received from district offices throughout the country by teletype. Upon receipt, the computer types out an invoice containing list prices, discounts, taxes and other information and wires the order to a warehouse nearest the customer. The order comes off the

teletype with a bill of lading, addressed cartons and information concerning where the stock is stored.

Meanwhile, back in Pittsburgh, the computer adjusts the inventory record and, if necessary, orders a manufacturing plant to replenish the stock.

All this juggling takes about four and a half minutes.

In the Sara Lee kitchens outside Chicago, another computer handles orders and production processes. The computer mixes, bakes, cools, ices and quick-freezes, packages and stores the pastries in a fully automated warehouse the size of a football field.

The existence of machines with this capacity are just the beginning. The Unifink should give the Doubting Thomas a hint of what is in store for the individual, and what must be done in the way of education in order to remain a marketable employee.

Machines are translating languages, analyzing the stock market, interpreting electrocardiograms; the laser beam has been used in eye surgery to reattach a retina, and in the construction field for alignment and surveying, and for welding, measuring material length and several other applications.

X-ray machines are being used to find defects in the main engines and structures in today's guided missiles and nuclear devices.

International television is now possible via satellites parked above the earth, on the threshold of space.

The breadth of computer appli-

cation is staggering. According to *Fortune Magazine*, most other great inventions have flourished within single industries, but this one is already indispensable to normal human activity.

Clearly, technological change has been rapid and far-reaching, and it is certainly going to continue.

Since the fantastic age of the electronic monster, expenditures for research and development have almost quadrupled in little more than a decade. The number of scientists and engineers engaged in R and D have more than doubled since 1954.

Information concerning new technology is being distributed far more widely and systematically than in recent years. The number of trade journals, articles and conferences devoted to this scientific outgrowth is constantly growing. In fact, in the past 10 years, more publications have come of age than in all previous years combined.

The changes which have occurred in our way of production of goods and services have been so profound that some believe the nation is now capable of producing more than it needs.

Therein lies the crux of these series of articles—if full labor and employment is going to be achieved, both labor and management must work together in manpower planning and education so that displaced workers can gain retraining for jobs not yet created or even dreamed of.

There is no question in this case that truth is stranger than fiction. Just ask Unifink.

Casey New Guard, Miller Moves Up



Joe Miller
... with International



Norris Casey
... named Guard

RENO — Norris Casey, District Representative for Northern Nevada, has been named Guard in the Operating Engineers, according to Al Clem, business manager and chief executive.

Casey will fill the unexpired term of Joseph "Joe" Miller, who resigned to assume the position of mining representative with the International Union of Operating Engineers, Western Region, covering the 10 western states.

The appointment was made May 17 by Local 3 officers, following the resignation by Miller on May 15.

Casey was sworn in June 10 at the Reno District Meeting, by President Paul Edgecombe.

Brother Casey became active in Local 3 several years ago when he was elected to the executive board, then later became a business agent in Oakland, then transferred to Reno as district representative, the job he now holds.

Brother Miller had served two terms as guard in Local 3 before leaving to accept his post with The International. He will be working under the supervision of J. J. Twombly, Regional director, San Francisco.

Both Casey and Miller have been equipment operators, working at the trade for several years.

The *Engineers News* congratulates both Brothers Casey and Miller on their new assignments.



Collectively Speaking with Al Clem

Our dispatch offices still show signs of activity. The scheduled letting of contracts during the next few months indicates that perhaps some of these jobs will get underway prior to the heavy rains. We sincerely hope so.

June has been an extremely busy month. We have attended numerous negotiations sessions in Nevada. Late on the evening of July 6 we reached a tentative agreement with the negotiating committee with the Nevada AGC. At a well-attended meeting on Sunday, July 9, the proposal was submitted to the membership at 2:30 p.m. for ratification. It was indeed gratifying to note that the membership by an overwhelming majority, voted to concur in the recommendation of the negotiating committee.

We are still busy in numerous negotiations; the most important and most pressing one at the present time is the one covering the employees in the Rock, Sand and Gravel industry. Other negotiations include covering the many equipment shops throughout 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.

We were honored by a visit of the entire Executive Board of our International Union during June. General President Hunter P. Wharton, General Secretary-Treasurer Newell J. Carman, Executive Vice-President Richard Nolan and the following Vice-Presidents: John F. Brady, J. C. Turner, Leo Bachinski, Eugene M. Reardon Sr., Thomas A. Maguire, Russell T. Conlon, William A. Gray and Dale Burchett.

At a meeting held at the Del Webb Hotel, certain changes in the constitution were discussed and explained to the representatives from all the larger Local Unions comprising the Western States Conference. Regional Director James Twombly made the arrangements for the meeting held at the Del Webb Hotel. Many interesting and informative subjects were discussed and I am confident that as the result of this meeting, there will be many benefits for the entire membership.

As many of you know, on July 8 at 1 p.m. the Semi-Annual Meeting was held and was very well attended. The membership received the reports of the various officers and the recommendation of the Executive Board that the automatic dues increase as provided in the By-Laws be held in abeyance at this time in all areas of Local 3 with the exception of the state of Hawaii whereby rather than the \$1.77 dues increases as provided in the By-Laws there was a 33¢ cents a month increase.

We all know that the cost of operating the Union has considerably increased over the past year and we are hopeful that by being conservative we can render the same type of service to the membership for another year without an increase in dues.

As you will note on the front page, we lost a loyal Union member in the passing of Brother Charlie Kirkwood, who was also a member of the Executive Board from the Fresno Area. Brother Kirkwood's place on the Board was filled by the officers by the selection of Brother John DeBrum; this being an interim appointment. At the next District Meeting in Fresno the permanent appointment will be by the vote of the membership at the meeting of September 5.

For personal reasons Brother Robert Yturiaga, Executive Board Member from the Reno area resigned and Brother Daniel R. Ellis was selected by the officers as an interim appointee until the next District Meeting in Reno on Saturday, September 9, when the membership will vote on a permanent appointment.

We would also like to remind our members of the elections coming up in the near future, one, to fill the seat in the State Senate created in the death of Eugene McAteer. That election will be a special one, to be held July 18.

The other is that for selection of San Francisco's mayor, and will be held this fall.

We urge all of our members who live in the applicable areas to exercise their right to vote. That right, by the nature of our Constitution, is a privilege and an honor, and one every eligible citizen should revere.

Elections are also being held in other areas, so be alert, inquisitive, and demanding of the candidates, then select that person whom you feel will do the job that needs to be done.



The new Auburn Dam to be constructed on the north fork of the American River will be a thin-arch concrete structure, as shown in this artist's concept. It will be the fourth highest in the U.S.

Auburn Dam'll Be Concrete

SACRAMENTO — The new Auburn Dam, to be constructed on the north fork of the American River, will not be an earth-fill structure, as originally planned, Floyd E. Dominy, commissioner of reclamation said recently.

The \$256.5 million dam and powerplant is part of the Bureau of Reclamation's Central Valley Project.

According to Dominy, the dam, to get underway in the spring of 1969, will be a concrete arch structure rather than the earth-fill as originally planned. Relocation work begins next year.

The announcement was somewhat disappointing to members of the Operating Engineers, because earth-fill dams generally require more heavy equipment operators

than do concrete structures.

But the announcement was encouraging in that a proposed starting date was announced.

Auburn Dam will rank as one of the four highest dams in the United States and about 14th in the world. It will be a thin-arch type structure.

Comparative figures indicate Auburn Dam will rank fourth behind Oroville at 770 feet high, Hoover at 726 feet high and Glen Canyon Dam at 710 feet high.

Auburn Dam will be 690 feet high, 45 feet wide at the top and 184 feet wide at the base, with a crest length of 3,500 feet.

In comparison, Glen Canyon is 25 feet wide at the top, 300 feet wide at the base with a crest length of 1,560 feet.

Hoover Dam is 45 feet wide at the top, 660 feet wide at the base with a crest length of 1,244 feet and Oroville Dam will be 50 feet wide at the top, 3,500 feet wide at the base with a crest length of 6,800 feet.

But the big difference comes in excavation and volume of cubic yards of materials required for construction. Where Oroville will have required 77.5 million cubic yards of material, Auburn will require just 5.7 million cubic yards.

The Auburn Dam spillway will be a gated chute type, located at the left abutment, looking downstream. The powerhouse and generators will be capable of producing 240,000 kilowatts of hydroelectric power. It will be situated at the dam's base at mid-stream.

Provisions will be made for later expansion of power facilities to 400,000 kilowatts.

A diversion tunnel will carry the entire flow of the American River around the damsite. The 2,000-foot-long concrete lined tunnel will be 40 feet in diameter.

The structure when complete will create a reservoir of 2.5 million acre-feet capacity. Water will be used for diversion southward through the Folsom south canal for irrigation, municipal and industrial service.

First major work will get underway next summer when contracts will be awarded for relocation of some sections of Foresthill Road and Highway 49. Construction on the diversion tunnel will begin in the spring of 1969 with work on the main structure to begin in 1971 and first power to be supplied in 1976, if the present schedule is met.

Utah Road Agency Awed—\$3.4 Million Left After Bid

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

SALT LAKE CITY — A joint venture of California and Illinois firms offered to complete what was to be the largest single road project in the history of Utah for \$4.1 million, some \$3.4 million under engineers' estimates.

Now the Department of Highways is rechecking its figures, and the road commission is wondering what it will do with the excess funds.

The bidding was just another unlikely aspect surrounding the stretch of Interstate 80 from the Salt Flats to Knolls, Tooele County.

S.A. Healy and Tom M. Hess, McCook, Illinois, and Sacramento, California, respectively, left about \$608,000 on the bidding table, and even the highest bidder was some \$400,000 under the engineers' tabulation.

Second low bidder, Morrison-Knudsen, Boise, Idaho, bid \$4.7 million on the 28.7 mile, six million ton imported borrow project.

Highest bidder was LeGrand Johnson, Logan, with a bid of \$6.85 million, well below the \$7.42 million allocated for the job.

Meanwhile, Northwest Engineering, Rapid City, S.D., is still holder of the state's largest dollar volume road pact after the scissor-bids on the I-80 project. The company was low on its second Utah contract at the same bid opening.

Northwestern just eked by Thorn Construction Company, Springville, by a mere \$3,270, for surfacing a road from Silver Creek to Wanship on I-80. Engineers estimated \$669,367 for the job, Northwestern bid \$663,029.

On a third project for which bids were opened, Carl E. Nelson, Logan, bid \$523,819 to place 10.7 miles of bituminous surfacing on I-15 in Beaver and Millard Counties.

Tiago Construction Company was second at \$559,993. Engineers said it would cost \$616,936 to get the job done.

In other bid news, Fife Construction Company, Brigham City, turned in the low estimate of \$2.59 million to grade and drain 12.6 miles of I-80 from Timptie to Burnmester, Tooele County. Again, engineers' guesstimates were shaved. They set a price of \$3.25 million for the job. Fife will save the state another 20 per cent.

Otherwise, belt route construction and I-80 construction in Salt Lake County the next two fiscal years will total \$18.8 million, according to the Department of Highways. Of this \$5.5 million will be for construction on I-80.

Belt Route projects include I-215 from 4700 South to 1700 South which will call for structures and surfacing at \$1.7 million, I-215 from 1700 South to North Temple including grading and draining at \$4 million, I-215 from North Temple to 2200 North calling for structures and surfacing at \$1 million and I-415 construction from 6400 South to 2000 East at \$5.5 million.

FED SPENDING

A Redding Slowdown

By LAKE AUSTIN and LOU BARNES

REDDING — Problems with government spending has caused a reduction-type construction start, and there are problems in getting the good jobs started.

Many top contracts have been postponed until later this year, leaving many able Operators still on the sidelines.

The most talked-about project to date is the Highway 44 job, with Jaxon Baker bidding just under \$2 million, to take the contract. Work has begun on clearing and bridge approaches, with Lord and Bishop subcontracted to erect structures for the bridges. Pile driving should begin by mid-July.

Officials of the Department of Highways say the project will take about two years to complete, primarily because of the late start this year.

Jaxon Baker also has three other jobs in the area, which should offer employment for one or two seasons.

Several other smaller jobs have been let, and although they are of short duration, they all help.

J. F. Shea Construction Company was among those companies successfully bidding some of the smaller projects.

Fredrickson and Watson Construction Company has its trimmer and liner working on the Corning Canal job, with full employment on one shift, but working long hours.

The section now under construction should be completed this

year, but there is talk the water officials are considering enlarging the canal system.

There is also talk that a good hard look has resulted in the suggestion of installing pumping plants to increase the flow of water. This type job is excellent for our trade.

Dominion Construction and Hatfield Electric Company gained the contract for 33 miles of the northwest intertie K.V.C. transmission line running from Round Mountain to Cottonwood. The company is now completing operations in Oregon and should be in the Redding Area by mid-July.

M. H. Byers Construction Company received a pact for \$500,000 for forest service work in the lava beds out of Fort Bidwell in Modoc County.

The job began the last week in June.

R and D Watson Inc, Yreka, received a contract for \$201,355 on 1.3 miles of grade on two lane highway and to install drainage facilities, remove slide material and other work on Scott Mountain Road between Trinity County line and 6.8 miles east of Callahan in Siskiyou County.

Officials of the Department of Highways say 21 miles of Highway 99 north of the interstate system from Weed has been delayed until sometime in October because of redesign factors.

