

Record Crowd At Semi-Annual

"Serving the men who move the earth!"

ENGINEERS NEWS

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



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SAN FRANCISCO, CALIFORNIA

July, 1969



NEARLY 150-YEARS of construction craftsmanship and union service is represented by the three Local Union No. 3 members shown above. Presented with Gold Membership Cards at the July semi-annual meeting by International Vice President

and Local 3 Business Manager Al Clem were (l. to r.) Walter Vorpal, Clem, Fred Jensen and Lyle Atkinson in recognition of their long service and dedication to their union. Local 3 Treasurer Don Kinchloe is in background at left.

Union Scholarship Awards Presented At July Meeting

First prizes in the sixth annual scholarship competition of Local 3 were awarded to Nanette M. Hantzsch, Tiburon, California and James Basile, Pittsburg, California at the union's semi-annual meeting in San Francisco on July 12th. Al Clem, Business Manager and International Vice President, presented the winners with engraved plaques and checks for \$500.00 each, commenting that the two winners were outstanding scholars and a credit to their families and to their communities.

The Committee on Undergraduate Scholarships and Honors at the University of California, Berkeley, also selected Carol E. Stanley, Galt, California and Sherry L. Davis, Salem, Utah as female runners-up and Richard A. Anderson, Modesto and Richard

A. Glimp, Newman, as male runners-up. Plaques will be presented to the runners-up at district meetings this month.

During the presentation, Al Clem said that the competition for the scholarships had been very close, according to the U. C. Committee, and that all of the sons and daughters of Local 3 members who participated were to be congratulated for their scholarship achievements. The winners expressed their deep appreciation to the union for its financial aid and support of their educational pursuits. Parents of both winners attended the awards presentation ceremonies.

Brother Paul C. Hantzsch, a 29-year member of Local 3, is the father of first prize winner Nanette Marie Hantzsch. Miss Hantzsch graduated from Redwood High School in Larkspur, where she rated second in a class of 580 students. She has not only scored high in all of her studies but has been an enthusiastic participant in many student and community activities. She is a life member of the Redwood Honor Society, was President of the Phi Lambda Sigma (Foreign Language Honor Society), has served in official capacity on student committees and the California Scholarship Federation, and has also participated as a soloist in the A Capella Choir at school and took the leading role in its musical.

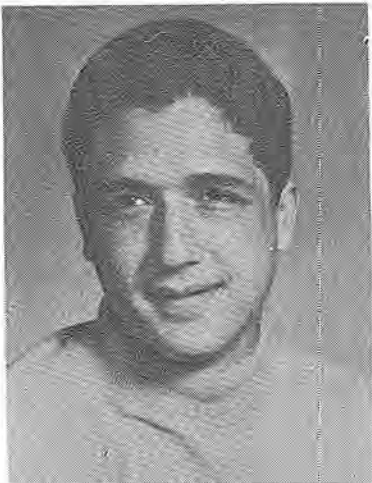
Miss Hantzsch was a volunteer for the Order of Rainbow for Girls, a year-round community service organization, as Past Worthy Advisor and Present

Grand Representative. She received the National Merit Letter of Commendation, U.C.L.A. Entrance Honors, and was nominated for the Seymour Memorial Award.

Nanette will begin studies in Computer Sciences and Statistics at Stanford University this fall, a field she finds exciting and socially important.

James A. Basile, first prize winner in the male category, is the son of Brother Guy J. Basile who has been a member of Local 3 for 13 years. James, a top scholar at Pittsburg High School, has had a wide variety of interests, including arts and sciences, sports, politics and community service. He will focus on medicine, beginning studies at the University of California, Berkeley, in the fall to prepare for a career as a neurosurgeon.

James has lettered in baseball
See SCHOLARSHIPS page 2



BASILE



HANTZSCHE

Standing Ovation For Local Board

By KEN ERWIN

Some one thousand (1,000) members of Operating Engineers Local Union No. 3 came to hear and stayed to applaud reports on the state of their union at the semi-annual meeting held at the Marine Cooks & Stewards Union Auditorium on Saturday, July 12th.

Highlights of the record-breaking meeting included an announcement by International Vice President and Local Union 3 Business Manager Al Clem that there would be another round of increases in the Pension Plan and that the previous maximum of \$225.00 per month would be increased to \$250.00 per month based on maximum service and contribution criteria. (See Collectively Speaking page 2.) The plan would also include a 3% increase (pro rata) for all of those with pension effective before July. Pensions effective between July 1, 1969 and September 30, 1969 will have their pension amounts adjusted to the higher amounts which will be available on 1 October 1969. Complete details of the new plan will be published in the next issue of the *Engineers News*.

The new \$250.00 monthly pension contrasted sharply with the \$60.00 per month pension available to members in 1960 when Clem took over leadership of the union.

In presenting the Executive Board report, Clem also pointed out that although members had voted to tie dues increases to the Daily Wage Package, which since 1968 could have brought about an increase in dues of a maximum \$6.50 per member per month, the Executive Board had recommended that these dues increases be temporarily suspended.

Other highlights of the report included:

- National Labor Relations Board cases won by Local Union 3 in 1969 were (15) fifteen.

- Automobiles in use by the Local in 1969 total (75) seventy-five and there were eighteen (18) cars purchased in 1969.

- One thousand two hundred seventy-five (1,275) Stewards have been on the jobs during 1969 and there have been nine hundred fifty (950) Safety Committeemen on the jobs during 1969.

- Year cards issued in 1969 have totalled (817) eight hundred seventeen.

- Pensions awarded to Operating Engineers in 1969 were (236) two hundred thirty-six, bringing the number of Engineers on pension in 1969 to (1,727) one thousand seven hundred twenty-seven.

- Short-form contracts negotiated during 1969 have been six hundred ninety-five (695) comparing to the (1,514) one thousand five hundred fourteen negotiated during 1968.

- Long-form contracts negotiated have been ninety (90) during 1969 and were (369) three hundred sixty-nine in 1968.

- Total number of contracts negotiated during 1969 were (785) seven hundred eighty-five.

- Dispatches issued were nineteen thousand eighteen (19,018) in 1969 and during 1968 totalled (35,773) thirty-five thousand seven hundred seventy-three.

- Employees on Local 3 payroll direct (officers, agents, office employees including IBM Director, accountant, labor relations consultants and garagemen) during 1969 were one hundred forty

ELECTION MATERIAL

Official information governing the upcoming election of officers of Operating Engineers Local Union No. 3 may be found on page 3 of this issue of the *Engineers News*. Sample ballots, extracts of pertinent bylaws and other material have been placed on a single page for your convenience. Please read rules governing the election carefully. It is the hope of your officers that you will make every effort to participate in this vital election year.

(140), the total for 1968 being the same, (140) one hundred forty.

- Dispatchers on the payroll during 1969 have been eighteen (18) and during 1968 were (16) sixteen.

- In 1968 ninety-six thousand (96,000) California health and welfare claims were paid plus one hundred thousand (100,000) drug claims in the amount of (\$6,800,000) six million eight hundred thousand dollars.

- Also under this plan from 1960 through April 30, 1969 beneficiaries paid to members and beneficiaries under trust funds total (\$51,370,501) fifty-one million, three hundred seventy thousand, five hundred and one dollars.

- Expansion of this plan has included the drug program, effective March 1, 1968, the dental program effective May 1, 1966 and the burial expense program effective September 1, 1968.

- In addition, trusts are currently paying 83% of hospital charges and 81% of surgery charges plus 12% more available under the major medical benefit.

- The California health and welfare plan has paid the following estimated amounts to Operating Engineers and their beneficiaries during the six month period ending June 30, 1969. (These figures are subject to audit.)

	Current 6 Months	Previous 6 Months
Health and Welfare Prescription Drugs	\$3,200,000	\$2,950,000
	300,000	100,000

- The Hawaii health and welfare plan has expanded to pay 80% of the cost of drugs purchased, a vision program and a dental program paying 70/30% for basic benefits and 50/50% for prosthetics, effective August 1, 1969.

- Apprentices as of May 31, 1969 have totalled six hundred fifty-seven (657), with five hundred seventy-four (574) working. Total new applications received were three hundred fifty-one (351) with the same number taking the Ernst & Ernst test. Two hundred sixty-one (261) persons passed the test and ninety (90) failed. Journeyman trainees handled in 1969 have been (1,126) one thousand one hundred twenty-six.

In addition to presenting the
See SEMI-ANNUAL page 2



Collectively Speaking with Al Clem

I would like to take this opportunity to thank all the Brothers who took time from their busy schedules to attend the Semi-Annual Meeting in San Francisco on Saturday, July 12. As all of you know, this is a most important meeting held by your Local Union for it is here where you receive the six-months report of your Executive Board, review the activities of the Union for the past six-months and also review the financial report of the Union. I, as Business Manager, gave you a report of the activities of the Business Agents of the Union and some of the progress that has been achieved with your help during the past six-months period.

It was indeed gratifying to know that we had in excess of a 1000 members in attendance which speaks well for a meeting in July. Ordinarily, the July Meeting does not draw too big an attendance.

It is with a great deal of pleasure that we can report to you that we presented the scholarship awards. Nanette Marie Hantzsche is the first prize winner in the female category of the 1969 Operating Engineers Local Union No. 3 scholarship competition. We feel honored to present this plaque to such an outstanding student and have presented a check for \$500.00 to Stanford University in her behalf. Nanette will begin studies in computer sciences and statistics at Stanford this fall.

Her father, Paul C. Hantzsche has been a member of Local 3 for 29 years and the family resides in Tiburon. Nanette is 18 years old, has just graduated from Redwood High School in Larkspur where she is known as a member of the Foreign Language Honor Society, soloist in the A Capella Choir, an active student representative, Officer of Clubs, volunteer in community work and recipient of many awards. She has undertaken all projects and studies with enthusiasm and hard work. We are pleased to encourage Nanette in her scholarly ambitions.

We are also proud to announce that James Basile is the first prize winner of the Operating Engineers Local Union No. 3 1969 Scholarship competition in the male category and were happy to present to him a plaque of recognition.

James is the son of a 13-year veteran Operating Engineer, Brother Guy J. Basile of Pittsburg, California. James has been a top scholar at Pittsburg High School preparing for a career in medicine as a neurosurgeon. A check for \$500.00 has been presented to the University of California at Berkeley, where James will commence studies in the Fall. James has lettered in baseball and football, participated in Human Relations Workshops, paints and sculpts, competed in math and speaking contests and has won scholastic awards mainly in the field of sciences. He has represented the Student Body in various capacities and served as volunteer in political campaigns in his community. We applaud his efforts and wish his success in the future.

Brother Walter F. Vorpahl, Lyle Atkinson and Fred Jensen were presented with their 35 year cards. Thirty-five years is a long time to be a member of an organization and these Brothers well deserve the courtesy extended them by the members. When looking back 35 years, we know at that time if it had not been for the efforts of Brothers like this, our Union would not be what it is today.

It gave us a great deal of pleasure to announce that effective October 1, 1969 the normal pension would be increased by \$25.00 per month for those who have 25 years of service, are 65 years of age and have sufficient pension credits to qualify. All retirees with pensions effective before July 1, 1969 will be given an increase of approximately 3%.

During the past month we attended a Trustees Meeting in the State of Hawaii, where we were able to increase the benefits in the Health & Welfare Plan immeasurably. I also attended the meeting of the Board of Trustees for the Apprenticeship Training Program. It is always a pleasure to meet with this group of Employers for they are extremely cooperative in the field of training.

As we travel around the country attending the meetings, many of the Brothers are inquiring about the training center at Rancho Murieta. For some time we have been involved primarily in the planning stages of this project, and now we are moving from that phase to the construction of the facilities. As soon as the facilities are constructed to provide housing for those people who desire to up-grade their skills, we will keep you advised. Anyone reading this column desirous of availing themselves of this opportunity are requested to contact your District Representative or your Business Agent.

During the past month we have spent considerable time in Salt Lake City, Utah negotiating the AGC Agreement and we have had a couple of meetings with the Employers of the Rock, Sand & Gravel Industry, as well. The entire construction agreement in the State of Utah is open for negotiations at this time. We are hopeful of completing this contract for submission to the membership in the not too distant future.

In addition to these negotiations we have several negotiations in the concrete pipe industry, Inter-Pace and some of the shops. A number of these have been consummated and submitted to the membership for their ratification.

Continued Column 4 this page

Building Replica Of Arizona Provides Members Top Pay

By HAROLD J. LEWIS,
Trustee and Sub-District
Representative;
Business Representatives

WALLACE LEAN, BERT
NAKANO, WILFRED BROWN
and KENNETH KAHONEI

TORA! TORA! TORA! —
CODE WORD FOR ATTACK—
Building a replica of the ill fated
U.S.S. Arizona of World War II
for the 20th Century Motion Picture,
TORA! TORA! TORA!,
filmed in Hawaii meant long
hours and handsome pay checks
for many of our brother members.
Our brothers who were welding
on the jobsite performed round
the clock work in reproducing
the replica of the U.S.S. Arizona.
Brother Lylburn Portlock informs
us that work was in such abundance
that weekly earnings were
equal to earnings for a month.
Crane Operator Nicholas Gega
and Frontend Driver Esmenio
Nelmida who are both employed
by Hawaiian Crane and Rigging
Co., Ltd. were both instrumental
in making the heavy lifts essential
in work on the U.S.S. Arizona replica.