It has also become apparent that the Box Canyon Dam at Mt. Shasta will not be awarded until sometime after the start of the fiscal year.

Washington News Desk

From the International Union of Operating Engineers



Closer cooperation through more frequent consultations seems to be developing between ranking members of President Johnson's administration and the AFL-CIO Building and Construction Trades Department.

President Johnson's appearance before the Department's recent National Legislative Conference—the third time he has addressed the delegates since he became president—will undoubtedly do much to help the situation.

Politically sensitive Washington and ambitious members of the "Johnson Team" are not likely to overlook the extent to which Johnson goes to maintain relations with the Building and Construction Trades Department, its 18 international unions and 35 million members.

There are now signs that the administration will discuss proposals affecting apprentice and training programs, renewal and rebuilding projects before actually issuing orders.

One strong indication was a top-level meeting on June 19th with officials of the Labor Department and the Building and Construction Trades Department's Administrative Committee.

"I want very much to attend part of that meeting," stated Secretary of Labor W. Willard Wirtz.

"We will say to each other what has been the reason for any misunderstanding. There may be a lack of confidence. There hasn't been a lack of communication in terms of volume but there may be a lack of communication in terms of understanding. The time has come to move on from here.

"I hope with all my heart," Wirtz continued, "that as of that point we will recognize clearly that the time for recrimination is past, that the information is now before us and that we are in a position to move ahead to meet a problem which has been distorted out of all reasonable perspective. I offer you our complete cooperation and confidence and our understanding of the situation."

The intentions seem good. Now it remains to be seen whether there is any faltering of the intentions.

General President Hunter P. Wharton and other international union presidents who met privately with President Johnson for ten minutes before he addressed the delegates to the National Legislative Conference, were impressed with how well the Chief Executive looks. In spite of his crushing burden of responsibilities, President Johnson appeared strong, vigorous and in high spirits.

William Gray, IUOE Vice President and Manager of Arizona Local 428, has been appointed by Secretary of the Interior Stewart L. Udall to a committee charged with recommending safety standards for metal and non-metal mines. Gray will be concerned with sand and gravel operations.

Nevada AGC Wage Schedule

SECTION XVII WAGE SCALES AND CLASSIFICATIONS

On all work covered by this Agreement when performed, and 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 as 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 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, Nevada in Elko County.

*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, on all work, except work on home building projects (which does not include camps but shall include neighborhood shopping centers), on which Area 1 wages shall be paid.

GROUP NO. 1

	7-10-67	1-1-68	7-1-68	7-1-69
Area 1	\$4.52	\$4.64	\$4.88	\$5.12
Area 2	5.27	5.39	5.63	5.87

Assistant to Engineer, including Fireman 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).

* Area 2 wage rates shall not apply to projects which are now in progress in areas which were not defined as being within subsistence areas under the 1965-67 Agreement, Section XX. Area 2 wage rates shall apply to all work located in areas defined in this Section as Area 2 in the 1967-70 Agreement where such work is on jobs bid after July 1, 1967.

GROUP NO. 2

Area 1	\$4.71	\$4.84	\$5.09	\$5.34
Area 2	5.46	5.59	5.84	6.09

Material Loader or Conveyor Operator; Pump Operator (Notes 2 and 3); Air Compressor Operator; Tar Pot Fireman (power agitated). *New:* Band Wagon (in conjunction with wheel exc.).

GROUP NO. 3

Area 1	\$4.83	\$4.96	\$5.22	\$5.48
Area 2	5.58	5.71	5.97	6.23

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, Highways, Airports, Canals); Lubrication and Service Engineer (mobile and grease rack). *From Group 2:* Screed Operator, Hydraulic Monitor. *New:* Conveyor Belt Operator (Tunnel); Roto-Mist.

GROUP NO. 4

Area 1	\$5.12	\$5.26	\$5.53	\$5.80
Area 2	5.87	6.01	6.28	6.55

Boxman (asphalt plant); Grade Setter (Dams and Highways) (Note 4); Concrete Mixer Operator, skip type; Concrete Pump or Pumcrete Gun Operator; Dinkey Operator (Assistant to Engineer Required); Ross Carrier Driver; Skip Loader Operator (under 1 yard); Fork Lift; *New:* Line Master; Tie Spacer.

GROUP NO. 5

Area 1	\$5.24	\$5.38	\$5.66	\$5.94
Area 2	5.99	6.13	6.41	6.69

Elevator and Material Hoist Operator (1 drum); Pavement Breaker Operator; Roller Operator; Small Rub-

ber Tired Tractor w/o earthmoving attachments. *New:* Press Weld (Air operated); Shuttle Car; Signalman; Slip Form Pump (Power driven for concrete forms).

GROUP NO. 6

	7-10-67	1-1-68	7-1-68	7-1-69
Area 1	\$5.30	\$5.44	\$5.72	\$6.00
Area 2	6.05	6.19	6.47	6.75

A-Frame Boom Truck; Concrete Batch and Asphalt Plant Operator; Concrete or Asphalt Spreading, Mechanical; Tamping or Finishing Machine Operator; Stationary Pipe Wrapping, Cleaning and Bending Machine Operator; Concrete Saws (Highways, Streets, Airports, Canals); Highline Cableway Signalman; Curb-Cutter (Mechanical Finishers); Mechanical Finishers (concrete) (Clary, Johnson, Bidwell Bridge Deck, or similar types). *New:* Tugger Hoist; Maginnis International Full Slab Vibrator (Airports, Highways, Canals, Warehouses). *From Group 7:* Chip Box Spreader (Flaherty type or similar--assistant to engineer required).

GROUP NO. 7

Area 1	\$5.40	\$5.54	\$5.83	\$6.12
Area 2	6.15	6.29	6.58	6.87

Road Oil Mixing Machine Operator or Pugmill Operator; Surface Heater & Planer Operator; Material Hoist, Double-Drum or more; Boring Machine Operator (excluding pneumatic or similar capacity); Trenching Machine Operator (assistant to engineer required); Concrete Mixer Operator, Paving and Mobile Mix; Chicago Boom, Tower Mobile; Tractor without earth-moving attachments; Pumps (Note 3) (2 to 6); Compressors (Note 3) (2 to 6); Welder Gas or Diesel Driven (Note c) (2 to 8); Small rubber-tired trenching machine and similar small equipment (any assistance 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 propelled and supported); Pipe Wrapping Machine (tractor propelled and supported); Pipe Bending Machine (pipelines only); Crushing Plant Engineer; Asphalt Plant Engineer; Kolman Loader; Journeyman Trainee. *New:* Deck Engineer; Ken-Seal Operator; Refrigeration Plant--Dam Site.

GROUP NO. 8

Area 1	\$5.61	\$5.76	\$6.06	\$6.36
Area 2	6.36	6.51	6.81	7.11

New (Tractor Mounted Compressor Drill Combination (Assistant to Engineer required).

Heavy Duty Repairman or Welder; Tractor Operator, Bulldozer, Scraper or Drag-type Shovel or Boom Attachment; Self Propelled Compactor Dozer; Drilling Machine Operator, including Water Wells (Assistant to Engineer Required); Elevating Grader Operator; Locomotive Engineer (Assistant to Engineer Required); Mixermobile; Oshkosh, DW-10, 20 and 21 Toumappull or similar equipment Operator (up to and including 35 cy. "struck", m.r.c.); Loader (up to 2½ yds.). *New:* Cast-in-place Pipe Laying Machine; Combination Slusher and Motor Operator; Heavy Duty Rotary Drill Rigs; Lull Hi-Lift (40 ft.); Mechanical Trench Shield; Mucking Machines (Assistant to Engineer required); Soil Stabilizer (P & H or equal); Subgrader (Gumies or other type); Tri-Batch Paver (Assistant to Engineer required); Tunnel Badger or Tunnel Boring Machine Operator (Assistant to Engineer required).

GROUP NO. 9

Area 1	\$5.73	\$5.88	\$6.19	\$6.50
Area 2	6.48	6.63	6.94	7.25

Universal Equipment Operator, Shovel, Dragline, Derrick, Derrick Barge, Clamshell, grad-alls (up to and including 1 yard); Crane (not over 25 tons) (Assistant to Engineer required); Euclid or Similar Type Loader; Motor Patrol Operator; Combination Backhoe and Loader (to and including ¾ yard) (oiler required when more than 200 degree swing). *New:* Combination Mixer and Compressor (Cumite); Prestress Wire Wrapping Machine; Do-mon Loader and Adams Elegrader; Canal Finger Drain Digger; Tractor (D-8 or larger with Boom).

GROUP NO. 10

Area 1	\$5.86	\$6.02	\$6.33	\$6.64
Area 2	6.61	6.77	7.08	7.39

Chief of Party (Note 4); Tractor, Scraper or Drag-type Shovel, Tandem; Oshkosh, DW-10, 20 and 21 Tourn-

apull or similar equipment Operator (over 35 cy. "struck", m.r.c.); Multi-engine earth-moving equipment (up to and including 75 c.y.); Loader over 2½ yds. up to and including 4 yds.; Euclid belt type Loader and similar types (Assistant to Engineer required). *New:* Bridge Crane; Cary Lift (or similar); Lift-Slap Machine (VAGT Borg or similar); Chemical Grouting Machine (Assistant to Engineer required); Boom-type back filling machine (Assistant to Engineer required).

GROUP NO. 11

	7-10-67	1-1-68	7-1-68	7-1-69
Area 1	\$6.00	\$6.16	\$6.48	\$6.80
Area 2	6.75	6.91	7.23	7.55

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). *New:* Single Engine Rubber Tired Earth Moving Machine with Tandem Scraper; Wheel Excavator (Assistant to Engineer required); Canal Finger Drain Back Filler (Assistant to Engineer required. In addition there shall be two (2) Group 7 Operators); Canal Trimmer (Two (2) Assistant to Engineers required); Self-propelled compactor with multiple propulsion power units; Tower Crane Mobile (Assistant to Engineer required); Loader (over 4 yds.); Tandem Cats; Multi-Engine earth-moving equipment over 75 c.y.).

GROUP NO. 11A

Area 1	\$6.62	\$6.80	\$7.15	\$7.50
Area 2	7.37	7.55	7.90	8.25

Airborne Hoist Operator for Helicopter used on work covered by this Agreement.

GROUP NO. 11B

Area 1	\$6.74	\$6.92	\$7.28	\$7.64
Area 2	7.49	7.67	8.03	8.39

Co-Pilot of Helicopter used on work covered by this Agreement.

GROUP NO. 11C

Area 1	\$6.88	\$7.06	\$7.43	\$7.80
Area 2	7.63	7.81	8.18	8.55

Pilot of Helicopter used on work covered by this Agreement.

In each instance in which one (1) or more Assistant to Engineer is required, subject to the provisions of this Agreement, an indentured Apprentice may be employed.

NOTE: A. Assistant to Engineer required on Universal Equipment Power Shovels, etc. Two (2) Assistants to Engineer required on 120B, and similar type equipment. B. Operators, Assistants to Engineer and Indentured Apprentices on equipment with booms 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. .	.20
Booms of 130 feet up to, but not including, 180 feet. .	.35
Booms of 180 feet and over50

C. An Operating Engineer shall maintain and service gasoline or diesel driven welding machines when the welding is being performed by another craft.

D. Supplemental Manning Provisions:

1. When an Employer employs a total of more than two (2) but less than seven (7) Journeyman operators on a job or project under the terms of this Agreement to operate individually manned pieces of earth moving equipment or individually manned pieces of equipment directly supplemental thereto or any combination thereof under this Agreement on any shift on all jobs or projects, such Employer shall employ at least one (1) Indentured Apprentice or at the option of such Employer at least one (1) Journeyman Trainee and assign such Indentured Apprentice or such Journeyman Trainee to such equipment. If an Indentured Apprentice is so employed under this paragraph, all of the provisions of paragraph (4) following pertaining to the Journeyman Trainee shall apply, except that the Indentured Apprentice's wage rate shall be that set forth in Section XVI-A of this Agreement.

2. When an Employer employs a total of seven (7) Journeyman operators on a job or project under the terms of this Agreement to operate individually manned pieces

Nevada AGC's New Wage Schedule

Continued from Page 4

of earth moving equipment directly supplemental thereto or any combination thereof under this Agreement on any shift, such Employer shall employ at least one (1) Journeyman Trainee or, at the option of such Employer, an Indentured Apprentice and assign such Journeyman Trainee(s) or Apprentice to such equipment. For each additional total of seven (7) Journeyman operators employed on a job or project by such Employer under the terms of this Agreement to operate such equipment on any shift, such Employer shall employ at least one (1) Jour-

neyman Trainee or, at the option of such Employer, an Indentured Apprentice and assign such Journeyman Trainee or Apprentice to such equipment.

3. In the event that an Employer has more than one (1) shift, one (1) job or project under the terms of this Agreement but does not have seven (7) or more Journeymen operating individually manned pieces of each moving equipment or individually manned pieces of equipment directly supplemental thereto or any combination thereof on any shift on any single job or single project, his obligation under this section shall be determined by adding to-

gether the number of above described Journeyman operators for all shifts on all jobs and all projects under this Agreement. In such cases, if the total number of Employees is more than two (2) but less than seven (7), such Employer shall employ at least one (1) Journeyman Trainee, or Indentured Apprentice, at the Employer's option, and shall hire an additional Journeyman Trainee or Apprentice for each additional total of ten (10) Journeyman Operators determined by adding together such Journeymen employed on all shifts on all jobs or projects of such Employer covered by this Agreement.

THEY'RE ALSO BUILDERS OF MEN



It takes a certain type of individual to spend his valuable working time in the interest of others. Brothers Al Perry, Joe Mendez, S. E. Eakins and John Hall proved to be that type of person in helping construct a new hospital for crippled

children such as these. Perhaps their lives will be more pleasant and their future brighter because Local 3 Brothers took time to donate. The equipment was donated by A. J. Raisch Paving Company, San Jose. Our thanks to them, also.

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 tile layers, was held at the Hyatt House, San Jose.

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

"We owe them our thanks. Without them, Apprentices would not get too much instruction 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 apprentice training.

Those men who took time to become instructors to this graduating class were Lyle Housley, Orville Johnson, Herschel Pence, Joseph Brown and Connie Shore.

Those becoming Journeymen were James Hall, Wilford Robinson, Phillip Barnard, Ron Rusigno, Ed Bardelmier, Ed Henn, Francis Cesarz, Neil White, David Spath, Gary Fanbrini, John Voss, Gary Patburg and Jimmie Mears.

Present from Local 3 were Vice President Dale Marr, Financial

Secretary A. J. (Buck) Hope, agents Bill Raney, Mike Kraynick, Lynn Moore, Bob Long, Harley Davidson and coordinators Lee Hunter, Ed Middleton, Lou Jones, Bob Nugent and Jack McManus. Business Manager Al Clem was in Nevada on contract negotiations and could not be in attendance.

Other guests included Charles Hanna, Dan Giles and Roger Brennan. 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 emergencies that may arise.

In the classroom realm, several instructors have been keeping the young men involved and curious.

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

Orville 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.

Employees At Tenco Tractor Accept New Local 3 Contract

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

MARYSVILLE — Employees 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 Constructing Company, Inc., Marysville, received a contract for construction of a drainage system for the Gilsizer County Drainage District.

Baldwin was low bidder at \$68,572.90. Total cost was set at \$81,274, including \$67,295 in construction costs for the 6,780 lineal

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 on the bids.

Drainage water from the area will go easterly on Bogue Road under Highway 99 to connect with the Gilsizer Slough on the west side of the highway.

SET PIPE

Work includes placing cast-in-place concrete pipe and regular 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 Rep. Harold T. "Bizz" Johnson.

The bids, 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 1.86 cubic yards of excavation and 44,000 cubic yards of concrete for canal lining.

Also included will be construction of 11 concrete bridges.

In the Oroville area, excavation is near completion on the Oroville-Quincy highway relocation.

Basic bid was \$4.3 million, but has now exceeded \$5 million, with a considerable amount of cleanup remaining.

Subgrade finish work will begin later in the year.

Oro Dam Constructors officials say the main fill on the dam will be complete in September. The huge wheel excavator has been sold, and will be shipped to Australia about October 15.

TURBINE JOB

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

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

O. K. Mitty and Son Company has completed excavation on Forbestown relocation, with clean-



Vice President Dale Marr presented certificates of graduation to new journeymen during ceremonies held at Hyatt House, San Jose.

up remaining. Baldwin Contracting Company has begun laying base. Paving should be completed in September.

NEW REC AREA

On the west side, Lema Construction Company is at Alder Springs opening up 5.8 miles of scenic mountain area, which will be a haven for sportsmen. Crewmen stay at the campsite during

the week and work five to 10 hours a shift.

Of interest to all of us is the new Fine Grade Auto-Grader, now in operation on A. Teichert's Highway 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.

Lilval's Project In Stockton A \$75 Million Job

By WALT TALBOT, AL McNAMARA and JERRY ALGOOD

STOCKTON — There will be fresh water, boating and pleasant living in this city's northwest corner when Lincoln Village West begins accepting residents.

The \$75 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 Fourteen Mile Slough.

But waterfront homes will be faced by a fresh water lagoon, now under excavation, which when complete, will cover 57 acres. About 500,000 cubic yards 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 highrise, townhouse and single family units, providing a variety of living selections, but the bulk of the 2,600 units will be single family types.

First phase of the project includes completion of the fresh-water lagoon and construction of 32 units at its north end.

A 104-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.



Some \$15,000 in sand will be shipped in from the beach at Lincoln Village West. Beach will be on the fresh water lagoon covering about 57 acres.

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. Sin-

gle family dwellings will start at \$21,750, so moderate income families will be able to purchase homes 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 duffers 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 Aksland, 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 Don Pedro Dam on the Tuolumne River. Construction on the dam, bid at \$49.6 million, will not get underway until September, and then only preliminary work will be launched.

Turlock Irrigation District di-

rectors said prior to bidding that if bids brought their share above \$28.4 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 inclusion of water outlets, even in dry years, to protect salmon-spawning in the Tuolumne River.

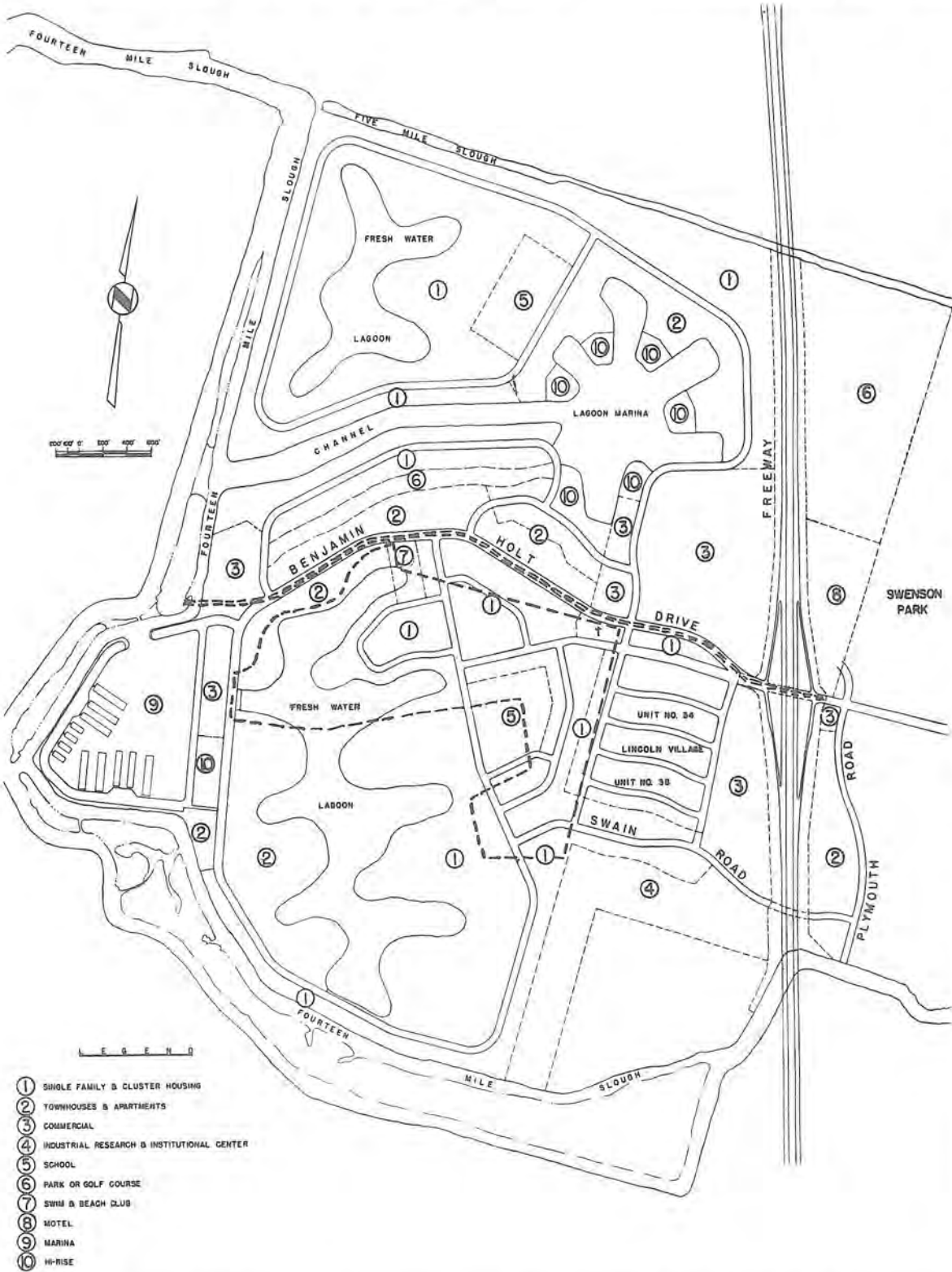
The structure will be an earth and rock-fill facility located one and a half miles downstream from the existing dam.

It will inundate the present dam, powerhouse, reservoir and buildings, the community of Jacksonville and sections of Highways 120, 49 and 132.

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.



New Lincoln Village West now under construction, will be one of finest in Stockton Area. Acreage within segmented line is now being built, and in 10 years, area above double line will be complete.

ENGINEERS NEWS

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

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. Office: 474 Valencia St., San Francisco 3, Calif.

AL CLEM.....	Editor and Business Manager
PAUL EDGEcombe.....	President
DALE MARR.....	Vice-President
T. J. STAPLETON....	Recording-Corresponding Secretary
A. J. HOPE.....	Financial Secretary
DON KINCHLOE.....	Treasurer

Dredging



By AL HANSEN

A Huge Ditch— A Big Problem

A "big ditch," not having anything to do with the Bay Area Rapid Transit System is causing several problems with no solution now in sight.

The "Big Ditch" is the ambitious project—the proposed Bar-to-Stockton deep water channel, which will cost several million dollars, programmed for the next 10 years.

The trench is designed as a 55-foot-wide, 45-foot-deep channel to provide shipping between San Francisco, around the Pinole Shoal and Richmond as far as Chip's Island, then a 35-foot channel from there to Stockton.

There are no problems in design and construction. The funds have been allocated by Congress—but there is a small matter of economic feasibility, the reconciliation of opposing interests, the effects on conservation and propagation of fish and wildlife, the availability of areas for dredge spoils deposit and the responsibilities of local jurisdiction which will benefit from the project.

Speaking to 60 city and county officials, Brig. Gen. John A. B. Dillard, U.S. Army Corps of Engineers, said the channel is only an interim solution to a complex problem involving deep draft shipping and the nation's future.

He said shipping plans require regional planning approaches that need a blending of local interests.

The proposed channel would be economically feasible, the General said, but he pointed out there are two forces which now are moving toward an unplanned but unavoidable collision which complicates an unprejudiced evaluation of the undertaking.

These are the growing trend toward construction and use of deeper draft vessels and the growing expense of providing adequate channels.

"It is my view that the collision will not be disastrous to either, provided adequate safety precautions are taken and a limited number of freeways are provided for travel of deeper draft vessels around the economic barrier imposed by engineering, physical and financial difficulties inherent in deepening of all commercial ports serving such vessels," the General reiterated.

He said the super ships now being built primarily for foreign shipping also have value in local shipping.

In addition, actual plans for industrial development in the San Francisco-Stockton channel area will far exceed forecasts on which the Corps of Engineers justified the project.

"We must look to the future and take whatever steps are necessary to insure the preservation of the key role this great sea transportation center is destined to play in the future," Dillard stated.

To do this, he suggested a central loading and unloading station for oil and bulk products, an increase in the use of automation in loading and unloading bulk cargo ships and a deep water anchorage for unloading rather than at dockside.

But while the Bar-to-Stockton project would provide one of the finest ports in the U.S., the problem of disposing of dredge spoils remains.

There are three alternatives, including hauling materials directly to sea, disposing of them on shore, or leaving them in the bay.

The problem is an urgent one. It is certain work on the proposed channel will begin as soon as funds are available, and the project cannot afford a work stoppage for lack of suitable spoils disposal means.

Officials of Marin and Solano Counties, Benicia Industries and other agencies are presently working on a workable solution.

J. J. Coney, president, Benicia Industries, said the channel could help re-establish Benicia as one of the best deep water ports in the Bay region.

Gen. Dillard said the responsibility of the area would be to provide spoils areas at no cost to the United States, and added it might be wise to explore the possibility of creating islands from the spoils for use by the Department of Fish and Wildlife as game and bird refuges.

Marin's 'New' Airport

By WAYNE (LUCKY) SPRINKLE

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

Work got underway June 26 during groundbreaking ceremonies, at which Supervisor William A. Gnos and other officials inspected an earthy carry-all 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 3,300 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 \$630,000.

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

The 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-hangers, fuel storage and an operations facility.

It has been proposed that a control tower be constructed, but before the FAA will approve construction of that phase, 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 excavation, 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 miles of road will be constructed for the Point Reyes Ranger Station, under a contract awarded Dartnall. 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 sliver cuts, road widening, extensive clearing and considerable pipe 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 prejob conference with McGuire and Hester will be held in San Francisco for construction of

a sewage disposal system at Hamilton Air Force Base under a \$460,000 contract.

At 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 McLellan, who has several other small jobs around the area, such as schools, streets, fairgrounds, etc.

Chilotti 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.