TORA! TORA! TORA!, motion
picture yet to be released, means
Tiger, Tiger, Tiger and was the
code word for ATTACK! The
story is based on the attack on
Pearl Harbor, December 7, 1941.

ISLAND OF HAWAII (BIG
ISLAND)—With the recent volcanic
activities, the Big Island
has been in the limelight, however,
let's focus our attention on
the activities of construction work
on the Big Island especially to the
western side called Kona where
most of the construction work is
centered presently. The Kona area
is rapidly growing with construction
for an airport, small boat
harbor, hotels, sewage treatment
plant, high school annex, a new
bank and golf club house.

Munro-Burns & Jackson Brothers
have started work on the third
building of the Kona Hilton Hotel
in Kailua.

The 200 room Islander Inn, a
chain of the Inter-Island Resorts,
Ltd. in Kailua is presently being
constructed by Mars Constructors,
Inc.

J. P. Finan Construction Co.
will soon be completing the Keau-
hou Golf Club House and has
also begun work on the Keauhou
Sewer Treatment Plant.

Stewart-Pacific is about 60%
completed on the Phase I of the
Honokahau Small Boat Harbor
which is being built by excavation
of solid rock from inland toward
the sea.

Stewart-Pacific was also the
successful bidder on two phases
of the \$22 million Keahole Air-
port in Kona. The two bids totaling
\$4,424,989 calls for excavating
868,000 cubic yards of lava
rock and grading of the runway
and terminal area.

Glenn Construction Corporation
is constructing the Kona-
Waena High School annex and
has begun construction of the \$75
million Kona Branch of Bank of
Hawaii in Kailua.

In the area of Hilo, Munro-
Burns will soon begin completing
the Travelodge Hotel within a
few months. The hotel is being
built on the shoreline of Hilo Bay.
Munro-Burns has also begun work
on the 184 room Naniloa Hotel
adjacent to the main building.

Glenn Construction Co. has

completed the Hilo Airport Terminal
Building and has started work
on the Wailoa River Bridge across
from the State Park.

Glenn Construction Co. in a
joint venture with Charles Pan-
kow is the prime contractor of the
\$6.8 million Hilo Mall Shopping
Center on Project Kaiko. The
Center is being built in front of
the County Building and the State
Administration Building. When
completed, it will house 30 to 35
retail stores.

Stewart-Berg, contractor of the
Mauna Kea Observatory on the
13,796 feet mountain, having to
fight the weather, suffered a sub-
stantial amount of lost time which
caused them to go through two
snow seasons. The building is al-
most complete but the big job
ahead is the installation of the 84
inch telescope.

TRUCKING INDUSTRY —
The trucking industry is at its
peak and our Brothers who are
employed in the trucking industry
are certainly enjoying prosperity.
We doubt very much if a truck
could be found idle anywhere.
Brother William Ortiz of Richard
H. S. Lee, Inc. who has been a
heavy duty truck driver for seven-
teen years, says if it were not for
the Public Utilities Commission's
Sixty hour work week rule, truck-
ing industry employees would be
earning wages comparable to the
construction industry.

MOUNTING AND DIS-
MOUNTING OF TOWER
CRANES IN BUILDING CON-
STRUCTION — Haas & Haynie
Corporation is topping off the
brand new Holiday Inn and at
the same time is mounting two
tower cranes on the next block
for the A.I.T.S. project.

Hawaiian Dredging & Con-
struction Co., Ltd. has topped off
the 27 story 1717 Project and
has moved the two tower cranes
to the Ala Wai Plaza Project.

Swinerton-Walberg has topped
off both the Pacific Surf and Os-
ano Hotel and is mounting these
cranes on the addition to the
Princess Kaiulani Hotel. They will
also be mounting three more
cranes on the \$46 million Sheraton
Waikiki.

REPAIR SHOPS KEPT BUSY
—As a result of the great number
of work going on presently, the
repair shops are going full blast.
They are working from sunup to
sundown and yet only a few are
on shift work. We are in need of
a few more mechanics, welders
and lubrication service engineers.

Semi-Annual

Continued from page 1

scholarship awards (see page 1),
Al Clem congratulated three 35-
year members for their long sup-
port of the Local union and pre-
sented to Lyle Atkinson, Fred Jen-
sen and Walter Vorpahl a gold
card in recognition of their work.

Under the Good of the Order
a motion was made from the floor
to commend Brother Clem for the
excellence of his report and give
a vote of confidence to the Execu-
tive Board "who made the report
possible." President Paul Edge-
combe ruled the motion in order
and called for a standing vote. Al-
most the entire membership re-
sponded.

Scholarships

Continued from page 1

and football, served as officer for
the California Scholastic Federa-
tion, the Newtonians (a science
club), the Key Club Service Or-
ganization, has participated in
various speaking contests and
math contests and was named by
the American Chemical Society as
"Outstanding Chemistry Student." He
won the Bank of America
Math and Science Award, and
three California Scholastic Fed-
eration Honor Pins.

"An average teenager" is how
James Basile describes himself. In
addition to above-average scho-
lastic achievements, he has studied
in Human Relations Workshops,
played in chess tournaments and
has served his community as a
volunteer in political campaigns
and in student activities.

"Local 3 wishes great success
to the winners and runners-up in
their chosen fields of endeavor,"
said Clem.

CLEM (continued)

As many of you know at the Semi-Annual meeting of each July,
your Executive Board makes a recommendation as to the dues in-
crease. A few years ago, the membership in their wisdom voted
to tie the dues increase to the increase in wages and fringe bene-
fits. After having reviewed the financial status of the Local Union,
your Executive Board recommended that we do not put into
effect the dues increase as set forth in the By-Laws. We think this
speaks well for the stewardship of all your officers.

ENGINEERS NEWS

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DON KINCHLOE.....Treasurer
KEN ERWIN.....Managing Editor

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Election Committee Okays Ballots

OFFICIAL BALLOT

In order to vote for a candidate make a cross (x) in the square (□) beside the name of your choice.
BALLOT BOX CLOSSES — AUGUST 26, 1969 — 10:00 A.M.

BUSINESS MANAGER	(Vote For One)
AL CLEM	(Incumbent) <input type="checkbox"/>
B. B. GILBERT	(Dozer Oper.) <input type="checkbox"/>
ROSCOE FORNIE POUNDS	(Tractor Oper.) <input type="checkbox"/>
PRESIDENT	
PAUL EDGEcombe	(Incumbent) (Unopposed)
VICE PRESIDENT	(Vote For One)
DALE MARR	(Incumbent) <input type="checkbox"/>
JOHN DEVINE	(Crane Oper.) <input type="checkbox"/>
RECORDING-CORRESPONDING SECRETARY	
T. J. 'Tom' STAPLETON	(Incumbent) (Unopposed)
FINANCIAL SECRETARY	
A. J. 'Buck' HOPE	(Incumbent) (Unopposed)
TREASURER	
DON R. KINCHLOE	(Incumbent) (Unopposed)
TRUSTEES	(Vote For Three)
HAROLD J. LEWIS	(Incumbent) <input type="checkbox"/>
I. J. NEELEY	(Incumbent) <input type="checkbox"/>
F. O. 'Fran' WALKER	(Incumbent) <input type="checkbox"/>
IRA N. JONES	(Crane Oper.) <input type="checkbox"/>
AUDITORS	
HAROLD HUSTON	(Incumbent) (Unopposed)
BILL RANEY	(Incumbent) (Unopposed)
WALTER M. TALBOT	(Incumbent) (Unopposed)
CONDUCTOR	
GAIL BISHOP	(Incumbent) (Unopposed)
GUARD	
NORRIS A. CASEY	(Incumbent) (Unopposed)

NOTE: The Sample Ballot set out above is subject to correction by the Election Committee by reason of the failure of a candidate to continue to be eligible or to qualify for any reason.

SPECIAL NOTICE

In a white envelope marked "OFFICIAL BALLOT," you will receive your ballot envelope, business reply envelope and ballots, one for election of Officers of the Local Union, and one for District Executive Board Member. Watch for the envelope. When you receive your Official Ballot envelope, open it, mark the ballot or ballots and enclose them in the ballot envelope. Follow the directions on the ballot envelope.

Under no circumstances change the address on the business reply envelope since the address is designed to prevent your ballot from being mixed up with the general mail of the Union. Do not insert dues payments, letters, etc.

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

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didate's name and one occupational classification, i.e., classification set forth in collective bargaining agreement that the Local Union has entered into, if any, given by him being printed as it appears on Acceptance of Nominee form) and envelopes; and the giving of a Notice of Election, by mailing a printed Notice thereof to each Member of the Local Union at his last known address as it appears on the records of this Local Union not less than fifteen (15) days prior to the mailing of the ballots to eligible voters.

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

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

The Election Committee, or a sub-committee thereof, shall be present at the mailing of the ballots, the opening of the post office box, and the counting of the ballots.

The Election Committee shall make certain that adequate safeguards are maintained so as to protect the secrecy of the ballots.

(f) The Election Committee shall declare the Candidate for each office and position receiving a plurality of the votes elected, except that the three (3) Candidates receiving the highest number of votes for the office of Trustee and the position of Auditor shall be declared elected. The certificate of the Certified Public Accountant shall be published in the September edition of the Engineers News following the election.

(g) The newly elected Officers shall be installed, at a specially called District Meeting in District No. 1, not later than September 15th.

(h) Every Member who is not suspended for non-payment of dues as of August 11th, the date

OFFICIAL BALLOT

for
Election of District Executive Board Members
District No. 1

August — 1969

In order to vote for a candidate make a cross (x) in the square (□) beside the name of your choice.
BALLOT BOX CLOSSES — AUGUST 26, 1969 — 10:00 A.M.

Vote for One	
GUY BASIL SLACK	(Incumbent) <input type="checkbox"/>
D. A. 'Don' CAMARRA	(Heavy Duty Repairman) <input type="checkbox"/>
ED DAVIS	(Dozer Oper.) <input type="checkbox"/>

NOTE:

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

District No. 2	
TED N. MASON	(Incumbent) <input type="checkbox"/>
SAMUEL LEON 'Sam' NETTLES	(Crane Oper.) <input type="checkbox"/>

District No. 3	
MERLE W. ISBELL	(Incumbent) (Unopposed)

District No. 4	
DON C. DILLON	(Incumbent) (Unopposed)

District No. 5	
A. E. Jack' LOFTON	(Incumbent) (Unopposed)

District No. 6	
JACK W. SLADE	(Incumbent) <input type="checkbox"/>
GERALD P. DAVERN	(Backhoe Oper.) <input type="checkbox"/>

District No. 7	
JOE AMES	(Incumbent) (Unopposed)

District No. 8	
JOHNNIE LEE HINOTE	(Incumbent) (Unopposed)

District No. 9	
AL P. PERRY	(Incumbent) (Unopposed)

District No. 10	
GARTH A. PATTERSON	(Incumbent) (Unopposed)

District No. 11	
DANIEL R. ELLIS	(Incumbent) (Unopposed)

District No. 12	
GEORGE R. FARRELL	(Incumbent) (Unopposed)

NOTE: The Sample Ballot set out above is subject to correction by the Election Committee by reason of the failure of a candidate to continue to be eligible or to qualify for any reason.

NOTE: There is no candidate for Sub-District Advisor to the Executive Board so this position does not appear on the ballot.

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for the first mailing of ballots, shall have the right to vote. No Member whose dues shall have been withheld by his employer for payment to the Local Union pursuant to his voluntary authorization provided for in a Collective Bargaining Agreement shall be declared ineligible to vote by reason of any alleged delay or default in the payment of dues by his employer to the Local Union.

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

Section 4

The Recording-Corresponding Secretary, upon request of any

bona fide Candidate for office, shall distribute such Candidate's campaign literature, by mail or otherwise; provided the Candidate making such request does so in writing, advising the Recording-Corresponding Secretary of the type of mailing, or other form of distribution desired, pays all costs involved, and delivers the literature, if it is to be mailed, to the Recording-Corresponding Secretary in a sealed and stamped envelope, with two (2) copies of the literature, the contents of the sealed and stamped envelope and two (2) of the envelopes in which the literature was enclosed. Two (2) copies of the literature are to be delivered to the Recording-Corresponding Secretary if it is to be distributed other than by mail.

No such requests shall be honored if made on or after 5:00 P.M., Local Time, the 5th day of August next preceding the mailing of the ballots.

Official Union Notice Of Upcoming Election

June 16, 1969

Dear Sir and Brother:

Recording-Corresponding Secretary T. J. "Tom" Stapleton directs the attention of all Members of Operating Engineers Local Union No. 3 to Article XII, Elections, Local Union By-Laws, as printed on pages 38 through 43, inclusive, and specifically calls attention to the following portions:

(C) ELECTIONS

Section 1

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

(b) The election shall be conducted by a committee known as the Election Committee, composed of one (1) Member from each District in which nominations will be made. The Member shall be nominated and elected by secret ballot at the Regular Quarterly, or specially called District meetings by vote of those Members present whose last known address, as shown on the records of the Local Union ten (10) days prior to the first such District Meeting in March preceding the election, was within the area covered by the District. Each Nominee shall be a registered voter in the District in which he is nominated, shall have been a member of Operating Engineers Local Union No. 3 for one (1) year next preceding his nomination and elec-

tion, and shall not be a candidate, or nominator of a candidate for any office or position.