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

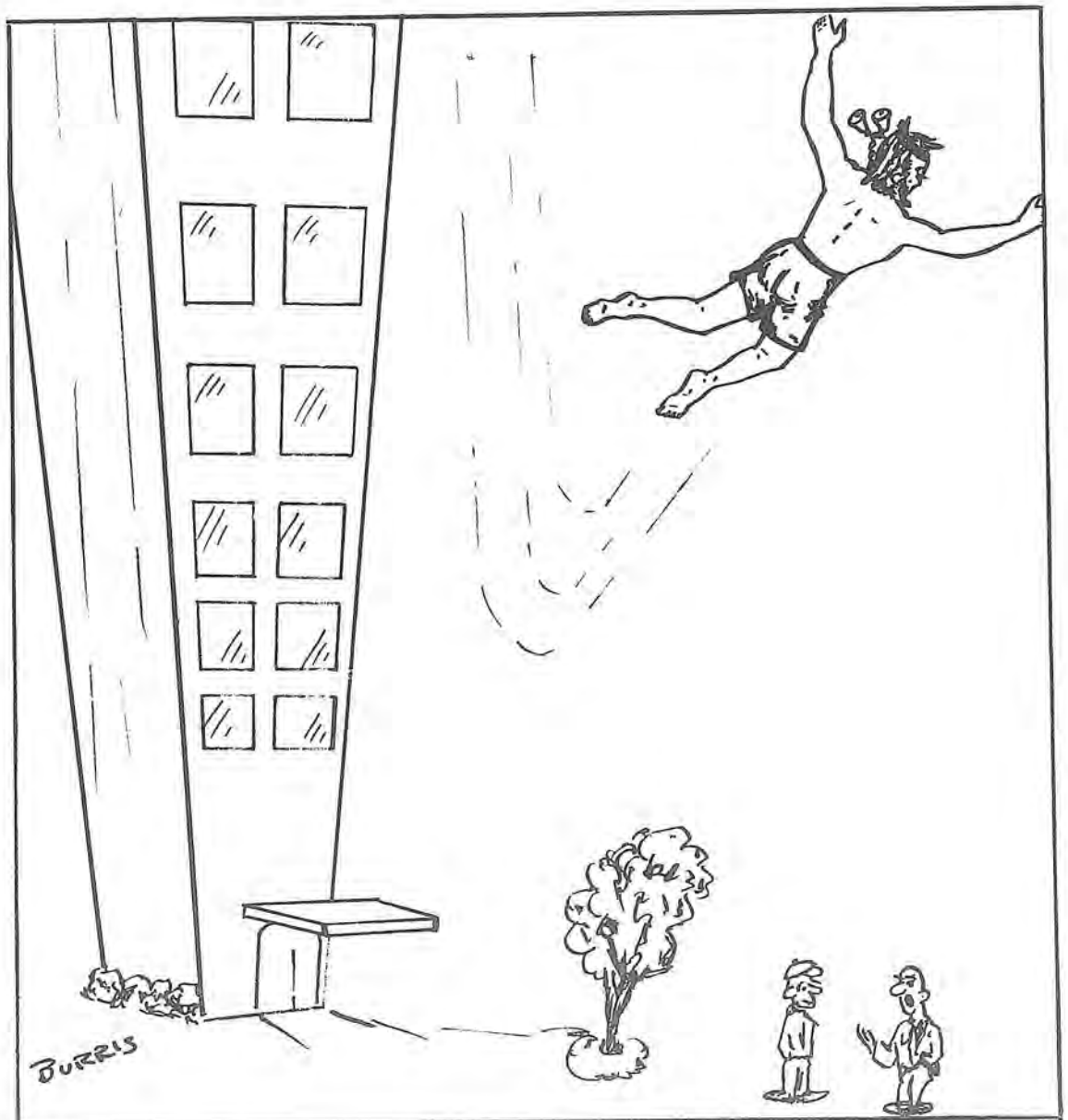
And at Peacock Gap, Glenwood Subdivision, being constructed by Permabilt Homes, excavation should be completed the first of September.

Frank Moberly 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 for expansion.

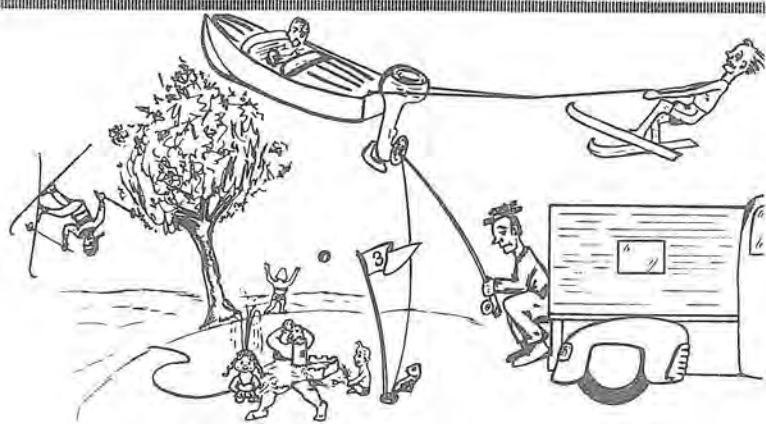
Developers state that 20 acres will be set aside for a park for the city of San Rafael.

In the only state money involved in the county for the immediate season, \$221,000 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 south lane during the morning rush and a north lane during the evening rush.



"He's discovered the secret to extended trips—he's using LSD with platformate."



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 summertime 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 combine 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 individual average of 15 occasions each summer.

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

Ranking 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.

San Antonio Dedication Opens New Recreation Site



New facilities behind San Antonio Dam have provided excellent recreational facilities and irrigation water to the lush agricultural lands in the Salinas Valley. The Dam was dedicated June 17.

tion water to the lush agricultural lands in the Salinas Valley. The Dam was dedicated June 17.

A LOT OF (A)BALONE



Brother Charles Schumacher, Steward on the Oscar Holmes project shows the abalone shellfish he caught south of Bear Harbor out of Garberville. This abalone is 10 $\frac{5}{8}$ inches wide.

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 at 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 \$3.82 million, and included construction of three concrete launching ramps, 800,000 square feet of parking area, 20 miles of roads, two separate water and sewer systems, 450 campsites, 100 trailer sites, 150 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 1,872 persons, but as population and agricultural activity increased, saline conditions caused land owners to appeal to the Board to do something to save the crops.

There had been several wells drilled in the late 1800s, 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 saline condition prevailed.

As a consequence, the wells were abandoned, and under instructions from the Board, 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 Harris 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, file a report of the incident.

It is suggested that visitors from the south take Route 101 to the Jolon 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 Nacimiento and San Antonio Lakes will not be complete in 1967, and

although all roads are excellent, the unimproved section on the temporary route could do damage to a boat or trailer. The interlake road will be finished in 1968.

Contractors 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 drains and utility pads.

Beach Road and parking lot, the administration parking lot and the paved maintenance yard was done by Harms-Madonna, two interlake roads and bridges were constructed by Diani, three interlake jobs 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; Smee Construction installed south side sewer lines, sewer pump stations and the treatment plant.



Photos courtesy Monterey County Flood Control Department

Moss-draped trees provide a colorful setting for picnickers above the San Antonio Reservoir. Work will continue in park development.

Some Still Believe Flight Is Strictly 'For the Birds'

COALINGA—Since the days of Leonardo da Vinci man has been fascinated with the thrill of flight, 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, employee 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 fly, 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 birds, 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?



Leonardo da Vinci probably laid the groundwork (if not the air-work) for this unique man-powered machine. Question: Will it fly?

Senate Gets Antelope Bill

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 but which has received unanimous recommendation by the Senate Interior and Insular Affairs Committee.

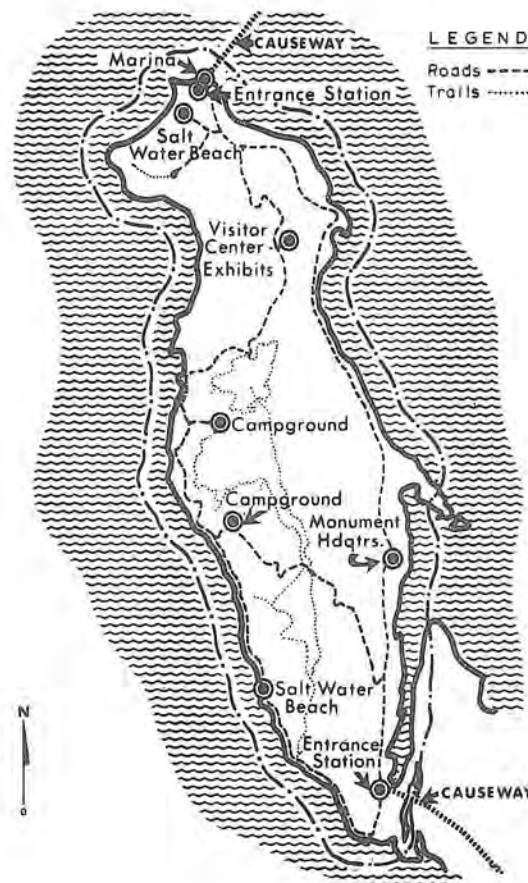
Sen. Moss in explaining the importance of his bill, said Utah's financial resources are severely limited by the pressures of providing necessary services for a rapidly expanding population. Part of these services involve outdoor recreation. Utah is devoting much of its recreation money to the construction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

Moss said it is unreasonable to ask the state to finance the Antelope 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 it desired, the state would be granted concession privileges to operate bathing, boating and other facilities.

It is estimated that if 300,000 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.



\$28 Million Lithium Plant Started

SALT LAKE CITY — The \$28 million mineral project for Lithium Corporation and Chemsalt Corporation, has been launched on the shores of the Great Salt Lake, with approximately 160 Operating En-

gineers on two shifts.

Construction is being done under a \$7.25 million contract with Gibbons and Reed, Asbury Contractors and Chadwick and 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 brine. The first pond is expected to be in operation by next February, with processing facilities to be completed in 1969.

In addition to the \$24 million in facilities, Lithium plans to construct an adjoining facility at a

cost approaching \$4.25 million, to be used to produce lithium and bromine chemicals to which it has retained sole rights.

The new company will eventually hire 325 persons and will pay the State of Utah \$300,000 in annual royalties. Production will begin in the first quarter of 1970.

Rated annual capacity under present plans will be 200,000 tons of potash in the form of potassium sulphate, 100,000 tons of sodium sulphate, 300,000 tons of magnesium chloride, 10 million pounds of lithium chloride and five million pounds of bromine. Large quantities of salt will also be produced.

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, 36, 96, or any other road, they stated firmly.

Part of the money is being provided through a \$2.65 million saving on the \$15 million Cummings

Freeway, now under construction. Construction on the Humboldt Bridge will begin in February, 1969.

The commission also approved \$1.4 million for interchanges at Highway 101, and Guintoli Lane and Highway 299, and Guintoli Lane north of Arcata for next spring.

A revised alignment for 7.8 miles of Route 96 between Orleans 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. Huber and Son, Redway, bid low on two forest service roads near Dinsmore and Garberville.

Crooks Brother, Fair Oaks, bid \$484,604 for the Bear Basin forest service road north of Crescent City.

A. B. Siri and Absco 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-Fraser, have several machines operating at present. Mercer-Fraser 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 have also contributed to the job situation, where Oscar C. Holmes is working at the south end of the Smith River.

There, Hughes and Ladd Inc., and Gibbons and Reed, grabbed off a \$1.07 million pact in rugged country. A prejob conference had not been held at press time.

Acme Paving and Arseneau Excavating have become extremely active at Grassy Flat and Patrick Creek. Acme Paving now has a forest service project at Friday Ridge near Willow Creek and has a crusher set up at Hoopa to prepare base for U.S. Highway 96.

Other contractors now engaged include VRR Construction Company which has a roadside complex on the California-Oregon border on Highway 199, Earl Nally Enterprises at Del Norte County line on a forest service road, John Burman and Sons and Marlin Tryon at Highway 96 at Weitchpec.

MEETINGS SCHEDULE

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

1967—Schedule of Meetings Dates

AUGUST

Sacramento—Tuesday, August 1
San Jose—Wednesday, August 2
Stockton—Tuesday, August 8
Oakland—Thursday, August 10

SEPTEMBER

Fresno—Tuesday, September 5
Ukiah—Thursday, September 7
Salt Lake City—Friday, Sept. 8
Reno—Saturday, September 9

OCTOBER

San Francisco—Wed., October 4
Eureka—Tuesday, October 17
Redding—Wednesday, October 18
Honolulu—Wednesday, October 18
Marysville—Thursday, October 19

NOVEMBER

Watsonville—Thurs., November 2
Sacramento—Tues., November 7
Oakland—Thursday, November 9
Stockton—Tuesday, November 14

DECEMBER

Fresno—Tuesday, December 5
Santa Rosa—Thurs., December 7
Ogden—Friday, December 8
Reno—Saturday, December 9

Meeting Places

San Francisco
Labor Temple, 16th and Capp
Oakland
Labor Temple, 2315 Valdez St.
Stockton
Engineers Building,
2626 N. California St.

Marysville
Elks Hall, 920 D. St.
Eureka
Engineers Bldg., 2806 Broadway
Fresno
Engineers Bldg., 3121 Olive St.
Redding
Engineers Bldg., 100 Lake Blvd.
Sacramento
C.E.L. and T. Bldg.,
2525 Stockton Blvd.
San Jose
Labor Temple,
45 Santa Teresa Ave.
Watsonville
Veterans Memorial Bldg.,
215 3rd St.
Santa Rosa
Veterans Bldg., 1351 Bennett Av.
Reno
Musician's Bldg., 120 W. Taylor
Salt Lake City
1958 W. North Temple
Provo
125 E. 300 South
Ogden
Teamster's Hall,
2538 Washington Blvd.
Honolulu
I.B.E.W. Hall,
2305 S. Beretania St.



★ This is an ERBCO Stocking Branch and Service Center.

● This is a Resident Salesman.

They are there to service your Construction Equipment Requirements on the job, whether near or far from your home base. For rentals, sales or service...



EDWARD R. BACON COMPANY, FOLSOM AT 17th ST., SAN FRANCISCO, CALIF. ZIP 94110 • PHONE 415 431-3700 • SACRAMENTO • OAKLAND • FRESNO

THE HOUSES RISE

Lake Berryessa—New Dimension

By RUSS SWANSON and
BOB WAGNON

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

At present, Berryessa is one of the sports havens 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. Crews from Syar and Harms are presently putting in roads and streets. Blacktopping has been underway for some time, and home construction has started.

Byars 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 serving residents.

Soiland is also involved in underground work.

These homes will not be just vacation homes. In many cases, they will be year-round residences on the 1,500-acre layout.

According to Project Manager Leo Tuccori, Byars Construction, 180 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 eastern shore is planned for the future which 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 lies at an average of just under 500 feet elevation with depths to 250 feet.

At the bottom lies the village of



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.

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 (providing one is a competent golfer) of Napa, and is centrally located from San Francisco, Oakland and the East Bay, Sacramento, Marysville and points between.

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

The glamor fish is the trout, generally land-locked steelhead, trapped when Putah Creek was dammed. Like the bass they av-

erage five or six pounds in weight.

In other construction news, Granite Construction Company got a slow start on its golf course project, but is now running smoothly.

Merze Brothers Construction Company bid low on the Napa Creek relocation project at Oakview, but has not begun construction as of now. It will be a muddy job as crews will be fighting water constantly.

Granite Construction has finally gotten rolling on Highway 20 between Lake County and Ukiah, and if the trend holds, the job will be ready for blacktop by August 1.

In the northern area, Morrison-Knudsen is now romping along on Highway 101, using two shifts to

keep up with scheduling.

And we heard that Guy F. Atkinson Company was low bidder on the next section of Highway 101 above Morrison-Knudsen'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 uncorked the works at the Windsor Sand and Gravel plant. The company is considering going to three shifts. Kaiser has also resumed operations at Redwood Readymix. In fact, all the rock plants in the Russian River area are at full capacity.

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

New Jobs In BART Speedup

The Bay Area Rapid Transit District has moved into full swing, with a peak in construction now being approached.

The multimillion dollar project has segments under construction in almost every area of the bay, with work on tunnels and stations now getting underway.

In Albany, a mile of elevated trackbed is nearly complete and in El Cerrito, work has begun on the two and a half miles of elevated structures and at the El Cerrito, Del Norte and El Cerrito Plaza stations.

In Berkeley, where the voters dipped into their pockets for an extra \$20 million in order to bury the entire project, a mile and a half of subway is underway, including the downtown station at Shattuck Avenue and Center Street.

In Oakland, a mile of elevated structure is now under construction on Grove Street and two miles of subway including stations at 12th and 19th Streets. Six and a half miles of elevated track are under construction between downtown Oakland and San Leandro, and two contracts have been awarded for subway and elevated lines which will run about two miles.

San Leandro and Hayward have also begun work. Six and a half miles of elevated structures are under construction and BART has advertised for bids to build the line from downtown Hayward to Industrial Parkway.

In San Francisco, the same is true. Work is underway on Mission Street where a huge mole has been lowered into the hole to begin boring the tunnel. In addition, contracts have been let for the Civic Center Station on Market Street. BART officials say that station will be under construction this year.

Four of 57 tubes have been sunk in the bay. Others will be placed on schedule. BART will advertise for bids this month for the first 80 mph electric passenger cars. Bids have already been advertised for the 49 escalators needed when the Hayward-Richmond track enters service in 1969.

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 \$8.6 million. That figure will include separation at Lynch Road, an interchange at Red Top Road, a new railroad overpass and revisions to the Route 12 interchange.

Highway aides said an accelerated right-of-way acquisition program in American Canyon has made it possible to advance the program by a year. The road is now two lanes in each direction.

Also announced were plans for design studies for the Vallejo waterfront freeway, an \$11 million 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-Vallejo freeway.

Arrangements were signed last April by Vallejo City and Solano County representatives.

At the same time, construction timing on the Sears Point Route 27 appears to be indefinite. Plans have been made to convert the route to a four-lane freeway.

The estimated \$12 million project is in design stages, but extensive foundation investigation will be necessary before further development can be made. But the Sears Point Sonoma Creek Bridge is expected to be awarded this year, and will be the final stepping stone for construction of State Route 27.

On Highway 29, the Division and Vallejo City are preparing plans for a \$350,000 cooperative project to widen a half-mile-plus of road between Tennessee and

Missouri Streets. This project will be awarded by mid-year.

Funds for a roadside rest and improvements on the south end of the Benicia-Vallejo Freeway have been approved. The roadside rest, estimated at \$120,000, will be at Hunters Hill.

Money is expected to be allocated this summer for widening on Highway 12, and passing lanes at critical points.

In the Napa area, McGuire and Hester is digging the trench and building the treatment plant, Syar and Harms is building holding ponds after a rainy delay on the sewage treatment plant. The ponds have deteriorated, and an estimated 70,000 to 100,000 cubic yards 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 Wendt has resumed operations on the Ulatis Creek project with Cats and cans hauling mud. The ground is still quite moist.

Parish Brothers Company is tearing down the old Vallejo Marina ferry building, a job that will take about two months. The company's Goodyear Crusher has begun producing aggregate for projects in the area.

At the Humble Oil Refinery, most of the dirt is moved, and Winton Jones has completed the main process area. Roberts Brothers Company is nearly finished with excavation, and underground work should begin by mid-July.

At present, Chicago Bridge and Iron is erecting tanks and Casey Company has begun foundation boring. C. F. Braun has moved in equipment for underground work. This plant will be the largest refinery on the West Coast.

Steel Goes Up On New S.F. Bank Pilots Tell FAA— Longer Runways

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

SAN FRANCISCO—Crews under the employ of Kaiser Steel began erecting steel for the new 52-story, \$85 million Bank of America Building the last week in June, and according to Ed Ryan, project superintendent, the job will continue for about 10 months.

The heavy steel members, weighing seven and a half tons each, are being set in place with a

huge 400 Manitowoc truck crane with a 133 foot mast.

According to Ryan, the crane will lift steel to the third tier, when two new American Guy derricks will be employed for the remaining structure.

A total of 25,000 tons of steel will be utilized in the framework, with 37.5 tons on the third tier.

Ryan said there will be no anchor bolts in the structure. Instead, columns will be bolted to

the base plate which will be set in grout.

The wells in which the grout and slabs sit run from 50 to 130 feet deep, seven feet in diameter. The wells, bored in solid rock, are filled with concrete, providing a sturdy base for the columns.

"We will be utilizing about 70 electric welders when we get up to the plaza," Ryan said.

Total height of the 52-story skyscraper will be about 800 feet. Three additional stories will be underground, so if one wanted to stretch the specifications, the building might be considered to be a 57-story affair.

The new structure will be faced with granite, arranged in saw-tooth fashion. Windows will be bronze-tinted bay type, in irregular patterns.

The public plaza will be a broad, landscaped affair, adding an air of sophistication to the not-too-conservative structure.

Designers have said it was necessary from the beginning to plan a structure that would be large enough and practical enough to fill the bank's needs for the next several years, and that it was also necessary that the building be esthetically designed to fit the traditional architectural outline of San Francisco.

In other news, the Bay Area Rapid Transit is now approaching the awarding of several projects, many of them in Metropolitan San Francisco. Already under construction is part of the tunnel down Mission Street, tying up traffic, and providing a conversation piece for the hearty souls who venture to 15th Street to take a peek at the activity.

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

In addition, the waterfront is also gaining status as operators lend their skills to the progress of both piers 90 and 27.

Steel is all up on both facilities, and schedules are being met.

By ED HEARN, NILES COX,
TOM CARTER, FRED GON-
SALVES, GUY JONES and
BOB MAYFIELD

WASHINGTON, D.C. — The nation's airline pilots, meeting here, urged the Federal Aviation Agency to construct longer runways and runway over-runs at the Oakland International Airport.

The recommendation was made in view of the newer, larger and faster jetliners being developed, and to reduce traffic hazards.

In the pilots' opinions, more running room will be needed as the jets increase in size and speed, and their recommendation came as officials here were preparing to vote on the Port of Oakland's request for airport expansion.

URGE SAFETY

Pilots meeting at the Air Line Pilots' Association's 14th annual air safety forum, heard safety experts urge the airline industry to adopt requirements to forestall hazards from runways that are too short and narrow for modern deeds.

Capt. L. Homer Mouden, chairman of ALPA's Airworthiness and Performance Committee, said his organization "has long recognized basic runway deficiencies."

He said the deficiencies consist essentially of inadequate over-run areas, which should be compacted to withstand the weight of the heaviest aircraft during an abort FYI — This is a term used in aviation circles when an aircraft malfunctions before a take-off, or is forced to land shortly after take-off.

EXTEND RUNWAYS

ALPA has suggested surfacing 1,000 feet of over-run at each end of the runway, and solid stabilized shoulders 50 feet wide on each side of the runway.

The pilots' organization's stud-

ies show that the record of accidents within 1,000 feet of the runway end at many of the nation's airports "attests to the benefits which could be attained by extending the compacted over-run to 1,000 feet."

Short-of-runway accidents have been happening for 20 years, and for the same reasons without significant change, Mouden said.

The Port of Oakland would like to extend the main jet runway from 10,000 feet to 12,500 feet and from the 500 feet of compacted over-run to an undetermined length.

75-ACRE FILL

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

Such reconstruction would require approval of the Bay Conservation and Development Commission, which has held hearings and scheduled a final vote July 6. (Details of that vote were not available at this writing.)

Some BCDC members have asked to delay action until future regional airport studies are completed, but Port aides feel the future has already arrived.

AMONG LONGEST

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

In other airport developments, World Airways, Inc., a huge charter airline, is getting a \$10.6 million headquarters including a superjet hangar 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 reports released 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 economic activity and create jobs for the long-term unemployed and under-employed.

Statisticians 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 Emmett Kilpatrick, Board of Port Commissioners president.

1,000 JOBS

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

"Training to link these jobs with Oakland's unemployed are now being developed in cooperation with the California State Employment Service, the State Department of Vocational Education and EDA," Kilpatrick said.

WA will have an available pool of trained men ready for hire when the hangar is completed, under a training program also financed with federal funds.

Other airlines have built major facilities at San Francisco International Airport and elsewhere with non-profit corporation funds to ease the heavy tax burden, but it is believed by several people that this is the first time a commercial airline has directly benefitted through federal funds used to finance a purely commercial enterprise.

HOW TO BUY

Idiot Customers?

By SIDNEY MARGOLIUS

A midwest Better Business Bureau manager, apparently driven to despair by the scrapes consumers get into, described them as "Idiot Consumers," who sign installment contracts without reading even blank contracts; ask how much a month he has to pay but not for how long; buy from salesmen who promise bonuses, etc.

A few weeks ago, Jay Doblin, Design Institute Director at Illinois Tech, bluntly said, "The consumer is a boob." Doblin pointed out that people buy such products as a new "instant-type" camera on which, he said, perhaps a third of the features are for show rather than real function. He made this comment not without sympathy, aware that consumers get caught in situations in which their selections often conflict with their own best interests, and that manufacturers are glad to supply products that fall short of the best as long as the public is willing to buy them.

Actually the seemingly Idiot or Boob Consumer really is an Innocent Consumer, such as the workman who returned a partly-paid for freezer in the illusion that it would clear up his debt—"trusted in the sportsmanship of the seller." (He had to pay more than the remaining balance under court order and fear that he would lose his house, too.)

In fact, the Innocent Consumer is often a seriously confused consumer, who does not realize that installment laws were written mainly to protect sellers.

He does not know that the insurance company or mutual fund pays his agent a larger commission or pays it faster for selling one type plan over another. He believes ads which say he can buy a car with little down, only to realize later that he has signed for a side loan with a small-loan company.

The wife of the Innocent Consumer buys convenience foods without figuring out the cost per pound, and often pays more for breakfast cereal than she would for steak. She rarely reads the list of ingredients on her modern packaged foods or the medicines and toiletries she buys, and when she does, she finds it hard to understand their obscure wording. She pays as much as \$1.39 for an aspirin product that has a factory value of five cents.

According to one survey, she spends three seconds, on the average, buying her baked goods, so rarely knows whether she is getting balloon bread or firm bread.

If she is young, she whisks through the rest of the supermarket spending at the rate of \$20 an hour while her husband earns \$2.75 (the industrial average).

Woodrow Wirsig, former editor of *Printer's Ink*, an advertising trade publication, described today's "active-confident" consumer as one "willing to buy at family capacity to consume. One realizes—perhaps only subconsciously—that this is the role in helping society constantly upgrade itself in desires, in needs and satisfactions, understanding this as an economy of abundance and why it is important to buy and consume more and more to help support a system that continues to provide a job for her husband."

In reality a wife and her husband often wind up heavily in debt or barely even with their bills.

In the eyes of this advertising spokesman, women seem little more than consuming machines, with what they consume not as vital as what they keep consuming.