The Nominee for Committee Member in each District receiving the highest number of votes shall be elected, and, in the event he is unable, or unwilling to serve, shall be replaced by the Nominee with the next highest number of votes, and he, under the same circumstances, by the next highest, and so on, until the list of nominees is exhausted.

(d) The Election Committee shall be responsible for the conduct of the election, and specifically: for the preparation of the list of eligible voters, showing the Member's name and last known address as it appears on the records of this Local Union; the preparation and printing of the ballots, listing the Nominees for Business Manager first and the Constitutional Officers next, and other positions thereafter in the order in which they appear in Article VII, Section 1 of these By-Laws with a separate ballot of a different color for each District for Nominees for District Member, listing the incumbent for each office or position first and the other Nominees for the same office or position in alphabetical order by their last name (the can-

Sprouting Freeways Mark Sacramento Boom

By AL DALTON,
HERMAN EPPLER and
DUDLEY WESTERN

Sprouting freeways mark the spring scene in the Sacramento area. The future Interstate 880, Beltline Freeway, sweeps over Roseville Road and the Southern Pacific tracks at a point near where the bypass artery will rejoin Interstate 80, south of McClellan Air Force Base.

A miniature Grand Canyon of concrete is dipping under the Capitol Mall. Three hundred 25-ton steel girders underpinning a new "crossroads of the West," and a freeway within a freeway, 16 lanes wide carved out by the Operating Engineers roaring earth movers where once only meadowlarks sang.

These are three intriguing ingredients in the \$100-million freeway network taking shape in steel, earth and concrete in the Sacramento metropolitan region.

When completed in 1971, the network of Interstates 5, 80 and 880 will zoom cross-state motorists entirely around the City of Sacramento while providing convenient commuter route for in-city travelers.

The San Franciscan traveling to Reno in the latter part of 1971 will be able to bypass Sacramento entirely.

He may cross from Yolo County over a new, 6-lane, \$9.6 million bridge at Bryte Bend, take multilane Interstate 880 across the now sparsely populated region above Northgate and blend back into Interstate 80 south of McClellan Air Force Base. That massive interchange now is being bladed and contoured and one day will blend one major interstate freeway into another in a yawning canyon 16 traffic lanes wide.

Visually, the two most spectacular structures in the fast-growing network of modern superhighways are the massive concrete chasm the Engineers call the "boat section" beneath the Capitol Mall and the gravity-defying elevated interchange which will weld Interstate 5 and Interstate 80 at the east end of the Pioneer Memorial Bridge over the Sacramento River.

Located within a mile of one another, the \$16.2 million boat section and the \$11.3 million aerial interchange constitutes two of the most challenging and expensive public works now being erected in California.

The sunken concrete-boat section used 80-foot long piles driven deep into the earth to stabilize the extra thick base slab of concrete to hold the eight-lane Interstate 5 freeway in place against upwelling hydrostatic pressures from the nearby Sacramento River.

About one-half mile of the Interstate 5 freeway is sunken, to allow the freeway to sweep beneath Capitol Mall. While depressed, the freeway curves west to avoid the historic E. B. Crocker Art Gallery.

The massive Interstate 5-Interstate 80 interchange for which towering concrete support piers already are rising like monuments to the future will be finished in the winter of 1970.

The Interstate 5 section linking K Street south to Broadway is due for completion next fall.

When linked, these Interstate 5 portions will allow travelers to whiz direct, for example, from the new Sacramento Metropolitan Airport on Interstate 5 to Interstate 80.

More important, the interchange will tie together two of the West's transportation arteries, the Interstate 80 which conducts national traffic east and west, and

Interstate 5, which one day will tie a ribbon of concrete from Canada to Mexico.

Among the startling components to be used in the sky-style interchange are 25-ton steel girders, about 300 of them. Fabricated in Provo, Utah, the girders take up three railroad flatcars and each is valued at \$12,000. The girders, in transit, are locked on the cars in such a way they can pivot on turns.

The third chief modern route in the burgeoning network will be a brand new Interstate 80 to service the outline suburbs of the north area.

The new Interstate 80, slightly west of and parallel to the existing freeway, still is quite a long way in the future.

Only two projects relating to the new Interstate 80 are in the working stage now. The Guy F. Atkinson Co. \$8.6 million relocation of Interstate 80 between Arcade Creek and Madison Ave., and the \$6.3 million job to provide structures, ramps and Interchanges to blend Interstate 80 and Interstate 880 in the vicinity of Winters Street and Watt Ave. near Roseville Rd. and the Southern Pacific tracks. Both jobs will be completed by 1971.

The rest of the new freeway could materialize by the mid-decade.

One of the bonus features of the highway network will be the addition of four graceful, yet very differently styled, vehicle bridges in the Sacramento scene.

These are the green-girdered Pioneer Memorial Bridge, which won a national engineering prize for its appearance; the twin, low-level bridges for Interstate 5 over the American River at Discovery Park; the airy \$8 million Elkhorn Bridge which will open this summer and link Yolo and Sacramento Counties near the new airport, and the future Bryte Bend bridge for Interstate 880.

There is, however, a dark side to the freeway network construction.

It is U.S. 50. A 12.4-mile segment of this highway in eastern Sacramento remains a nagging traffic problem, especially Folsom Boulevard east of 65th Street.

Heavy commuter traffic, substantial industrial and truck usage, and lane controls in effect at the railroad undercrossing just west of the southern entrance to the Sacramento State College campus have spurred city and county officials for years to urge a high priority for upgrading U.S. 50 to full freeway status.

Work in and around Sacramento is now at a full pace with the Brothers looking forward to a good year. The contractors are looking ahead to a progressive year for which some are buying new equipment. One contractor will take delivery in June of six new scrapers. They will be double engine paddlewheel models with special hookups on front and rear so they can push and pull each other to load easier. We are looking forward to seeing them in action at Zamora. This will be a continuation of Interstate 5, approximately 12 miles of 4-lane Freeway stretching from Dunnigan to the town of Yolo. M. L. Dubach and C. K. Moseman have a joint venture contract. Moseman will construct the concrete overcrossing at several locations including one at Zamora which will wipe out the little town of Zamora, and one at Yolo which will cause several buildings to be torn down. Madison Sand and Gravel have erected a batch plant on the job site and will mix concrete for Moseman.

This month we had a pre-job conference with P.M.I. Corp. on



Brother Roy Moore pictured above running a 7/8-yard Bucyrus-Erie 10-B for Phillips Construction in Topeka, Kansas in 1937, and smiling (inset) now. He joined Operating Engineers Local Union No. 3 in 1944 and has worked in the Sacramento District for 25 years. Roy recently applied for his pension and we wish him the best in the coming years.

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the new sewage facility located in the southwest side of Sacramento. Also a pre-job with Baldwin Constr. who will build seven buildings at the new Cosumnes River College. These buildings consist of a gymnasium, classrooms and administration offices. There are several parking lots and streets on the \$6,500,000 project. Teichert will be the contractor on this project.

Granite Constr. has much work and are employing around 40-50 members at their plant and shop area. They also have a section of 4-lane streets that will go on three sides of the new college. Traveling south out of Sacramento at the city limits, look to the west and watch this college grow. It will be one of four to be in the Los Rios School District and will provide many jobs for Engineers.

POLLOCK PINES — Walsh Constr. Co. are still working at the Loon Lake Tunnel and should be through with the concrete work in about 30 days. Then there will be another contract for work in the Power House area.

Lloyd Maxom of Placerville has taken over the Bennett Murray Constr. Co. and is working a number of our Brothers around the El Dorado County area.

Gordon Sheppard of Georgetown has signed an agreement with the Operating Engineers and is going to start to bid on a few jobs around the Georgetown area. Gordon has done most of his work in the logging industry.

Frontier Constr. Co. and Charles Dorfman are still working in the Orangevale area on their underground work. Both companies are making good progress.

The Frontier Constr. Co. has built a new office, yard and shop. They also were low bidder on another big underground job in Orangevale. Jerry Gigger is the ramrod for this company.

Work continues at a fast pace in the downtown area with some of the projects making news in the Sacramento papers. One recent groundbreaking ceremony was on the Capitol Mall on K Street with

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the Mayor of Sacramento officiating. The Mayor had his picture taken in the seat of one of A. Teichert's D-9's. This cat was equipped with one ripper tooth, and within a short period tore up all the pavement on K Street. A. Teichert has the entire job between 6th and 12th Streets which will be completed some time in the fall.

Members coming into the downtown area should drive with extreme caution. The construction on the above-mentioned job has caused the city to change some of the streets from one-way to two-ways and vice versa in order to avoid traffic jams.

All the Rock Sand and Gravel Plants are busy supplying materials to the many small jobs located throughout the downtown area.

The 880 job in North Sacramento has come to the point where the eye can see very little progress. However, M. L. Dubach has moved in a C.T.B. Plant and they are mixing and laying materials every day. They hope to have a slip-form paver in operation by the first of July.

Duncanson and Harrelson are

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still driving and piling on the underground portion of Highway 5 next to the river. They have three rigs in operation at this time and hope to finish around August 15th.

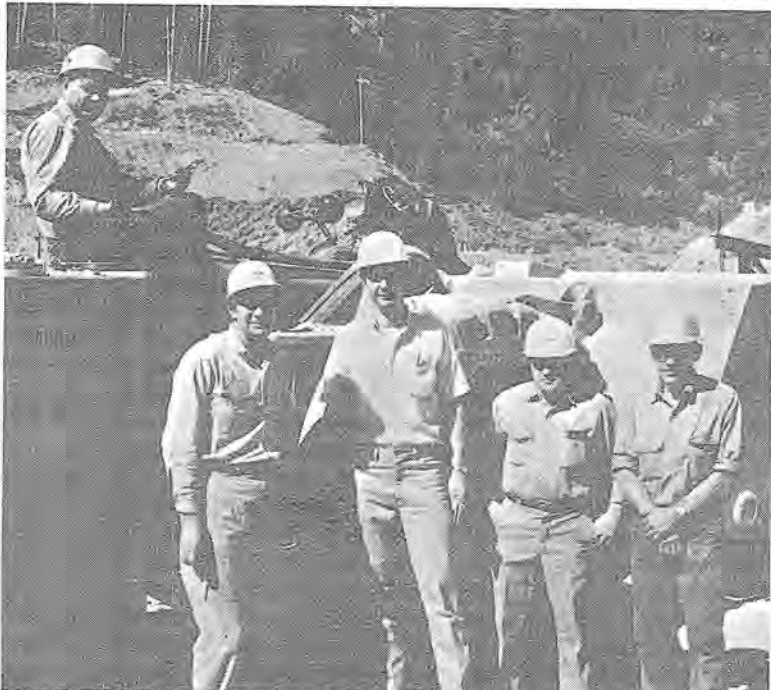
Nimbus Constr. Co. is building an International Hotel and Restaurant at the new airport; subcontracting the excavation on this job is Lou Bertini, who is keeping many of the brothers working through the year.

As the brothers pass through Sacramento heading north on Highway 80 towards Reno, they see a lot of equipment working along the highway at Watt Ave. This is one of Guy F. Atkinson's jobs building the interchange where Interstate 880 and Highway 80 intersect. At this time, we have approximately 25 operators working at this location.

There is not much work as we expected out of Corp. of Engineers. This is due to the high water damage to the levees. However, Fisher Brothers and Eugene Luhr have been awarded some work on the south river levees.

HIGH COUNTRY—Granite

See SACRAMENTO page 11



Pictured in Pollack Pines with the Wagner ST-8 are (l. to r.) Joe Halkyard, Mech., John Lazar, ST-8 operator, J. M. Keating, Tunnel Supt., O. K. Clark, Tunnel Shifter, and George Crogan, Drill Doctor.

Redding Road Work Key To Busy Season

By LAKE AUSTIN and
LOU BARNES

At the May 14th bid openings A. Teichert & Son were low bidders on a truck inspection station north of Dunsmuir. Bid of \$596,562 submitted to California Division of Highways. Teichert also were low bidder on a small drainage ditch in Del Mar Subdivision in Redding.

J. F. Shea Company of Redding submitted low bids the same day on guardrail and safety improvements on Interstate 5, on various locations from Corning to Oregon state line and also low on an overlay job on Highway 299, various locations West of Redding and near Weaverville. Both these employers have several small jobs going in the area.

The California Division of Highways anticipates only small jobs until after this fall for the northern area with no major bids scheduled at present. The Bureau of Reclamation has tentatively set May 22nd (after many delays) on openings of several miles of canal south of Red Bluff, but on this U.S.B.R. funding anything is possible due to the unstable conditions emanating from Washington.

Gordon H. Ball Company have moved in at Yreka on Interstate 5 freeway project and now have a sizeable crew working on a 657 spread and will in the near future start a 988 spread to move approximately a million yards of rock. The company is setting up a screening plant at Fort Jones on the Scott River for back fill material—this will be in production in the near future. The rock crushing plant will be set up in the Montague area for base material—this will take a few Brothers from the Out of Work list. Once the drain pipe is bedded they will go on a two shift basis.

Hughes and Ladd and McConnell have a small spread going on their section of Interstate 5 that bypasses Yreka. This project as to yardage isn't too much, just several overpasses and lots of drainage to develop. Monty Brown is moving his crusher in to make the rock base and Bob O'Hair Company will lay the rock and do all the asphalt paving as subs.