The real truth is that the more carefully you buy, the more you are able to buy. More of your money goes to pay production workers and make jobs.

We'd like to suggest these general policies for buying the most for your money, as especially needed today:

1—Get on a cash basis in as much buying as possible. More money will go to bring home actual goods; less to pay finance charges.

2—Shop as a professional purchasing agent does—by specifications, not by brand name. Read the labels on foods, drugs, household cleaning products and toiletries to see what you are actually getting.

3—Take your time. It has to be regarded as a job and a skill in this era of complicated goods often hidden behind a package. But it's a job that pays in money saved; money on which you don't have to pay income tax.

4—Shop more widely. For an expensive purchase like furniture, rugs, appliances, shop at least three stores. You'll know more about the item by the time you leave the third store. You'll also have a good idea of comparative prices. But beware the dealer who quotes a monthly rather than full price.

5—Never buy from a door-to-door salesman without comparing prices in local stores. While some products sold this way by established companies are fairly in line, most cost more simply because this is an expensive way to sell. Many of the worst financial tragedies that involve working families stem from buying from salesmen who come to the home.

ARE YOU FLAT? NEED TIRES?

WE CAN FINANCE YOUR
NEW AND RECAP TIRES
FOR TRUCK OR AUTO

ROAD SERVICE
CALL

RALPH DeLANCEY

In Oakland - 532-6323

(DAYS)

San Francisco - 731-0499

(NIGHTS)

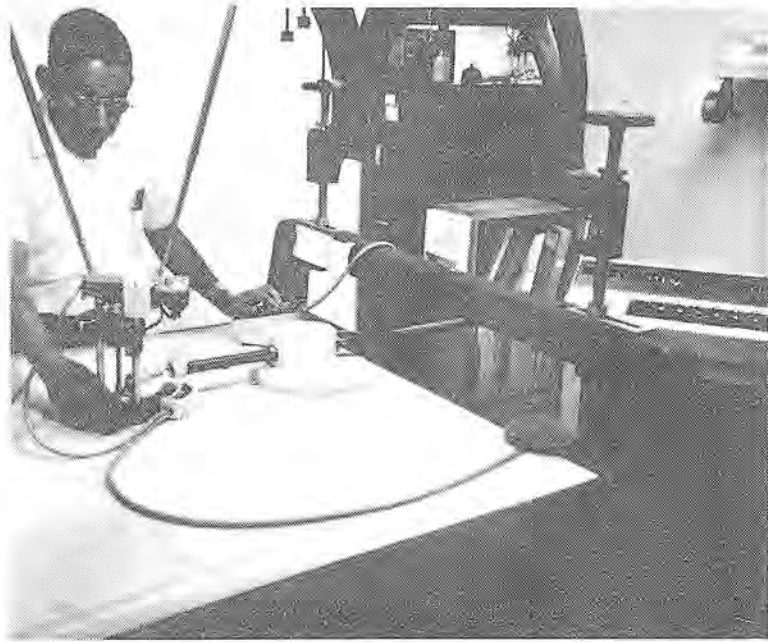
2344 East 12th Street
Above 23rd Ave. Overpass
Oakland

SURVEY NOTES



By
MIKE
WOMACK

Profile Shows Up
On A Tracing Table



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

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 500,000 volt transmission grid at 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 profile for the centerline and for the 50 feet on each side of each of the six circuits to be installed.

In this system, 18 separate profiles must be obtained. PMT Associates, Sacramento, is currently profiling 40 miles of the Diablo-Midway circuits across some of the most rugged country in the coast 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 show to represent a true profile.

At each point where a "shot" is required, he pushes the button and the IBM card puncher cuts a card showing the station and elevation. After a sufficient number of cards have been cut, they are run through an 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 system does not supplant the field surveyor. He must still perform the difficult control surveys, make the property ties, 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 room with the Kelsh 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.

PG&E's new transmission grid of six circuits each carrying 500,000 volts, will run easterly 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 Avenal.

Several of these 500 KV towers are already in service as part of the Pacific Northwest Intertie. 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 RANEY, MIKE KRAYNICK and GEORGE BAKER

SAN MATEO — A new section of connecting freeway was awarded recently, which will create six more miles of the much-talked-about Junipero Serra Freeway.

Low bidder was Freeman-Sondgroth Company, with a figure approaching \$8 million.

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

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

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

The new center will be constructed in the Serramonte Development at Southgate and Callan Avenue in Daly City.

Hahn will be constructing at least six buildings, beginning with a new Macy's Department Store.

According to Mr. Leo Cole, the project superintendent, the six-building section is only about half the scheduled \$20 million project.

Although Hahn is a general contractor, much of the work will be

subbed out. To date, Arthur "Buzz" Haskins has done much of the required grading and the George Nalte 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 \$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 Gardi will be superintendent of the three buildings presently 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. Both sections will assist in meeting the fierce demand for more classroom space in this age of booming college enrollment.

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

Here's something to think about.

According to the Bureau of Labor Statistics, there is some fallacy in the saying that higher wages breed higher living costs.

Statistics show that from 1944 to 1964 the cost of labor in home-building dropped from 29 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 13 per cent to 26 per cent, while sales, equipment, financing, profits and servicing climbed from 13 per cent to 19 per cent of total house cost.

An added note: Reliable sources have informed us that Buzz Haskins has received a contract for moving about 12 million cubic yards of dirt. 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 Pimentel, Mary Ann Keller, Betty Bollinger, Jim Daniel, Mrs. Eddie Logue, Lee Hunter and Mike Kraynick in our neglecting to mention them for support of our recent blood drive. Our thanks to all of them for a job well done.

Obituaries

Name — City	Local Social Security No.	Register No.	Deceased
Anderson, Sam.....	3D	1284826	6/19/67
Willows, Calif.	SS# 444-18-3228		
Barnard, Wm. A.	3	1014521	6/10/67
Wasco, Calif.	SS# 557-52-5927		
Bragg, James	3	614052	6/27/67
Earlimart, Calif.	SS# 463-18-8975		
Brewer, Frank	3	636950	6/26/67
San Jose, Calif.	SS# 558-09-7750		
Crabtree, Kermit	3	1054859	5/26/67
Oroville, Calif.	SS# 557-22-2243		
Croy, J. L.	3	1036895	6/26/67
Olivehurst, Calif.	SS# 554-34-9877		
Davidson, Glenn	3	293334	6/14/67
Fairfield, Calif.	SS# 556-01-9610		
Day, Mike	3	307915	6/24/67
Sacramento, Calif.	SS# 559-03-3938		
Dwyer, George	3A	347112	6/14/67
Madera, Calif.	SS# 545-01-5067		
Fancher, Rollin	3	1022296	6/14/67
Palo Alto, Calif.	SS# 549-24-3848		
Gardella, Charles	3	394274	6/21/67
Marysville, Calif.	SS# 552-01-9955		
Haley, Wm.	3	1144676	6/6/67
Rancho Cordova, Calif.	SS# 566-12-6108		
Harry, Norman	3	320233	6/18/67
Colfax, Calif.	SS# 519-01-3789		
Hays, Roy S.	3	463881	6/20/67
No. Sacramento, Calif.	SS# 564-20-7814		
Johnson, Harold	3	382396	6/6/67
Modesto, Calif.	SS# 553-03-6027		
Johnston, Wm. E.	3	598584	6/10/67
Roseville, Calif.	SS# 559-09-4630		
Kirkwood, Charles	3	393669	6/18/67
Fresno, Calif.	SS# 440-16-8430		
Lowry, Russell	3	991065	6/5/67
Oakland, Calif.	SS# 561-05-3708		
Lunkley, A. W.	3	1070953	6/14/67
Brownsville, Calif.	SS# 481-10-8735		
Madewell, Bob	3A	698507	6/26/67
Sacramento, Calif.	SS# 547-12-4255		
McQueary, Warren	3	283680	6/12/67
Oroville, Calif.	SS# 524-03-2856		
Mesarchik, Anthony	3	769426	6/23/67
Placerville, Calif.	SS# 383-01-4703		
Mullin, Daniel	3	674760	5/26/67
San Francisco, Calif.	SS# 557-07-8056		
Potter, James	3	334830	6/17/67
Santa Rosa, Calif.	SS# 541-05-9667		
Stewart, Harl	3	454241	6/21/67
Palermo, Calif.	SS# 529-05-5966		
*Swanson, Elbert	3R	1230333	6/22/67
Oakland, Calif.	SS# 547-60-4165		
Teronis, Peter	3	155051	6/25/67
Oakland, Calif.	SS# 546-10-7112		
Thomason, Carl	3	147564	6/26/67
San Francisco, Calif.	SS# 567-14-5315		
Wycoff, Calvin	3	494309	6/5/67
Fremont, Calif.	SS# 512-03-4731		
Branch, Wm.	3	1251007	6/12/67
Fresno, Calif.	SS# 557-16-0284		
Ard, John	3B	382343	6/8/67
Modesto, Calif.	SS# 548-20-2674		
Gordon, James	3	549313	6/16/67
Fresno, Calif.	SS# 548-10-6586		

* (1) Death due to Industrial Accident.
80 Deceased Members April, May, June, 1967.
2 Deceased Members due to Industrial Accidents.

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, Rosy Ryan, said that Arizona city is being stifled.

According to Ryan, and a story in the Arizona Republican, San Diego is being constantly mentioned 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?



Twin stacks, normally shrouded by fog, stretch into the sky at the massive PG and E plant being

built at Moss Landing. Generators are in place, and steel is being set on the huge steam plant.

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 up 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 in from the Pacific Ocean, about a quarter of a mile away.

The water-pumping station is under construction by Ben C. Cerwick. 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 flue ducts are in place, and the low pressure feed water heaters are in place in Unit seven.

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 to northern California communities late in 1968.

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

In San Jose, 55 acres of wasteland 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 in the A block, bordered by Park Avenue, Market, San Fernando 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, Los Angeles, and William L. Bond 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 1968.

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 the 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 meandering pedestrian 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 demolition. Many others would have to undergo extensive surgery to survive the "new look."

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.

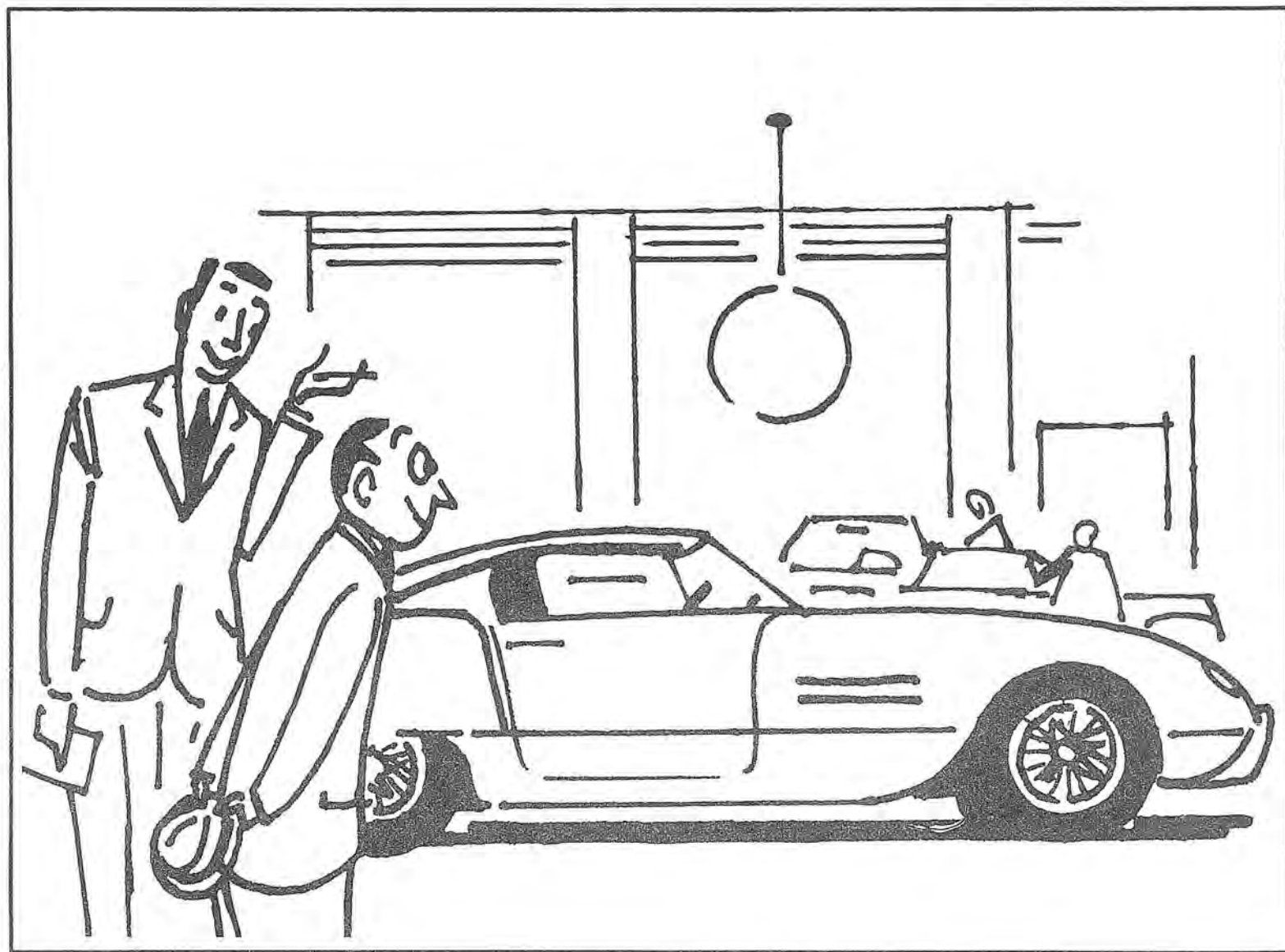
Agreements have been made with several dealers in the Bay Area, where members of the Operating Engineers may purchase new automobiles for as low as \$100 over dealers' cost.

Sound too good to be true? It isn't. Just check with any of

the agents in the areas. 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.



THE LAST SEMAPHORE

Sacramento's I-80 Now Open

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

SACRAMENTO—Freeway construction in the nation's most populous state's 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 from the mile-long viewpoint.

The westbound four-lane mainline was opened June 26, and access to 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 through lanes to the Fifteenth Street off-ramp. There, according to District Engineer W. L. Warren, the four lanes taper down to two, funneling traffic off the freeway.

The project, completed under a \$6.9 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 I-80 from its new limits onto Twenty-ninth Street where it will intercept existing I-80, to be completed one year from now. When that stretch is completed, the last semaphore between San Francisco and Reno will be eliminated, and Bay Area sports fans will have a "shorter" drive to the ski slopes and one arm bandits.

It is anticipated by the Division of Highways that 26,000 vehicles will use the new section daily.

"Next year when the final link is completed and open to traffic, average I-80 daily traffic between the Sacramento River Bridge and Route 99 Freeway Junction at Twenty-ninth Street will jump to 38,000 vehicles," Warren said.

It is predicted that by 1985 from 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 880,

a bypass route, will be carrying considerably heavy traffic loads.

Also in the news: The Capitol Mall and related redevelopment projects have received a \$1.7 million boost from the federal government, which is expected to push the program into high gear.

The contribution will raise federal participation to \$14 million for development of the downtown area.

Meanwhile, redevelopment agency members 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 Tishman Realty and Construction Company development and an agreement to build the pedestrian mall in phases.

The redevelopment agency figured the cost at \$4.13 million. Agency members were chiefly concerned about costs of excavation, shoring, tests and inspection and equipping the garage. These costs were expected to run the total to more than \$5 million.

In the high country, Granite Construction Company has begun work on the Nevada City freeway project, held up until recently by weather. Plants at Shady Creek are operating, producing nearly 300,000 tons of material for the project.

Baldwin Construction Company is nearly completed at the new metropolitan airport. The complex is a neat one, pleasing in appearance. Contractor's Service Company is extending the mats 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 New Nevada Projects

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

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.

But because of the weather, many of the major projects which were scheduled to begin this year have maintained an unpredictable status.

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

ONE SHIFT

At Deeth, 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 Winnemucca and its crew has moved to Imlay to do some paving for Industrial. The company will also be moving a plant to Wells in the near future and will place CTB and paving for Nevada Rock and Sand.

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

Martin Iron Works at Wabuska has finished with the iron and a truck crane belonging to Babcock and Wilcox 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.

Rogers Construction Company is working its crew on a job near Austin, extending 59.6 miles. Some 87 men are working on the job, which has been a rough one. Lodging is almost non-existent, and when it is available, it is extremely expensive.

SMALL JOBS

A. Teichert and Son has a few small jobs, including the Fourth Street overlay, the Second Street project and a subdivision just off Idlewild Drive.

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

Ron Jirak, Elko, 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.



As you have noticed in the message from Brother Al Clem, the officers have been busy in negotiations. It behooves each of us to become more familiar with contract contents, so we will be able to determine if it is being violated.

Thanks to our 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.

It also requires 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.

JOB STEWARDS APPOINTED

Week Ending June 29, 1967		
Dist.	Name	Agent
3A	William Powell	J. Allgood
3A	James F. Thornberry	J. Allgood
8	Joe La Montague	A. Dalton
9	Pete Mc. Mancha	R. Long
12	Ray McCort	J. Short
2	George Scott	T. Carter
2	Cyril Petersen	T. Carter
3	Arlon Farmer	W. Talbot
5	W. R. Phelps	G. Blair
7	Dave Hoie	L. Barnes
7	Dave Russell	L. Barnes
10	Wm. Mitzner	R. Swanson
12	James Wright	J. Neeley
12	Jim Ford	V. Abbott
1B	Desmond Calvin	B. Roney
2	Jack Ragan	R. Mayfield
2	Larry Smith	R. Mayfield
2	Jerry Champlin	R. Mayfield
3	Leonard Young	A. McNamara
4	Wifred Waterston	R. Cooper

Week Ending June 29, 1967		
Dist.	Name	Agent
4	Jack Collins	R. Cooper
8	Henry Marsh	A. Garofalo
4	James Brashear	R. Cooper
4	John Laam	R. Cooper
4	Al Dorris	R. Cooper
4	Walter Mohon	L. York
6	Cy Shepard	D. Carpenter
9	John Sullivan	R. Long
9	James Evans	R. Long
1E	Melvin Untalan	T. Sapp
1E	H. Santo Domingo	T. Sapp
1E	Sixto Ognilla	T. Sapp
2	Vearl Shelman	G. Jones
3	Lloyd Herring	A. McNamara
3	Homer R. Harris	G. Blair
5	Marion E. Vanhuss	G. Blair
6	Marvin F. Orr	D. Carpenter
6	Nathan Bebout	J. Thornton
9	Lloyd L. Potter	R. Long

New Pact Signed In Nevada

Continued from Front Page

and up to thirty days if used.

In all other cases, repairs will be done by persons eligible to register as Class A Operating Engineer or Class A Assistant to Engineer.

Perhaps of most importance to the membership is the new clause governing subcontractors.

Under Section I-B, the terms and conditions of the agreement insofar as it affects on-site work, shall apply equally to any subcontractor working under contract with the prime contractor. The terms governing the subcontractor will be exactly the same as those agreed to by the major employer.

Also changed is the section dealing with Journeymen Trainees. Those men who are Class A, B or C shall be ineligible to register as Trainees three consecutive calendar years after first registration. The period can be extended by the number of weeks or months the employe has not been registered or employed as a Journeyman Trainee during that three-year period.

The section also states that Trainees discharged for just cause by two employers in a 12-month period shall be ineligible to register as a Journeyman Trainee for 12 consecutive months after the second discharge.

Until a test is developed, when a Journeyman Trainee list is exhausted, fifth and sixth grade Apprentices designated by the Joint Apprenticeship Committee shall be dispatched at Apprentice rates and subject to all JAC requirements.

When the test is developed and given to all Class C applicants, provisions will be made to integrate those who fail to qualify but who show knowledge of a third grade Apprentice into either the Apprentice training program or a program designed for Journeyman Trainees.

Until the test is developed, however, no C employe may register as a Journeyman Trainee until the supply of fifth and sixth grade Apprentices is exhausted.

Subsistence changes were also negotiated. On any job more than 35 miles from the employer's yard, Operating Engineers working for firms renting cranes, truck cranes, hoisting equipment, grad-alls, truck-mounted pavement breakers, helicopters used on work covered by the Agreement or truck-mounted earth augers on a fully operated basis shall be paid \$9 a day in addition to regular wages and overtime.

The rate will jump to \$10 July 6, 1969.

For surveyors, those required to work suspended by a rope shall receive 25 cents an hour premium in addition to regular wages.

But great strides were made in health and welfare. Effective July 1, five cents more will be added to the present rate, and five more cents will be added July 1, 1968 and the final jump to 33 cents on July 1, 1969.

Pensioned health and welfare benefits were also improved. The rate will go from two cents to three cents effective July 1.

In pension contributions, rates increase to 35 cents an hour July 1, to 40 cents on March 1, 1968, 45 cents on Jan. 1, 1969 and to 50 cents an hour Jan. 1, 1970.

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE

TWENTY TWO B. Bucyrus Dragline G.M. Diesel Engine 40' boom drag-bucket, rud-o-matic, extra parts. \$10,000, or may trade for real estate. M. Jensen, 1229 Oleander Ave., Chico, Calif. Reg. 987215. 5-1.

'66 BUICK Skylark, 2dr. Grand Sport, turquoise, power steering, power brakes. 17,000 miles. \$2600 down and pay off balance of \$2,463. Phone: 916-489-3732. 5-1.

FOR SALE, 1 Stadel Bass Amplifier, 1 Framus Bass Guitar, includes microphone and guitar stand. Excellent condition. \$500. William F. Brockman, Route 1, Box 215, Newcastle, Calif. Phone: 663-3550. Reg. 8174764. 5-1.

WAUKESHA HESSELMAN, oil engine 6 mark mounted on 4 wheel trailer. Equal to D 1300 Cat. burns diesel. \$400. Earl More, 203 Oak St., Clayton, Calif. Phone: 415-689-0221. Reg. 1189114. 5-1.

1963 BUDGER EXPANDO, 8' x 40' legal road length opens to 16' x 40', 2 large bedrooms with wardrobes, kitchen appliances, wall oven, fan vented stove, glass shower door over tub, sliding front door. Excellent condition. \$6,500. Johnnie Woods, P.O. Box 24, Lemon Cove, Calif. Phone: 597-2360. Reg. 643107. 5-1.

TOWER BINOCULARS, 16 x 50. Perfect condition, purchased new 1964. Will accept reasonable offer. T. G. Bracewell, 6453 Moss Lane, Paradise, Calif. Phone: 877-7057. Reg. 931000. 5-1.

NON-TRACT home, corner lot. Trade for prop. S. Alameda County, or sell. 82' x 123'. Los Gatos. Leased @ \$165 mo. with 6 months remaining, zoned mult. with possible prof. or comm. Joseph A. LaScala, 36495 Perkins St., Fremont, Calif. Phone: 793-4629. Reg. 1092462. 5-1.

'59 KENSKILL TRAILER, '61 Ford 2 ton flatbed dump, 53 4-W-D Jeep, for sale or trade. Earl Hagle, Box 1108, Clearlake Highlands, Calif. Phone: 994-2273. Reg. 307911. 5-1.

'64 530 CASE, backhoe diesel with loader, digs 1 1/2 ft. D. L. Sare, 2237 Hurley Way, Sacramento, Calif. Phone: 925-7600. Reg. 1040538. 5-1.

2010 JOHN DEERE, loader ripper. Good condition, low hours. Also T & J Machinery Trailer 1000, 12 ply tires, vacuum brakes. G. F. Anderson, 578 El Portal Ave., Fremont, Calif. Phone: 797-2194. Reg. 226144. 5-1.

TWO BEDROOM, house in country below Terminus Lake, 1 acre, well with pump, shed, quiet and peaceful. Needs repair. \$7,500. Johnnie Woods, P.O. Box 24, Lemon Cove, Calif. Phone: 597-2360. Reg. 643107. 5-1.

SALE OR TRADE, 600 Terra Trac diesel crawler, backhoe and loader. 120 ft. 4" galv. well pipe. Carroll Dow, 11 Dow Lane, Novato, Calif. Phone: 852-6150. Reg. 369082. 5-1.

TWO BEDROOM, roadmaster 8' x 40' or trade for smaller trailer or pickup with camper. \$2,000. Roy H. Watson, Route 1, Box 2885, Colfax, Calif. Phone: 389-2581. Reg. 315147. 5-1.

OVERHEAD HOIST, gear drive, 5' x 9 1/2" x 13" wheel 13" x 2 1/4" rail 2 units good condition. \$120. Lloyd Bulger, 5008 Feather River Blvd., Marysville, Calif. Phone: 916-742-4363. Reg. 758343. 5-1.

BUDA GASOLINE engine, like new condition. Model Z-P1879. \$750 or best offer. W. D. Sorensen, 7028 Thornhill Drive, Oakland, Calif. Phone: 652-3041. Reg. 238823. 5-1.

CHINCHILLA TRAILER, 40' x 8' 57 tropical 85 cages, 12 breeders, babies, 15,000 BTU air conditioner, miscellaneous supplies. \$2,500 cash or \$1,500 cash and take over trailer payments. Consider trade for small house trailer, good condition. Louis McCleery, 941 Elton Avenue, Marysville, Calif. Reg. 857929. 5-1.

LORAIN TRUCK, crane, 20 ton 1946 Mdl. 110 ft. boom incl. 30 ft. jib. 3/4 yd. drag bucket, 3/4 yd. clam, 2 1/4 concrete buckets. 1955 Ford flat bed, Dodge A frame. Many other items incl. All in good working order. \$8,500. Jerry H. Reynolds, 2318 S. Chestnut Ave., Fresno, Calif. Phone: 251-6538 or 251-6274. Reg. 376490. 5-1.

BRITTANY SPANIEL, 4-month-old pups. Field Champion bloodlines, champion on mother and father. Joseph Waldner, 4228 Rose Avenue, Marysville, Calif. Phone: 743-2673. Reg. 942818. 5-1.

INTERNATIONAL LOADER, TD9-Drott 4 in 1. \$2,250; D-John Deere Tractor with B & G Pump. \$1,150. Good running condition. W. L. Maddox, Route 1, Box 1202, Los Banos, Calif. Phone: 826-0684. Reg. 1043556. 5-1.

1963 FORD, Galaxie 500, 6 cylinder Stick Shift; 25,000 miles, new tires and new battery. \$1,100. Buck Brumley, 43431 Mintwood, Fremont, Calif. Reg. 1070926. 5-1.