A. A. Baxter Corporation have topped out and most of their crew is gone. All that is left is a few small sections to bring up to grade and lots of cleanup work.

Fredrickson & Watson are busy on their Interstate 5 job from Weed to Yreka with approximately 50 percent complete on the sub-base and are now windrowing aggregate getting ready for cement treated base and hope to have the concrete spread going by the middle of June.

The crushing plant is going two shifts and will run about four months. By Spring of 1970 another 21 miles of freeway will be complete. Fredrickson & Watson also have the contract to do the overlay from Weed to Yreka on the old section of #5—this was surely needed and will be completed within the next week or so.

Dillingham Construction Corporation are moving back in on their two bridge jobs on the Klamath above Happy Camp. They are putting in the temporary bridge to get to the job site. American Bridge will be moving back in to finish the iron as soon as the water recedes enough to get the 3500 in to make the lifts. Both companies will be calling back a few Brothers in the near future.

Delzier pipelines are back in the rock trying to get started laying pipe. The big wheel trencher is sure taking a beating—time is

running short, so the Brothers on this job will be working some hours.

The Green Company have the crushing plant set up on the siding of the railroad and will be unloading within the next week or so—they are running about sixty days behind so this could develop into a nice long hour job.

CAT SKINNER TO BUSINESSMAN

Brother Troy "Pete" Wood extends an invitation to all the Brothers and his friends to visit him at his new place of business. "Pete" and his wife have taken over Pats' Cafe and Boat Launching Facilities at King Salmon. Pete has one of the finest boat launching facilities on the Bay and his wife will serve you some mighty fine home cooking, whether it be breakfast, lunch, a sandwich or a packed lunch to go. If Pete operates his business as efficiently as he does equipment, he won't have any problems, as he is one of the finest operators in the business.

Pats' place is easy to find, just take Highway 101 south of Eureka approximately three minutes from city limits. Take King Salmon Road cut-off and follow King Salmon Road as far as you can go—you're at Pats' Place and Pete will enjoy a cold beer or a game of pool with you.

Fresno Paving Company have their plant in production and are stockpiling for the hot plant—they will start laying base material by the time you read this article. This job is mostly asphalt paving on the runway inside the Army base at Herlong.

The "Out of Work" list as of May 15th is adequate for everything except Boxman and Finish Blademen—shortages may develop in six to eight weeks. Our work list has remained quite steady at the 350-400 level for several months due to some jobs finishing and others starting—so there's been very little net change.

REDDING BLOOD DONORS

—Once again we want to thank the many Brothers and their wives that turned out for the Annual Blood Drive. Willie and his wife Ruby Vardanega are still runners-up for the number of pints donated in the Redding area. The donors were:

John Amuchastague	Jeanette Kennedy
Bernice Austin	Geneva Lell
Joseph Ames	K. Mahoney
Lou Barnes	L. J. Michaels Sr.
Wm. A. Baumann	L. A. McCormick
Laurence Bland	Robert McDonald
Wilma Carson	James Melby
Ted Carson	Sid McBroome
Drue Ciulla	Marie Norris
John Ciulla Sr.	Orville Norris
John Ciulla Jr.	Jeanne Parrish
Fred Crandall	Walter Proebstel
Kenneth	Marcella Staffan
Cunningham	William Smith
Judy Cunningham	Ken Soder
John DeJong	John Steel
James Dennison	Michael Stephens
Robert Felsher	Billy Tims
Barbara Felsher	Willis Vardanega
Maudie Gregory	Ruby Vardanega
Jack Griner	Steven Ward
Lester Griffith	Barney Word
Chas. Harwick	Woodrow Wilson
Glen Hardwick	Bob Walker
Louis Kinas	William Tullis

It is with great sorrow we send our deepest sympathy to the family and many friends of our deceased Brother John Bateman—Brother Bateman passed away in April.

Summertime Jobs Needed

The cry of "School's Out!" in the summer of 1969 means that 13.4 million youths will be added to the summer labor force—400,000 more than last year, the Labor Department reports. Many youngsters will be unable to return to school this fall unless they succeed in finding summer jobs. A summer job can mean a better future.



MEET "MISTER GUY" the million dollar derrick built by the Guy F. Atkinson Company and now at work on the construction of the Humboldt Bay Bridge between Eureka and Samoa. The powerful

new derrick has a lifting capacity of 100 tons and sports a 240 foot boom in the picture above. Project manager for Atkinson is Hamilton "Ham" Smith.

Beauty's Bounty

Benbow Project's Vital Role

By RAY COOPER &
DANNY SENECHAL

Gibbon & Reed, Inc., Hughes & Ladd have completed their \$6 million, 2.6 mile Benbow project. Although the Division of Highways is primarily concerned with moving traffic in as safe and economical manner as possible, it is also experimenting with ways to make freeway designs as pleasing as the scenery. The chipped, wide piers of the bridge is an example of one technique used to beautify the freeway into Humboldt County.

The Benbow project will play an important role in the economic life of Humboldt as it makes contact with the larger metropolitan market areas and makes possible the increasing tourist traffic, so essential to the local economy. To meet the growing demands placed upon the freeway and highway system throughout Humboldt County, the Division of Highways is constantly repairing and adding to its already existing network. During the last year a total of 12.5 miles of freeway was completed in Humboldt County, while 54.2 miles of freeway have been completed during the last five years.

Morrison Knudsen Company, Inc. of Seattle submitted the low bid of \$383,093 for a storm damage restoration project on the Redwood Highway (US 101) between Sylva Dale and Myers Flat. The Division of Highways opened six bids for the work in Sacramento. The major work will consist of excavating and rebuilding the saturated roadway fills that slumped out of four locations.

Other work consists of stabilization trenches and horizontal

drain of water, the restoration of rock slope protection to keep the Eel River from cutting into the road prism, and placing new surfacing.

The freeway will have to be closed to all traffic during the excavation work. Traffic will use the Avenue of the Giants (old Route 101) as a detour during this time. The advertising time was shortened to two weeks and the working days allowed have been reduced so as to require double shifting by Mitch Humphries, Project Superintendent for the project. Mitch plans to work his crew on a six day, nine hour schedule.

Mercer Fraser Company of Eureka will supply the filler material, base rock and paving. Anderson Drilling Company of Petaluma has the drilling.

ROAD WORK SET ON HIGHWAY 36—The Division of Highways has advertised for bids on a storm damage repair project on Route 36 in Humboldt County.

Four severely damaged locations between the Van Duzen River Bridge, about six miles east of Carlotta, and Bridgeville are to be rebuilt. Drainage pipe extensions and rock slope protection will be placed. A detour can be built at one work site just west of Bridgeville, but that none will be available at the other spots, where traffic will be routed through construction operations with as little delay and inconvenience as possible. Forty-five working days have been allowed for completion of the work.

The California Highway Commission has allocated approximately \$150,000 from storm

damage repair funds for this project. Bids will be opened in Sacramento on June 11.

KIZER FIRM IN LOW BID IN 299 JOB—Ray Kizer Construction Company of Redding submitted the low bid of \$2,972,366 for construction of an additional 4.8 miles of new two-lane expressway on Route 299 from Circle Point, 2.2 miles east of Redwood Creek, to just east of Berry Summit.

Project completion in the fall of 1970 will eliminate the last substandard portion of road between US 101 north of Arcata and Willow Creek. Truck-passing lanes will be built throughout the project to provide adequately for slow-moving trucks using the highway. This portion of Route 299 is part of the Scenic Highway System and every effort will be made to enhance the natural beauty of the area. A vista point will be built to allow safe stops for a particularly magnificent view of Redwood Creek Canyon and surrounding wooded mountains. All cut slopes are to be seeded, and colored concrete will be used in ditches to blend them into the landscape. Project Superintendent Wes Jones plans to start out working five days per week nine hours a day, with an intent to go more.

The J. F. Shea Company will do the fencing while again the Mercer Fraser Company of Eureka will supply all aggregate and surfacing.

Jensen Drilling Company of Springfield, Oregon, who by the way is planning to move this operation to the Eureka area will take care of the horizontal drilling work.

Peninsula Looks At Big Year

By BILL RANEY and
DICK BELL

Well, June is busting out all over again for another year and with the month of June comes a flurry of activity in San Mateo County that means full employment for nearly every member of Local 3 in this area. All in all, it looks like a good year for the construction industry here.

Several of the freeway jobs are winding up with Piombo Co. stretch of #280 freeway through Millbrae, Burlingame and San Mateo opened for traffic around June 1st. Finish crews are still working on ramps and guardrails. This company has several other jobs going in the area which keeps quite a few of the Brothers busy.

L. C. Smith Co.'s stretch of #280 freeway through San Bruno got off to a flying start after a long winter lay-off. The dirt on this job is being moved for the most part by rubber tire scrapers with some long haul involved. This keeps the blade men real busy on the haul roads. Buzz Haskins Co. has a scraper spread on this project also so all in all the dirt is on the move in San Bruno.

Freeman Sondgroth Co. from down San Jose way have the grading on the new American Airlines complex at San Francisco International Airport. Peter Kiewit Co. is doing the pile-driving—one hundred ten-foot long concrete piling. Prodanovich Co. is doing some of the underground work on this project; Pisano Co. from San Jose is also doing some underground work here. Swinerton & Walberg is the prime contractor on the project and with so many sub contractors, it is impossible to keep track of them all. The pressure is really on for an early completion date on all the airline jobs at the airport.

United Airlines has four different building projects going at the present time. Carl Olson Co. is prime on the big repair hangar. Morrison-Knudsen Co. is prime on the engine testing building expansion. Lathrop Co. is prime on the most recent building for this airline and Johnson Mape Co. is prime on the Administration and Engineering Building. It would take a day or two to count the sub contractors on these jobs, so I won't attempt to list them. Walking through one of these buildings with the various crafts at work is something of a nightmare sensation, you have to step lively or get stepped on.

Oscar Holmes Co. is off and running on their job at the main entrance to the airport with Fisk, Firenze & McLean Co. doing the dirt moving on this project.

Fisk, Firenze & McLean and Fredrickson Watson Co., joint venture on Bayshore Freeway in South San Francisco, is quite a bit behind schedule due to lack of steel for the structures. This has been a tough project due to traffic conditions but thankfully there haven't been any serious accidents due to the traffic on this project.

Royal Coach Inn Co. from down Texas way has started their new motor-hotel job in San Mateo on the ground adjoining Unimart just off 19th Ave. This project will eventually have a 7 million dollar price tag. The first phase will be a 300 room complex with a future total of 1000 rooms. Piombo Co. is doing the grading on this job.

San Jose Launches

\$2.7 Million Plan To Speed Traffic

By BOB SKIDGEL, HARLEY
DAVIDSON, MIKE KRAYNICK
and DOUG FARLEY

San Jose tries to unsnarl traffic. Most projects are now moving at full speed trying to keep ahead of construction schedules. The \$2.7 million traffic - unsnarl project at Bird and Montgomery got off to a good start last week. Park Avenue is closed east of Montgomery to allow demolition of a bridge across Los Gatos Creek. A huge box culvert to carry the creek under the roadway is the first part of the project which will also see all utilities placed underground. A. J. Raisch Paving Co. and Dan Caputo Co. have the joint venture under a city contract which will keep many of our brothers busy until October, 1970.

Out in Campbell, the new 18 story "The Towers" office building is going up fast adjacent to Highway 17 and keeping a good number of our brothers busy. Visible from both Highways 17 and 280, "The Towers" will be a stunning building of anodized steel and tinted glass, due to be completed by the end of the year.

In downtown San Jose, the \$4.8 million office building at Second and Santa Clara is also well underway. This is a base-mentless structure with concrete skeleton, pre-cast concrete exterior, walls and concrete floors.

Granite Construction and Di-anchi Construction are doing well on their jobs on Highway 101 South of Gilroy.

Swinerton & Walberg Co. of San Francisco is well underway on the new research laboratory for I.B.M. at their big layout on Monterey Road. The two-story triangular structure will be enlarged facilities for the I.B.M. Research Division and is expected to be finished late next year.

Santa Cruz area is very busy at this time with the new contracts let at the University of California and the second phase on the Seascope job. Granite is doing the excavation work on this project.

Rocky Rockwell and Don Granger have a full crew at Ben Lomand on the P.C.A. project. West Ball is the master mechanic on this job and doing an outstanding job keeping the equipment going.

Jim Gaither has his hands full taking care of the Rob Roy Junction project. Full crew working at this time. Granite Construction Co. is low bidder on the small craft harbor in Monterey. Jerry Blair is the Foreman on this project. The bid went for \$411,687. Geyer Construction, Inc. is low bidder at \$636,000 on a 1,000 seat theater at Fort Ord. Marina Plumbing picked up a \$10,000 water main relocation at Moss Landing.

Granite is low bidder on two Monterey County jobs. One bid of \$20,175 is for installation of fencing and cattle guards at Lake San Antonio and the other contract went for \$24,613, removing track along the Pajaro River.

In the Salinas area, Granite was low on the Monterey County road job south of Salinas. Bid was \$170,000. Ed Buttler is working on his County Road job.

In Oakland Bay Area Rapid Transit District (BARTD) officials made no bones about it Monday, they want Santa Clara County and they want it badly. To impress Santa Clara County supervisors with how nice it would be to join their nearly \$1 billion rail network, BARTD hosts treated them to an extensive blue chip tour and nice lunch at Jack London Square here. "We

in BARTD need Santa Clara County. You need us," BARTD Director George Silliman of Newark told his guests. "It's only a matter of time before we extend service from Fremont (in Southern Alameda County) south into Santa Clara County," added B. R. Stokes, General Manager of the three-county, 75-mile rapid transit system. The visiting delegation—with a countryside, bus-oriented mass transit district bill of its own on Governor Ronald Reagan's desk—enjoyed the tour and lunch, but made no commitments. However, the ride north in a chartered Alameda - Contra Costa Transit District bus showed the supervisorial contingent the hazards of one of the best arguments for BARTD—the choked and blood-letting Nimitz Freeway.

The tour took supervisors and other Valley county and city officials to BARTD's super-modern design car mock-up and spacious San Leandro station, nearing completion. It took them to rapidly-progressing aerial and subway railroutes of the computerized network, a three-mile landscaped linear park under the BARTD line in Albany, and the gargantuan Lake Merritt station and control headquarters here. And lastly, supervisors got to go down under San Francisco Bay in the world's longest underwater transit tube—the BARTD route from the Contra Costa and Alameda Counties to San Francisco. This \$180 million project—financed by Bay Bridge tolls—was perhaps the most impressive of all to the touring guests.

Another major point of interest was the massive BARTD station and rail line project nestled into another enormous construction job, the East Bay's Grove-Shafter freeway. Pointing up how nice it would be for BARTD to continue from Fremont's Mowry Avenue terminus south to San Jose—per-

haps to one day loop the Bay through San Mateo County—the hosts noted the 25-mile segment from Fremont to North Oakland is scheduled for revenue service in late 1971. Transit bay service is set for 1972.

Although no commitment ultimately to join BARTD is promised, Santa Clara County officials said their mass transit district—if approved by Valley voters this September—would be compatible to future BARTD service.

Work seemed to progress at a renewed pace and BARTD officials appeared to have a new lease on life Monday, on the heels of the Legislature's approving bailing out their deficit-ridden agency with a half-cent sales tax boost in their three counties. This will raise \$150 million to finish the full 75-mile system which reaches to Concord, Richmond, deep into San Francisco as well as Fremont.

Voters in 1962 approved a \$792 million bond issue to pay for the basic rail network, supplemented by the \$180 million in bridge tolls for the Trans-Bay Tube. A BARTD guide said property taxes to redeem the bonds in the three-county service area ran an average of 50 cents per \$100 of assessed valuation last fiscal year. Stokes extolled proudly how 65 miles of the 75-mile system are either under construction or completed now. The link to Fremont is out to bid, he said, noting the extensive construction already in San Leandro. BARTD, he said, is eyeing possible ancillary lines in the area of the Oakland-Alameda County Coliseum and Sports Area to serve Oakland International Airport.

Stokes noted Santa Clara County is fortunate in that it has a chance to tie both its future mass transit and airport planning together. BARTD will have 37 stations, he said, some up in the

air and some underground. They will boast an automated ticketing system, escalators and a strong emphasis on architecture and aesthetics, Stokes boasted.

"We're going to have metropolitan Bay Area government eventually," said Silliman, who also predicted a metropolitan transit authority. "But before there's a metropolitan transit authority," Silliman said, "BARTD and Santa Clara County can sit down and reach agreement." Barriers between cities and counties are gone," Silliman, Newark's first mayor said. "We're very conscious of Santa Clara County."

Silliman indicated BARTD officials aren't at all pleased with San Mateo County's going its own way in mass transit. Silliman and Stokes called for a "balanced system" of highways and rapid transit, noting the Bay Area Transportation Study Commission called for expanding the BARTD system to some 280 miles.

Another BARTD official said the agency is about to award a \$59 million contract for building the first of the electric rail cars. BARTD has always boasted of "airplane-like" speed, he noted, and the contract is expected to go to an airplane manufacturer, Rohr Corp. of Chula Vista. The first 10 cars will be delivered in the summer of 1970, the officials said, and they will be tested through a \$7 million federal grant.

Service will begin with some 250 cars, he said, and an estimated 450 cars will be in operation by 1985. Fares are expected to run 2½ to 3 cents a mile, the official added. The lightweight trains are expected to travel up to 80 miles an hour, averaging operating speeds of 50 miles an hour. Each air-conditioned car will accommodate 72 passengers in upholstered seats, carpeted floors and wide, tinted windows—a far cry from the rugged, bare hardwood of New York's famous subway system. Monday's tour offered a study in contrast.

Alongside the new rapid transit station and line in San Leandro came Western Pacific's streamline, and California Zephyr—a train doomed if the railroads have their way before the Interstate Commerce Commission. BARTD routes pass crumbling depots of long lost railway passenger service, cut off many years ago. And it was a study in irony. Much of the BARTD Network travels over or near what was once the lines of the Key System, Southern Pacific "Red trains" and the Sacramento Northern—yesteryear's rapid transit.

Vallejo Report

By AARON SMITH
Business Representative

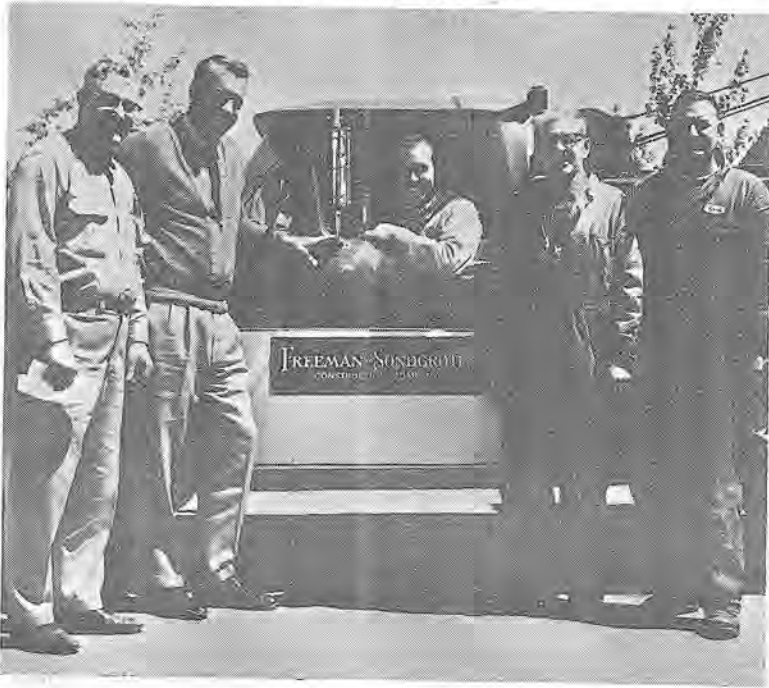
Guy F. Atkinson Company has opened two lanes of the new highway 80 for west bound traffic. By the time this goes to press they should have east and west traffic moved on the new section, then they will start on the other half of this job.

The building has picked up in Solano County. Ernest W. Hahn Inc. from Hayward has the K-Mart building in Fairfield, Fostmeier Construction Company a school in Fairfield and they also are building a new library in Vallejo. Dillingham Corporation has a big hangar to build at

See VALLEJO page 12



Shown at the Freeman-Sondgroth Company hot plant and mechanic shop at Mountain View are (top) Brothers Stan Bush, Norm Bunting (Steward) and Ted Johnson (Plant Engineer) l. to r. In the bottom picture are Brothers Anthony Goularte (Foreman), Business Representative Doug Farley, Bob Taylor (Steward), Pete Glade (Steward) and Merle Rock (Safetyman) l. to r.





Survey Notes

By MIKE WOMACK

PRIVATE - KEEP OUT!
NO SOLICITING!
NO TRESPASSING!
BEWARE OF DOG!

How many times have the brothers of Local 3, working in the various field survey classifications, encountered signs and warnings such as these? Probably too numerous to count. To cite one such recent experience, there was no warning and the Party Chief and Chainmen were arrested. Working as per instruction and running a simple profile down a property line they were seized by the local gendarmes. Pleading innocence as well as they could their words fell on deaf ears and they, along with maps and gear, were directed to the local bastille!

After accusations and charges were levied against our now subdued brothers, they were allowed their proverbial "phone call." As per loyal (and scared) employees, the call went to their employer. Much to their consternation, he couldn't be located for some time. After much hassling and haranguing by all parties involved, the charges were dropped as suddenly as they were filed, and our infamous crew was free to go. They were not given any reason why, but they didn't waste any time with foolish questions. They were headed home!

To the best of my knowledge it seems that there were some "higher" persons involved and they didn't want any unnecessary publicity.

Even though surveying is sometimes referred to as a romantic occupation, remember that it doesn't give you the right to trespass. If you have any doubts, consult with your employer before climbing that fence or jumping that ditch!

Several survey firms have recently joined the "fair list" by becoming signatory to the Tech. Eng. agreement. One is the firm of Engineering Associates located in Oakley, California. They started by requesting that a Party Chief and Chainman be dispatched from the Oakland Job Placement Center. L. Lassiter of Stockton had signed on the out of work list and was available. Brother Lassiter, along with many years of experience, has his California L. S. ticket and within the first month of employment he was invited to "hang

his ticket on the wall and join the firm. Everyone likes to hear success stories and we are wishing them well on their new joint venture.

Speaking of success stories, remember that on August 1, 1969 our new pay rates go into effect throughout Northern California and Northern Nevada for everyone working within the classifications of the Local 3 Tech. agreement.

Also make a mental note that in August you will be receiving your ballots for election of officers. For your sake, don't throw it on the mantle, mark it with your choice and mail it in immediately, if not sooner!

Bobo Co. Changes To Forde

By Al Hansen

The pendulum has finally swung, and the work picture looks very good.

Sorry to hear Bobo Construction Company is retiring from business - but we wish Fabian Bobo a very fast recovery. We will miss doing business with him. The company has been taken over by Bill Forde of E. A. Forde Company, so business will continue as usual. We wish Bill Forde lots of success in his new venture.

Elmer Freethy moving right along at his Corte Madera Creek project with a good sized crew when he doesn't have the College of Marin, hippies, agitators getting in his way!

Brown-Ely Company working, and very busy with three or four jobs going in the county at the present time.

Varwig started their job at Pleasant Valley, Unit #6 subdivision with about 1 month and 1/2 work.

A. Teichert & Sons started their subdivision jobs in Pelatuma off South McDowell Blvd.

Whitlow Hoffman & Albritton moving right along with quite a few jobs in the county. Also Carlos Gonzalez busy. These are civil

See SAN RAFAEL page 8

Work Is Full Bore In Utah

By ASTER WIHTAKER, JAY NEELEY, TOM BILLS, WAYNE LASSITER, DEL HOYT and KAY LEISHMAN

Work in northern Utah is going full blast. Our out-of-work list is real low and this is what we have been looking forward to these past few months.

Just to give a brief look at what is under way at this time:

In Ogden proper—Northwestern Engineering on Freeway, three shifts on crusher, two shifts on finish grade, 63 members working there. Oakland Construction Company, I.R.S. extension and David O'McKay Hospital, plus excavation for new Dee Hospital. Iverson Construction Company, Telephone building addition. They have kept several of our people at work the past three months. Poulsen Company, Weber State College addition. M. Morrin & Son, several Brothers working on freeway structures, etc. J. B. Parsons, Mountain Blvd. Freeway, Lithium Plant site and widen levees, 12th St. extension - approximately 35 members working on these jobs. Gibbons & Reed, a few small jobs in the Ogden area. Morrison-Knudsen Company have kept three to ten members working on S.P.R.R. fill all winter long.

Fife Construction Company, the Elwood-Tremonton Freeway and Woodruff Reservoir. There are 55 members working on these two jobs alone, plus several smaller jobs. Strong Construction has two shifts at Snowville Freeway with 24 to 30 members working.

Peter Kiewit & Sons have two jobs under way - the Henefer Freeway and Echo Interchange with 30 members working, and 21 members working for L. A. Young on the Antelope Island job.

The big question the brothers in the southern part of the state are asking is the job coming up just below St. George on I-15. This job will not be under Local #3 jurisdiction. The job is a 3.85-mile section of uncompleted I-15 just east of Littlefield, Arizona, through the rugged Virgin River Narrows.

Bids for grade, drain and structures on the final I-15 link between the Nevada-Arizona border and St. George were advertised on April 15. Bids will be opened in Phoenix June 6th.

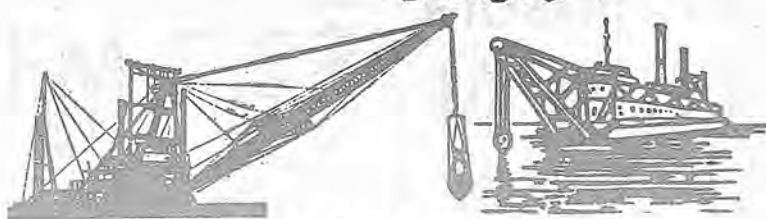
Estimated cost for the project is a whopping \$14 million, or well over \$3 million per mile. Highway officials say it may turn out to be the most expensive piece of interstate in the entire country on a per-mile basis. Plans call for five additional bridges that will be built in the final section. Two of them will be between 90 and 100 feet above the river. The other three will be about 65 ft. high. The longest will be 820 feet, the shortest, 270.