6" GOLD DREDGE, underwater type, and scuba diving equipment. Art Koeler, Route 1, Box 106, Biggs, Calif. Phone: 868-5631. Reg. 1043694. 5-1.

HAMMOND ORGAN, 2 keyboards, 25 pedals. Good condition. Cost was \$2,700. Will sell for \$1,995. B. M. Moseley, 6540 Almaden Road, San Jose, Calif. Phone: 266-7242. Reg. 553073. 5-1.

TAHOE PARADISE, 1/4 acre; beautiful pines backed against National Forest, electricity and water at lot. \$7,950. B. M. Moseley, 6540 Almaden Road, San Jose, Calif. Phone: 266-7242. Reg. 553073. 5-1.

524 VERMEER TRENCHER, 6 ft. depth; \$2,625. \$1,000 down will finance. Model 65 IHC-Wagner backhoe, \$1,125. George Pedrazzi, 23595 Parker Road, Salinas, Calif. Phone: 408-455-1884. Reg. 1112958. 5-1.

BACKHOE LOADER, Massey Ferguson, Comb. two buckets, 12 and 24 inch. \$3,000. Tilt Trailer \$500 or make offer. Milton Jackson, 919 8th Avenue, Redwood City, Calif. Phone: 368-3251. Reg. 983116. 5-1.

TWO BEDROOM house, fireplace, one acre in pines, landscaped view. Seven miles east, Auburn, 1 1/2 mi. off Interstate 80, Meadow Vista, \$10,750. J. E. Hamilton, P.O. Box 287, Cedar Ridge, Calif. Ph. Grass Valley 273-8576. Reg. 1142741. 5-1.

AGRI-TRAC Dozer and ripper—hyd. controls, elec. starter, 12 1/2 h.p. air cooled Wisconsin Eng. Angle Dozer long track, 1964 model F. \$2,500 or trade. George F. Azueto, 515 Daugherty Ave., Morgan Hill, Calif. Box 515, Rt. 2, Ph. 779-3547. Reg. 640830. 5-1.

STANDEL BASS amplifier, 1 Framus bass guitar. Includes microphone and guitar stand. \$500. Frank P. Brockman, Rt. 1, Box 215, Newcastle, California. Ph. 663-3550. Reg. 8174764. 5-1.

FOR SALE, 18 acres, new well and pump house, fenced, good road on three sides. On Winter's Hwy., zoned for 5 acre lots and also two-2 bedroom houses on one lot in Vacaville. Renting \$90 each per month. Ray Woody, 1031 E. Monte Vista, Vacaville, Calif. Phone: 678-5454. Reg. 347177. 5-1.

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

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

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

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

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

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

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

EL DORADO COUNTY mountain, sub division bordering National Forest. 1.6 acre corner location, utilities and paved streets, close to rivers and lakes, see to appreciate. Offer. Stoney L. Marlow, 712 Duke Circle, Pleasant Hill, Calif. Phone: 689-3257. Reg. 115417. 6-1.

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

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

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

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

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

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

66 DODGE 3/4-ton, 318 4-speed, 17,000 mi. ready for cab-over-camper. Want 1/2 ton 8-cyl. auto. Ford, Chev or GMC, 60 to 62. W. L. McElroy, 19071 Barnhart Ave., Cupertino, Calif. 95014. Ph. 257-4375. Reg. 1082358. 6-1.

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

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

D-4 CAT 14 A excellent cond. \$14,000. John Escover, 19970 Herriman Ave., Saratoga, Calif. Ph. 408-867-4425. Reg. 408040. 6-1.

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

DRILLING RIG—55 star cable tool, mounted on 1 1/2-ton truck. 42-ft. telescoping mast, pwr. hoist. A-1 cond. Complete tools and welding machine. Gerald Boyle, 33325-5th St., Union City, Calif. Ph. 471-1270. Reg. 671365. 6-1.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

FOR SALE, Placer gold mine, Sierra County. About 60 acres, old cabin and plenty water. \$12,000 or \$3,000 down. W. H. Whitman, 5852 Green Glen Way, North Highlands, Calif. 95660. Ph. 332-6111. Reg. 381862. 7-1.

VIEW LOT, 50 x 100 ft. overlooking Half Moon Bay breakwater. Cypress trees on one side. \$5,750. \$2,000 dn. will carry second for balance. R. J. Cranston, 128-5th Ave., San Francisco. Ph. 221-9431. Reg. 1219771. 7-1.

HOUSE TRAILER, 24 ft. 3 rm., toilet, cooler air, awning, alum. 8-ply tires. Good cond. \$1,250. Barry Britton, P.O. Box 143, Brisbane, Calif. Ph. 467-9138. Reg. 1142679. 7-1.

TAHOE PARADISE, level, wooded 1/4 acre lot near golf course. Unit 7, water and power. W. P. Wickham, 115 W. McArthur, Sonoma, Calif. Ph. 938-2106. Reg. 1062039. 7-1.

22 FT. COOK SEMI-TRAILER, 18-40 yds., complete with new pump, tank and bolt-on sides, new brakes, excellent 1100 x 20 tires only \$1,650. Rick Seim, 701 Pepper Dr., San Bruno, Calif. Ph. 589-1225. 7-1.

1956 CHEV. 2 ton Tractor, 5 and 2 speed, sleeper cab, saddle tanks, 265 v8, 5th wheel, new paint clean, haul semi trailers or mobile homes. H. S. Martin, 1728 Santa Barbara St., Seaside, Calif. Ph. 394-6485. Reg. 309676. 7-1.

1964 ALLSTATE motor scooter, 60cc, exc. cond. extra sprocket, 1,200 mi. \$115.00.

1966 CUSHMAN TRAIL BIKE, 8 h.p., exc. cond., \$200. Robert L. Murphy, 2053-51 Bayshore Blvd., Redwood City, Calif. Ph. 365-2709. Reg. 1181781. 7-1.

2 1/2 ACRE LOT in Calif. Valley, 45 miles east of San Luis Obispo. Will sell or trade for Pickup or 14 or 16 Camper Trailer for part or cash, \$1,500. W. H. Grather, 825 17th St., Eureka, Calif. Reg. 1199249. 7-1.

FOR SALE OR TRADE for mechanics tools 1953 Dodge Sedan, good transportation car. \$125.00. C. Z. Smith, 30 Coronado Ave., Salinas, Calif. Ph. 422-2358. Reg. 1051366. 7-1.

2V CAT with 13A Kit, Wet Deck, L. P. Scraper, 12 to 15 yards. Shelter Cove Lot, single home lot, on ninth golf tee, almost level ground. Ron Gilardi, 604 Elm Drive, Petaluma, Calif. Ph. PO 3-0824. Reg. 1124510. 7-1.

TOOLS FOR CAT Mechanic or Auto Mechanic, rolaway box gauges calipers sockets from 3/4 drive to 3/8 drive and micrometers. Fred H. Noble, 110 Stanford Ave., Santa Cruz, Calif. Reg. 805882. 7-1.

WANTED TO BUY

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

WANTED, couple or single man to park trailer on my property free rent. In hills between Napa and Sonoma. Giuseppe Tomatis, 6245 Dry Creek Rd., Napa, Calif. Ph. 224-2557. Reg. 535795. 7-1.

WANTED: WACKER RAMMER Model 100 and Vibrator Roller 28" walk behind. Andy Liranzo, 2627 Depot Rd., Hayward, Ph. 782-5177. Reg. 1112931. 7-1.

RULES FOR SUBMITTING ADS

• Any Operating Engineer may advertise in these columns without charge any PERSONAL PROPERTY he wishes to sell, swap or purchase. Ads will not be accepted for rentals, personal services or side-lines.

• PRINT OR TYPE the wording you want in your advertising on a separate sheet of paper, limiting yourself to 30 words or less, including your NAME, complete ADDRESS and REGISTER NUMBER.

• Allow for a time lapse of several weeks between the posting of letters and receipt of your ad by our readers.

• Please notify Engineers Swap Shop as soon as the property you have advertised is sold.

• Because the purpose should be served within the period, ads henceforth will be dropped from the newspaper after three months.

• Address all ads to: Engineers Swap Shop, AL CLEM, Editor, 474 Valencia Street, San Francisco 3, California. Be sure to include your register number. No ad will be published without this information.

Personal Notes

SACRAMENTO

Our sympathy to the families and friends of Brothers William Haley, William Johnson, Norman Harry, Roy Hays, Anthony Mesarchik, Mike Day, Bob Madewell and James Braggs, all of whom passed away during June.

Best wishes to Brother Harold Spawnhover, resting in Twin Lakes Hospital, Folsom. He recently retired.

SAN RAFAEL

Brother Robert Northrup whose daughter recently underwent heart surgery expressed his thanks to those who donated blood. Thirteen pints were required and the operation was a success, for which we are all thankful.

Brother John Lapp who recently returned from an overseas job said goodbye again, as he departed for another overseas assignment.

REDDING

Brother Wilton "Barney" Barnes is back in the hospital as the result of lengthy illness. Brother Kenneth Delhomb is recovering in a Redding hospital, as are Brothers John Fox and John Woods.

In the Bay Area, Brother Roy Rogers is hospitalized following a crane accident. Our best to each of them.

MARYSVILLE

Hospitalized this month are O. D. Purdom, Alton Chapman. Brother Chapman underwent eye surgery.

Our condolences to the families of Kermit Crabtree and A. W. Lunkley, both victims of automobile accidents in June.

UTAH

Many Utahns will remember Brother Harl Stewart, who died recently in a San Francisco hospital. Brother Stewart was buried in Jensen, Utah on June 27. To his family and friends our sympathy.

EUREKA

Brother Earl Horn has been confined to St. Joseph Hospital. To him, a speedy recovery.

Brother John Moore, injured in an industrial accident, is recovering at Redwood Memorial Hospital, Fortuna.

DREDGING

Brother Bill Townsend, leverman for Utah Dredging, who is also a job steward, expresses his appreciation to all those who sent cards and flowers to his wife, hospitalized in Providence Hospital, Oakland.

SAN JOSE

How's this for an example—Brother Robert Sandow has donated three gallons of blood to the Engineers' Bank. We don't ask that everyone give three gallons—just a pint would be of great help.

Our best wishes to Brothers Frank Brewer, Manuel Coutinho, Clint McGree, Jim Egeland, Joe Valdez, Marvin Thorontham, Arthur George and Harry Jackson for quick recoveries.

VALLEJO

Our heartfelt sorrow to the family and friends of late Brother Glen Davidson, who died June 14.

AUSSIE OPENINGS

Utah Dredging has openings for three mates and one leverman for two years of work in Australia.

Zumwalt Employees Select Local 3

MARYSVILLE — Employees of the I. G. 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 oldest Caterpillar Tractor Company in the United States.

The company is now 50 years old. It was born on a vacant lot at Sixth and Market Streets in Colusa, and has since grown into the County's largest business.

The firm was organized in March of 1917 by I. G. Zumwalt, then a Colusa attorney, as the Colusa Implement Company.

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, mow-

ers, rakes, disc harrows, pet-tooth harrows, cultivators, CB and Q and ICH corn planters, riding and combination cultivators, Weber and Stirling Wagons, Titan tractors and IHC ensilage cutters.

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

One of the firm's first customers was Gillaspay Brothers, who purchased nine 12-foot engine discs 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. L. 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. G. 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.

Boom 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 told a group of city, 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, 1966, \$1.67 million has been allocated but is not now under construction contracts and \$1.23 million has been set aside for rights-of-way acquisition.

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 interchanges on Route 4 at Somersville and Bailey Roads, 4.5 miles of Route 4 and Route 242 from Route 680 to Willow Pass Road and from Olivera Road to Route 4, and Route 4 between Alhambra Way, Martinez and Pacheco Boulevard interchange.

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

CREDIT UNION

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

HEALTH AND WELFARE- PENSION ADMINISTRATION OFFICE

209 Golden Gate Avenue,
San Francisco 2, Calif.
Phone: 863-3235

MOVING?

So you will not miss one issue of Engineers News BE SURE to advise us of your change of address.

REG. NO. _____

LOCAL UNION NO. _____

SOC. SECURITY NO. _____

NAME _____

OLD ADDRESS _____

CITY _____

NEW ADDRESS _____

CITY _____

Clip and mail to Engineers News, 474 Valencia St., S. F. 3, Calif.



REMEMBER WHEN?



Things got just a bit soggy as this crew put in a soggy day working on a drainage canal. This

old shovel, built in 1891, was the first two and a half yard shovel used for work of this kind.

Lots of Traveling In Engineer Game

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 Everest job for awhile, running a batch plant at Westley and in 1946 I shipped to Guam on Pomeroy's Apra Harbor breakwater," Frank stated.

He said he then went to Alaska working under Local 302, then spent considerable time in the Puget Sound and Portland Oregon area for contractors such as Guy

F. Atkinson and Morrison-Knudsen.

"I came back to California and again under the wing of Local 3. I worked on the Waldo Grade and several small jobs around San Rafael and Fairfield for Ike Ely and Moore Dry Dock. Then I went to work for Peter Kiewit on the Monticello 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 again in 1901, went to Alameda to run a dredge on the Estuary, his last construction job.

Local 3 Names Scholars

Continued from Page 1

Mr. and Mrs. Maurice M. Dadone, 3550 Soquel 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. Whitesbridge, Kerman, California and Rita Mary Laufenberg, 1460 California St., Berkeley, California.

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



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.