In addition to the bridges, there will be nine major channel changes of the river, the majority in solid limestone rock. Over 4 million cubic yards of rock must be excavated and moved. It will cost approximately \$1.6 million to protect the highway from unpredictable Virgin River floods.

The portion in Utah from south of St. George to the Arizona border is a graded and drained two-lane section. Two more lanes of highway will be built, along with bridges over the Santa Clara and Virgin Rivers, in ample time to meet the Arizona completion date. Bids for this work will be advertised in February 1970.

See UTAH col. 5 this page

Dredging



By GUY JONES

THIRD BID TO PORT \$35,000 HIGHER—It cost the Port of Oakland \$35,000 to seek bids for a third time on the same project, and in the end the winner seems to be the same.

The Umpqua River Navigation Co. of Reedsport, Ore., was the apparent low bidder for dredging and filling the last 35 acres of the port's 140-acre Seventh Street Marine Terminal. Umpqua's bid of \$2,029,000 was \$35,000 more than their previous low bid of \$1,994,000 of last April 21 when the project was bid the second time.

Bids were first sought by the port last August but were returned unopened to bidders when the port found it had not obtained a necessary fill permit from the U.S. District Corps of Engineers. Then in April, Umpqua came in lower than the \$2,142,000 bid of Great Lakes Dredge & Dock Co. of Portland, Ore., but Port attorney J. Kerwin Rooney advised the Port board of commissioners that, in his view, Umpqua's bid was illegal.

Rooney said an "affidavit of non-collusion" required on all bids was furnished by Umpqua, but bore the date of last August's first attempt at bids. Attorneys for Umpqua contested his opinion and wanted the issue submitted to Alameda County Superior Court for a declaratory judgment.

Rooney advised the board to throw out the bids and start again, and said this was a course recommended by attorney for the federal Economic Development Administration which has a \$10.1 million share in the \$33 million Seventh Street terminal.

Yesterday the third set of bids was received with Umpqua again the apparent low bidder, followed by Great Lakes Dredge at \$2,088,400; the joint bid of Manson Engineering & Construction Co. and General Construction Co. of Seattle, \$2,106,000, and Peter Kiewit & Sons Inc. of Richmond, \$2,241,000.

DREDGING BID IS ACCEPTED - Acceptance of a \$20,529 bid has opened the way today for dredging to start at three wharves, municipally owned. The firm of Healy-Tibbitts Co. submitted the lowest of three bids for the job.

Dredging will be to a depth of 32 feet at mean low tide and 100 feet out into the channel. The work will be at Parr-Richmond Terminal No. 1, foot of Garrard boulevard; Terminal No. 3, foot of S. Tenth Street and the wharf leased to Richfield Oil Co. across the Inner Harbor Channel from Terminal No. 3.

City officials said the area has not been dredged in the past three or four years. Funds for the removal of silt from the harbor bed had been budgeted by the City Council approximately 12 months ago.

BAY AREA JOBS - Kiewit Dredging were successful bidders on the Bethlehem Shipyard Job in San Francisco. This is a mud barge job and will be done with dredge, "Thelma."

West Coast Dredging were given additional work at the Marine World in Redwood City. This will keep the brothers working several weeks more.

Western Pacific Dredging have several months of work booked ahead. They have three crews working on the dredge, "Polhemus" and are working on the upper Sacramento River at this writing.

Smith Rice Dredging have a job at Point Molate. This is a dump barge job. They have just recently had two new mud barges built of 1,000 yard capacity.

Leslie Salt Dredging have moved their dredge, "Mallard" up to their salt flats in the Napa area and are working three shifts.

Olympian Dredging have been keeping several brothers busy up and down the Delta area. The crews work pretty steady year around.

Hydraulic Dredging equipment is tied up at their yard in Pittsburg at this writing.

Utah Dredging equipment is anchored in their yard in Stockton. We are certainly hoping they will come up soon with a big job.

Shellmaker Dredging are low on jobs at this time. They are repairing their equipment in their yard at Black Point on the Petaluma River.

SAND AND GRAVEL FIRM ORDERS FIRST U.S. PACECO-MOHR DREDGE - The Santa Clara Sand and Gravel Company, Sunol, Calif. has awarded Paceco a contract for the first Paceco-Mohr floating grab dredge for sand and gravel production in the United States.

This is the first to be built since Paceco was named exclusive U.S. licensee for the manufacture of the Mohr line of dredging systems originating in West Germany and in use in Western Europe for more than 60 years. It is scheduled for delivery late this year.

A luffing jib-type dredge for loading conveyors, the new dredge will have a maximum capacity ranging from 285 cubic yards per hour at a depth of 33 ft. to 160 cubic yards per hour at 132 ft. Because it will be equipped with an automatic control system, the dredge can, under normal conditions, be operated unattended, except for starting and stopping. Paceco has designed, fabricated and marketed dredges and dredge accessories since 1923.

Utah

(Continued from col. 3)

Jobs that have been let out on bids the past month in the southern part of the state are, H. E. Lowdermilk, Englewood, Colorado, low bidder at \$747,207 for building 4.3 miles of U-10 from Huntington Airport, northeasterly toward the Emery-Carbon County line.

Corn Construction Company, Grand Junction, Colorado, was low at \$707,083 for surfacing 25 miles of U-95 from Trachyte Junction, southeasterly 25 miles toward White Canyon in Garfield and in San Juan Counties.

For building three structures and surfacing .646 of a mile of I-15 from south Beaver, to and including the North Beaver Interchange, Nevada Rock and Sand Company, Las Vegas, Nevada, was low at \$769,559.

Strong Construction Company was low bidder at \$3,333,333 for building the Ferron Creek Dam in Emery County. The Dam is to be located four miles west of Ferron. It will be an earth fill structure 116 feet high and 4,400 feet long, impounding 18,000 acre-feet of water.

L. A. Young Company, Richfield, was low for laying the final surfacing on 9.8 miles of I-15 from the Washington-Iron County lines to Hamilton Fort.

JOB STEWARDS



Hugh M. Tarpey
Murray McCormack



Stephen A. Gilbert
Mark Thomas & Co., Inc.

SAFETY COMMITTEEMEN



Dan Nierhake
George Nolte



Robert W. Wells
Tahoe Paradise, Inc.



Dale E. Richardson
Tahoe Paradise, Inc.



James C. Burnett
Wm. Black & Assoc.



Ronald A. Bacon
Ruth & Going



Peter Kalthoff
S.R.E. & Assoc.

San Rafael Report

Continued from page 7
engineering firms. Site Engineering also moving right along.

Robert Mulloy Company coming right along steady with a very big crew. This is the Quail Hill job they are doing for A. Teichert & Sons.

Larry Aksland from Manteca pushing right along on their job at Hamilton Field. Things are rolling right along.

Robert Bros. with a few days work at Hamilton Field, picking up where they left off last winter, so Brown-Ely Company can come in and do all their finish grading.

Madsen Construction started up again in Novato to try and finish their job at Novato Blvd.

Pacific Excavators also started up again on the job they had started last winter. This job is at Tiburon and should last for a couple of more months.

Merz Brothers also starting up after a very bad winter, and getting all their men out to work.

Chilotti Brothers—scattered all over the county keeping lots of the Brothers working.

Maggiore-Chilotti also picking up a few jobs here and there.

G. W. Keller & Sons doing a few little jobs up at San Marin in Novato.

McLellan Company also very busy and should keep going until the next rains.

FREEWAY WIDENING IS 25 Per Cent Done — Highway 101 widening project in San Rafael is expected to be completed late this year or early next year. The job to widen the freeway from four to six lanes for a two-mile stretch from Third Street to North San Pedro Road is 25 per cent complete. In addition to the highway widening, a collector road is being constructed from Third Street to Mission Avenue, a pedestrian overcrossing will be built

near Coleman School and improvements are being made to the North San Pedro Road interchange. The job of constructing a southbound viaduct in San Rafael is tentatively scheduled to go to bid June 11th, with \$3.2 million budgeted for the project. Two years will be required to complete the contract for the viaduct which together with other projects under way will greatly ease the congestion now occurring on Highway 101 through San Rafael. When completed the new viaduct, built for four lanes, will be used for three southbound lanes of traffic while the existing viaduct will carry three northbound lanes.

On Shoreline Highway projects, \$49,000 has been budgeted for safety modifications a half mile east of Muir Woods, cutting back of curves and installation of a guard rail for a half-mile stretch. Bids are scheduled to be opened on widening of Shoreline Highway and installation of a half mile guard rails about a mile south of Stinson Beach. Additional work along the route will include widening and constructing left turn storage lanes at Panoramic Highway and the main entrance to Stinson Beach State Park.

Work is nearing completion on the \$138,000 project to construct a bridge and approach across Novato Creek on Novato Boulevard, two miles west of Highway 101. Manson Construction is doing this work.

Soiland Company—with lots of jobs all over the area—San Rafael, Sonoma.

Working Early

About 200,000 secondary school students are involved in cooperative arrangements with industry, working on jobs on a released-time basis, according to Secretary of Labor George P. Shultz.

Norris Casey's Crew

Details Oakland Progress

By BOB MAYFIELD

Eastern Contra Costa County

NEW STAUFFER CHEMICAL PLANT IN FULL SWING

—This Martinez Plant is one very busy four acre plot as Winston Bros. have a good crew diligently working to complete the plant on schedule. There is also a host of sub-contractors helping to complete according to schedule, some of which include Chicago Bridge & Iron, Winton Jones, Flour Co., and the American Bridge Co. This job should provide steady employment for the good Brothers until around the first of the year.

Dirt spreads still constitute the major portion of Engineers employed in this county. This is witnessed by large spreads being run in the Antioch area by the Lou Roberts Construction Co. and Al Seeno Company, both of whom are building large housing tracts and doing the related street work. Martin Bros. of Concord also is busy with a nice housing tract plus a \$400,000 street widening and pipeline which will greatly improve the Ygnacio Valley Road of Concord. This Company maintains a good sized crew of maintenance people the year round, one of which is a very able shop steward, Pat Jones.

Large additions and improvements to Diablo Valley College in Pleasant Hill are being done by M.G.M. Construction and Eugene Alves. M.G.M. has around \$500,000 in underground work and water systems and Alves has excavation, paving and the placing of artificial grass for a new football field. This grass will be something different from the usual and may prove to be what will be on all types of ball fields to be built in the future. This turf will be quite similar to that which presently exists in the astrodome in Houston, Texas. It never needs watering, mowing, and never wears out. Sounds like a good idea for every back yard including my own.

The Antioch-Pittsburg area seems to be a hot area for the near future as well as the present. Several jobs are presently in full swing as previously mentioned and several more are imminent for the near future. A great many Local 3 Operating Engineers spend much of their off job hours in their homes which in many cases happen to be mobile home and trailer houses. Mobile home space in this end of Contra Costa County are scarce as hen's teeth as everyone who has tried to find one in this area is well aware of. However, this situation should be remedied in the near future as no less than three large trailer parks are now being installed and a fourth large one is due to be let right away.

By JERRY ALLGOOD

Southern Alameda County

Bids on a project designed to ease some bends in the rugged Mines Road southeast of Livermore will be opened for the board of supervisors on July 3. Estimated cost of the 8-mile improvement is \$120,000. An additional \$6,000 in preliminary work (fence removal, etc.) will be done by county forces.

Work will consist of widening, straightening and surfacing the roadway to provide for increased sight distance at 15 separate locations on the narrow, winding road, according to Public Works Director Herbert Crowle. Work will start next month and should be complete by the end of the year, Crowle said.

The board also set July 3 for opening bids on an estimated \$68,000 worth of work on approximately 3.7 miles of county roads

in Eden, Murray and Pleasanton townships.

Streets to be improved in Eden Township include 150th Avenue, four hundredths of a mile from the San Leandro city limits eastward; Hesperian Boulevard, from Bolero Avenue to the Hayward city limit; Cull Canyon Road, for seven tenths of a mile north of Heyer Avenue.

In Murray Township, Greenville Road for 1.45 miles north of East Avenue.

In Pleasanton Township, Calaveras Road, for 1.35 miles south of the Highway 680 off-ramp.

Some 25 Livermore residents are setting about to prove that something major, like the construction of a three-acre arena for the city, can be accomplished at no cost to the taxpayers. Rather than add another \$10,000 to the already staggering tax burden, the men are donating their time, energy and an estimated \$2 million worth of construction equipment to the ambitious project.

Two graders, two water trucks and 15 gravel trucks were among those vital construction tools contributed by the vehicles' private owners.

Among those individuals who are involved in coordinating the project are: Norm Terguson, Edward Cardoza, Kirk McGowan, Leon Kirby and Jerry Allgood, business representative for the Operating Engineers Local Union No. 3.

Work on the arena, which will eventually include corrals, bleachers, and holding pens, began last week. Despite the fact that there are no legal, contractual or economic ties binding the workers to any schedule, the project should near completion by July.

By ALEX CELLINI

Quarries, Equipment Dealers, Plants and Scrapyards

Rock, Sand and Gravel in Southern Alameda County is once again on the move. P.C.A. Eliot plant in Pleasanton is making Ballast material for B.A.R.T. to the tune of about 180,000 tons which will go to the Dravo project from Decoto Road in Union City to Oakland.

Santa Clara Sand and Gravel in Sunol is putting out about 4,000 tons of material a day, not bad for a small family operation. They are supplying Freeman-Sondgroth and Oliver DeSilva project on new highway #680 with back fill material. Also making base rock for J & M Construction and Oliver DeSilva in housing tracts in Milpitas.

Equipment Dealers are still on the move. Peterson Tractor Brothers have been working some overtime in all departments.

Machinery Distribution Company has been keeping its field and

shop crew busy. And being right next door to WABCO, the parts department Brothers are busy there.

There is also a new equipment dealer in the Oakland area servicing northern California. Crook Company has the Bucyrus-Erie cranes and shovels and also Rex chainbelt equipment and Rex pactor; they are keeping a few Brothers busy in the service and parts department.

Pacific States Steel and the American Forge Brothers are busy.

E. J. Lavino Brothers are doing well and getting some overtime.

The Scrap Iron industry is still on the move in the Oakland area.

By DON LUBA

Oakland-San Leandro Area

The Oakland-San Leandro area is bristling with activity at this time. The Peralta School District has approximately 36 million dollars worth of work in progress. This work is made up of a combination of three colleges now under construction, consisting of: Laney, 20 million dollars; Merritt, 10 million dollars; and Alameda, 6 million dollars. Robert McKee of South San Francisco is doing the Laney and Merritt colleges, while McDonald & Nelson of Oakland are doing the Alameda job.

Pomeroy-Gerwick are nearing completion of the middle harbor job for Sea Train Lines. Houben Industries, Inc., of Los Angeles are setting up the ship loading cranes. This job has been performed in a very efficient and rapid manner by the Brother Engineers.

Guy F. Atkinson still running a 10 hour shift on their rubber tire spread at the Temescal job. They are finally down to some real hard rock in the pit, giving both men and machines a real workout.

Gallagher & Burk moving along very nicely on the Keller Avenue job.

Independent Construction of Oakland have started their dirt moving job on the San Leandro Reservoir. Hiems Brothers of Martinez did the clearing.

By TOM CARTER

Richmond-Berkeley Area

Frank Fries, Superintendent in charge of all field work for Gordon H. Ball, Inc., and Al Louhr, Project Superintendent, have extended their appreciation to the more than 50 Operating Engineers and Local 3 for their skill and cooperation shown recently when a six lane detour had to be built around the slide area that closed Highway #80 in Pinole. The complete job was finished in six days, enabling the Highway Department to reopen this main freeway between San Francisco and Sacramento re-

See MORE OAKLAND page 9



J. B. Jennings and Fran Walker

JOB STEWARDS APPOINTED

Week Ending May 23, 1969			Week Ending June 6, 1969		
Dist.	Name	Agent	Dist.	Name	Agent
9	Anthony Buffalo	Mike Kraynick	10	F. D. Deuel	Bob Wagnon
9	Paul G. Messa	Mike Kraynick	1C	L. S. Hawks	Aaron Smith
2	Daniel Alameda	Mike Womack	10	Lee Strode	Bob Wagnon
1	Marion Monn	Ron Reiches	10	James McDannald	Bob Wagnon
1C	Jim Bean	Aaron Smith	10	Jack Short	Bob Wagnon
1D	James D. Daffron	Bert Nakano			
4	Herman Parker	Ray Cooper			
6	Bert Hinshaw	W. Bert Sample			
6	Thomas Rich	W. Bert Sample			
6	Edward Dick	W. Bert Sample			
6	W. W. Drendel	W. Bert Sample			
12	Noel J. Page	T. E. Bills			

Week Ending May 30, 1969			Week Ending June 13, 1969		
Dist.	Name	Agent	Dist.	Name	Agent
1E	Peter K. Pahio	Tom Sapp	1	Jim Johnston	B. Reiches
6	Gene Hill	W. Bert Sample	1A	Billy E. Wilhelm	A. Hansen
6	Lonnie Wheeler	John E. Smith	1A	Wallace Wicklander	A. Hansen
8	Allyn Green	A. V. Dalton	1A	Calvin Hall	A. Hansen
11	John Feour	Joe Hamernick	1B	Richard Hutchings	B. Raney
5	John Merrell	Bill Relford	6	Zelma A. Harris	J. Smith
5	Gene Estep	Bill Relford	6	Barbara JoAnne McCarty	J. Smith
2	Thos. L. Cartwright	Mike Womack	12	Charles Taylor	I. Neeley
2	Harry Hoad	R. E. Mayfield	12	C. B. Hager	W. Lassiter
2	Walter Matschowsky	Mike Womack	12	Hal Memmott	K. Leshman
2	Leonard Miller	Don Luba	12	Mavin Mills	I. Neeley
2	Joe Wendell	R. E. Mayfield	3	Vern DeLack	Al McNamara
3	Beauford Roots	Al McNamara	5	Jep Cole	Bill Relford
3	Willard Klise	Mike Kraynick			
9	Len R. Benson	Mike Kraynick			

SAFETY COMMITTEEMEN APPOINTED

Week Ending May 23, 1969			Week Ending June 6, 1969		
Dist.	Name	Agent	Dist.	Name	Agent
1C	John Chastain	Aaron Smith	1C	Richard Wertz	Aaron S. Smith
4	Carl Walden	Ray Cooper	11	Charles Crane	Joe Hamernick
4	William Lund	Ray Cooper			
4	Marcus Yardley	Ray Cooper			
4	Willie Epperson	Bert Sample			
6	Don McCullough	Bert Sample			
6	Cy Shepard	Bert Sample			

Week Ending May 30, 1969			Week Ending June 13, 1969		
Dist.	Name	Agent	Dist.	Name	Agent
2	Paul V. Ford	Mike Womack	1A	Winfred Walker	Al Hansen
2	Howard A. Kavrin	Mike Womack	1A	James B. Hardin	Al Hansen
5	Bob Daniels	B. Relford	1B	Russell McGrew	E. R. Bell

Week Ending June 6, 1969			Week Ending June 20, 1969		
Dist.	Name	Agent	Dist.	Name	Agent
4	John E. Campbell	Ray Cooper	2	Leon Struble	Jerry Allgood
4	Tom Boze	Bert Sample	2	Gerald Rita	Jerry Allgood
4	James C. Jordan	A. V. Dalton	2	Waldo Ogan	Jerry Allgood
10	John Chandler	Bob Wagnon	2	Floyd Johns	Tom Carter
10	Charles Fleming	Bob Wagnon	2	Robert Caswell	R. E. Mayfield
11	Wilbert D. Snodgrass	J. Hamernick	6	Stephen B. Church	J. E. Smith
2	W. B. Barry	Robert E. Mayfield	6	George Genise	Bert Sample
2	Charles Wingo	Al McNamara		Harry O. Brown	J. Hamernick
9	Dale Nickell	Mike Kraynick			
9	Bill Hamblen	Mike Kraynick			



Brother Bob "Smooth" Lynch displays his 15-pound 2-ounce Channel Cat hooked at Soda Bay, Clear Lake where he has fished for 22 years. He is also a 22-year member of Local 3.

Credit Union

Sets New Records

By JAMES "RED" IVY
Credit Union Treasurer

Enthusiastic support of the Credit Union by the membership of the Operating Engineers Local Union No. 3 is evidenced by the constant increase in the number of members using the Credit Union both as an investment for their savings and for assistance in their financing requirements.

The latest payoff of Vacation-Holiday Pay in January of this year saw a record 10,875 members working under Northern California Construction Agreements, allow over two and one quarter million dollars to transfer to their respective share accounts. This swelled the total membership share holdings to almost five million dollars. Although we have had a relatively hard winter, making it necessary for many of the Brothers to make withdrawals, we are pleased to report that over four-fifths of these shares are still on deposit.

During the month of May, the Credit Committee approved a record \$357,000 in new loans to members. This brought the total loans approved during the first five months of 1969 to over one and one-half million dollars. This compares with two and two-tenths million dollars loaned during the entire year of 1968.

A Demonstration of Loyalty

We have another record of which we are equally proud. And when we say "We are proud," in this particular instance, we do not mean to imply that we are proud of our achievements as managers or financiers, we are proud of the members of the Operating Engineers Local Union No. 3 and particularly those who have found it necessary or provident to borrow from their Credit Union.

At the end of May, in spite of a hard winter and with work just starting to open up, our delinquent loan accounts made an all-time low of just over three-quarters of one percent of total loans outstanding. This is substantially below the National Average for Banks, Credit Unions and other financing institutions.

This is a remarkable demonstration of loyalty typical of the members of Local 3 of which we can all be proud.

I am sure that Business Manager Al Clem and the other Officers and Board Members of Local 3 were confident the members would respond in this manner before they took the initial steps to form the Credit Union.

There were some people both within and without the Local Union who did not share this confidence in the Membership, and it is gratifying, to say the least, to see the wisdom of the Management of our Organization confirmed.

Vacation-Holiday Pay Plan Helps

The Vacation-Holiday Pay Plan has contributed more than a small part toward the achievement of these records. This plan provides what is probably the most practical approach there is to a payroll savings plan for members employed under Construction Agreements.

Members taking advantage of this "Vehicle of Convenience" to accumulate a reserve fund have found it very helpful in meeting their commitments to their Credit Union, paying their Union Dues as well as meeting their other obligations during the slack season.

Don't forget, these funds while on deposit with the Credit Union, earn both dividends and *life insurance* that would in most instances equal the value of the member's shares (savings) up to \$2,000.00.

Money Still Available for Loans

Regardless of the "Tight Money" situation you hear so much about these days, the Credit Union still has money available for loans. Credit Union loans have the advantage of low interest rates *plus* Credit Life and Total and Permanent Disability Insurance on all insurable borrowers *at no additional cost*.

We do not believe that any other lender can even come close to matching the Credit Union's interest rates in today's money market. We invite your comparison.

With the end of the model year season approaching, we have numerous auto dealers that have contacted the Credit Union offering substantial discounts to our members. Information on these dealers can be obtained through your District Office.

We are negotiating with various Insurance Companies for a group automobile insurance plan for members financing their vehicles with the Credit Union. We will release information on this as soon as it is available.

We remind you, the Credit Union is YOUR organization. Use it to your advantage.

LATE FLASH!

Executive Board OKs Group Auto Insurance

Group Automobile Insurance will be available August 1 to Credit Union members financing their cars through the Credit Union. The Union's Executive Board authorized installation of the program at its June 22 meeting. Savings approximating 20% are anticipated. The Group Auto Plan

will be underwritten by Premier Insurance Company of Transamerica Corporation, and will be administered by Sitco, a California Corporation specializing in Union benefit plans. To find out how much money the Union's Group Auto Plan can save you, call (415) 452-3058.

More Oakland

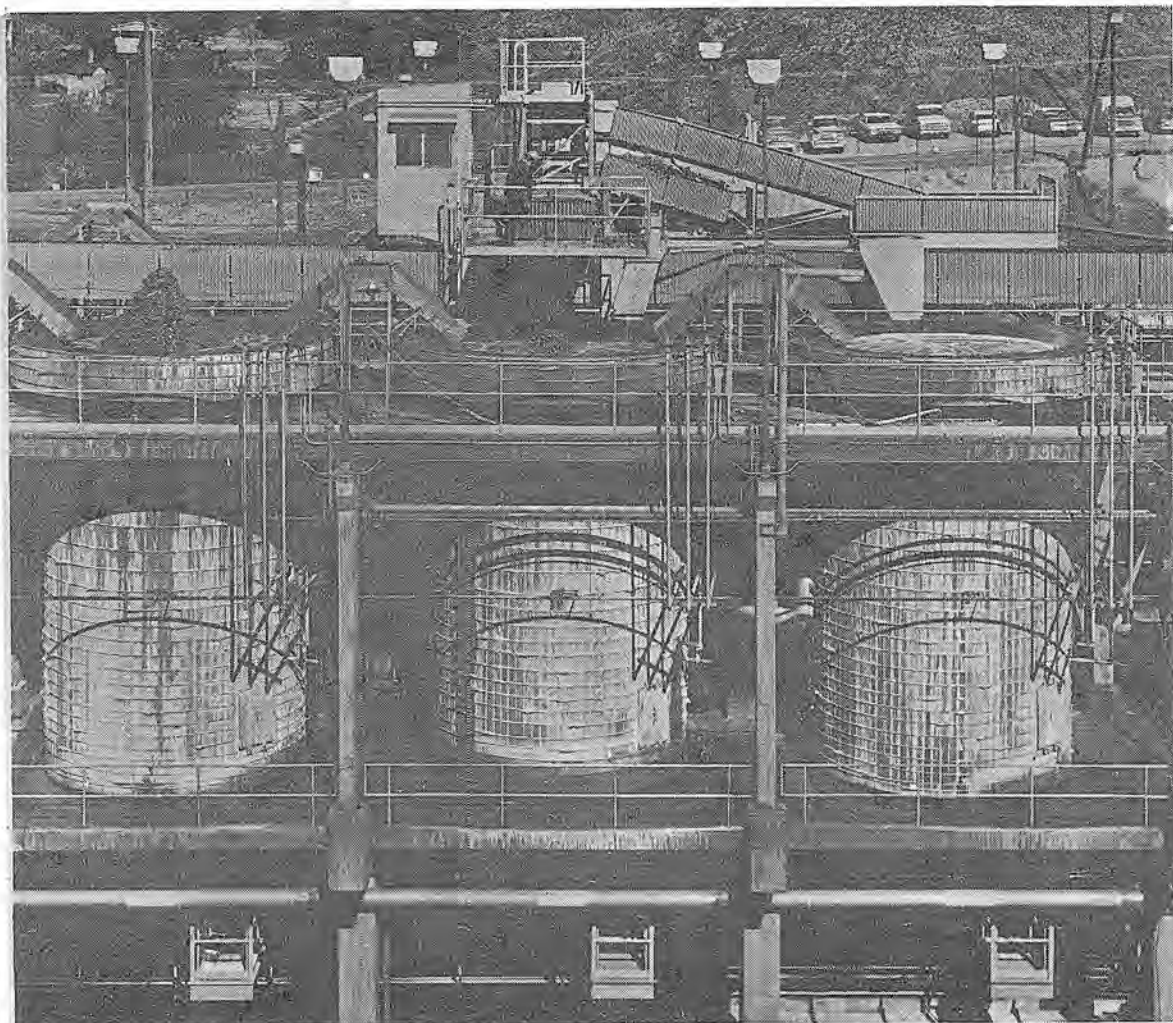
(Continued from page 8)

lieving many traffic problems on the local streets and highways.

Several records were made on the job for moving dirt, laying rock and paving. In three days they moved 110,000 yards of dirt to make the fill. Seventeen thousand tons of rock were hauled in to make the finish grade. Twelve thousand tons of asphalt were required to complete the detour and were placed at the rate of 640

tons per hour. The asphalt was hauled from three plants in the area: Quarry Products at Point Richmond, Concord Asphalt Co. and Berkeley Ready Mix.

Bechtel Corp. has started their 60,000 dollar job at Union Oil Refinery at Rodeo. At this time they are working on some foundation and preliminary engineering work. Winton Jones has a large crew of Engineers and equipment working on the excavation and site grading for this unit.



CONE PRECIPITATOR, the heart of an entirely new copper leaching concept is now making it possible to average some 400,000 pounds a day as against the old methods which produced about 150,000 pounds a day. Above side view shows

two of the cone modules, each of which has 13 cone units. Each of the 26 cones can process copper-bearing solutions on a continuous basis, discharging copper precipitate slurry at predetermined intervals.

Technical Report

Copper Leaching Breakthrough

By ASTER WHITAKER, JAY NEELEY, TOM BILLS, WAYNE LASSITER, DEL HOYT and KAY LEISHMAN

DISSOLVE AND CAPTURE—Millions of tons of "waste" material covers canyons, ravines and hillsides around the Utah mine at Kennecott Copper Corporation—material too low in copper content to be milled profitably. It contains an average of fifteen-hundredths of one percent copper—an insignificant proportion, yet in aggregate an astounding potential.

How to get that almost infinitesimal proportion of copper out of old mine dumps—economically and in quantity—has piqued miners' imagination for years.

Recovery of copper by leaching and precipitation has been practiced at Bingham Canyon since early days of the mining camp, with numerous "tin can" plants springing up along various mine drainages. In the early 1920s, the Ohio Copper Co., which operated underground in what is now the Utah mine's east side, used launder precipitation plants in its workings to recover copper from mine waters.

The first Utah Copper plant of any significance was about three miles up the canyon, on the hillside east of the town of Bingham. However, space considerations prompted relocation of the operation to Lead Mine at the canyon's mouth in 1928.

The old Lead Mine plant, recently phased out as the adjacent new precipitate plant took over, contained four parallel concrete troughs or launders 960 feet long on a slight grade—similar to most plants in the copper industry, wherein scrap iron material is charged into open launders and copper-bearing solutions flow through by gravity.

The theory of copper precipitation has been known possibly for centuries, but it has taken modern scientific procedures to make a significant inroad into its potential. It was known long ago that when sulfide copper ore lies exposed to the elements it oxidizes and the copper becomes dissolvable in water. Thereafter, for many years reliance lay entirely on "meteoric waters"—snow and rain. Such waters, after filtering through the dumps and bearing a small amount of dissolved copper, were run through iron scrap—usually tin cans—and it was found that metallic iron literally traded places in the solution with metallic copper. CuSO_4 (copper sulfate solution) suddenly became FeSO_4 (iron sulfate solution).

Then it was found that certain additives in the water, including sulfuric acid, hastened leaching and more effectively picked up copper particles from the waste rock. Thus was born the idea of conditioning and recirculating tailing solutions for copper precipitation. This practice began at Utah Copper Co. in 1942—the beginning of the systematic leaching of waste dump material.

By 1962 five pumping systems had been installed, recirculating some 10 to 12 million gallons per day of tailing solutions and makeup water to various dumps.

As the leaching operating expanded, a greater and greater burden was placed on the launder plant and its limited iron-handling systems. In 1963, the plant was converted to an open-air operation, without walls or roof, allowing introduction of equipment capable of moving iron into the plant in much greater volume than could be handled by the old method.

Originally the launder operation was enclosed in what reputedly was the world's longest unpartitioned building, and scrap iron was hauled from a storage area to the launders by small monorail cranes. Copper bearing solutions flowed through the launders by gravity.

On a scheduled basis, the water was diverted from each launder and the copper precipitate was washed into settling tanks adjacent to the launders. After dewatering, the precipitate containing about 75% copper was loaded into open gondola cars and shipped to the smelter.

After introduction of bulk handling equipment to distribute scrap iron, the old precipitation plant achieved production of approximately 150,000 pounds of copper a day. The new precipitate plant increased copper production in precipitates to 400,000 pounds per day.

Heart of the present precipitate plant is the cone precipitator, an entirely new concept developed by Kennecott personnel. In the typical gravity flow operation, the slow water movement allows a build-up of precipitate copper on the charge of scrap iron, gradually reducing effectiveness.

In the cone, the copper-bearing solutions are introduced under pressure into a bed of shredded iron through a series of jets. The resulting water action maintains clean iron surfaces, actually increasing the copper-iron reaction rate. In this way, the solution retention time is reduced, along with the iron consumption factor, while a better grade of copper precipitate is produced.

A second major innovation is included in the new plant—the dewatering of the precipitate product to 15% moisture. This was necessary to facilitate "green feed" to the modernized smelter reverberatory furnaces. As a result of an extensive testing program, during which many types of drying and dewatering equipment were tested, recessed plate filter presses, using compressed air as the drying medium, were selected to perform this operation.

The new plant consists of two cone modules, each housing 13 cone units. The modules can be operated either in series or parallel, depending on the volume of incoming solutions and the desired solution tailing grade. Each of the 26 cones is designed to process copper-bearing solutions on a continuous basis, discharging a copper precipitate slurry at present intervals into a surge-mixing tank.

Precipitate slurry is pumped from the tank to filter presses for dewatering and drying, then the precipitate material is conveyed to a loading and storage building where weighing, sampling and loading take place.

\$3 Million Yuba City Freeway Start

By HAROLD HUSTON, Auditor and District Representative

\$3 MILLION FREEWAY TO START NORTH OF YUBA CITY—We are happy to report this month many jobs are starting up and the dispatcher is busy filling the job orders placed by the employers. Most of you have waited patiently for work to open up, while the weather played games with us. Again, we ask you—please be available when the dispatcher calls you or leave word where he can get in touch with you.

We do not want anyone to miss a job — The Marysville District No. 6 Blood Bank is getting low due to the fact so many of the brothers and their families have had to use it recently. May we make a plea to all of you to please contact us at the Marysville Office and we will tell you how, when and where you can give a pint of blood. A hearty thanks to all who have given blood and who are still giving blood. This is one of many important benefits your local union has in operation for you. Please take advantage of this.

Student Career Day — Mr. Gail Kaufman, Head Counselor of the Las Plumas High School at Oroville called me and requested that I speak to the students about the Operating Engineers Local Union No. 3 at their scheduled "Career Day" on May 7th. For the benefit of you who do not know what Career Day is, it is a day set aside once a year where the school invites special speakers to the school to speak to the students about various professions. This year representatives from twenty-six different professions participated. The students choose the class they wish to attend. We were happy to see the tremendous enthusiasm shown by the large group of boys and girls who attended the two classes. We are always proud to tell about our local union and the outstanding job our Business Manager and International Vice President Brother Al Clem has done. Mr. Kaufman has requested this be an annual engagement to which we have agreed. We have also had the opportunity to speak to the students at Marysville High School. Also, next month I have been requested to speak to the officers of Beale Air Force Base.

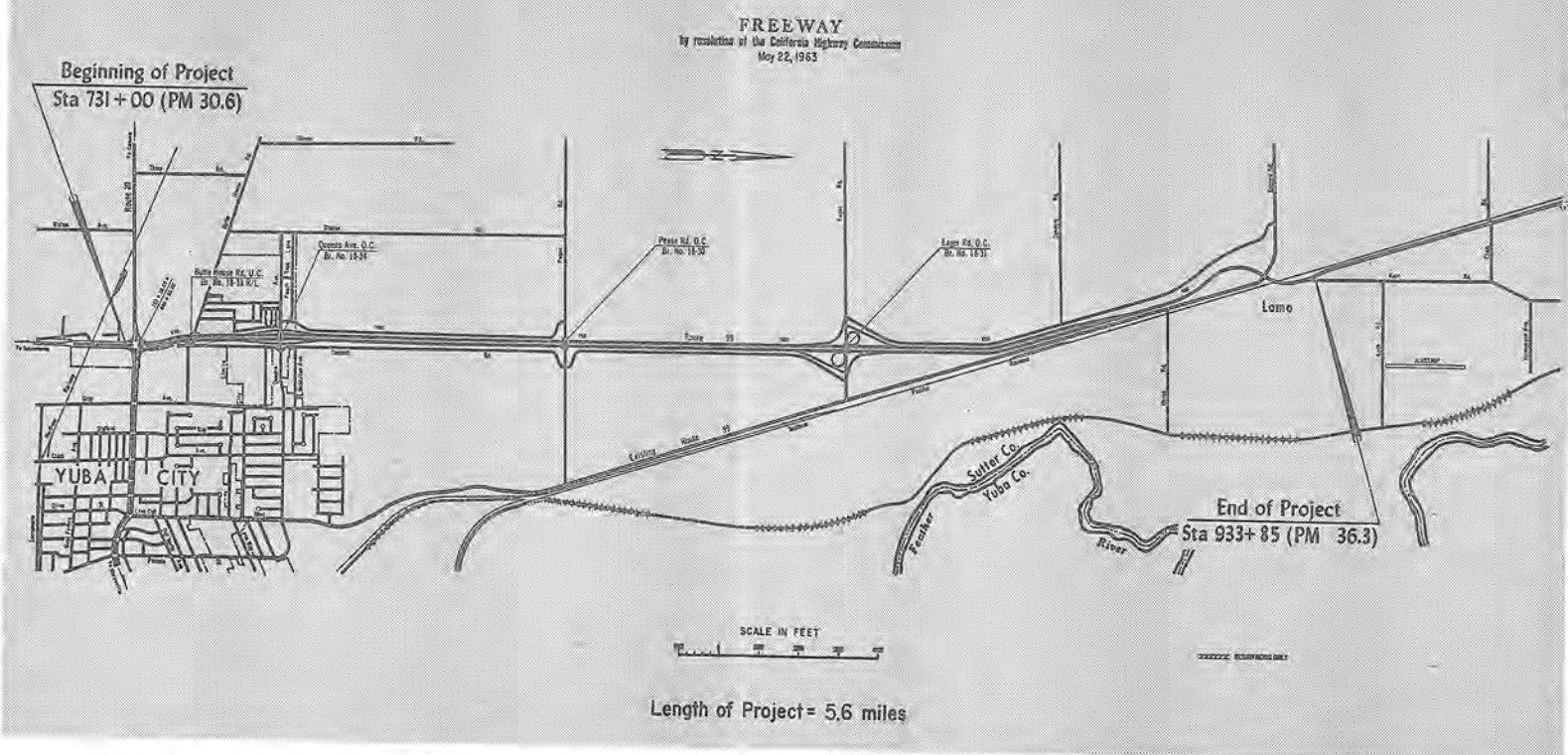
After speaking at Las Plumas High School I received the following letter from Mr. Kauffman:

Dear Mr. Huston: May I take this opportunity to thank you, once again, for your enthusiastic and excellent participation in our recent Career Day. We have had many favorable comments from students and we feel sure the program was worthwhile, educationally. Students seem to realize the value of learning about a particular vocation or career from someone who is intimately associated with it.

We plan to have another such event next year and hope that you can again be with us. Thank you again for your help. Yours truly, G. F. Kauffman, Head Counselor, Las Plumas High School.

Freeway to Start North of Yuba City — Baldwin Contracting Co., Inc., of Marysville and Merrill L. Dubach of Davis, a joint venture, submitted the low offer of \$3,173,047.10 for the construction of Onstott Freeway on a new alignment north from Colusa Highway in Yuba City. We held a pre-job with these employers on May 8th and work will get underway immediately. Sub-contractors on this job are Triangle Engineering doing the clearing, Gordon H. Ball doing some of the paving, Lund Construction Company doing the storm drain work and Lew Jones the structures.

In Sutter County between Colusa Avenue near Yuba City and 0.2 mile north of Southern Pacific Railroad Crossing, about 3.5 miles south of Live Oak



PROJECTION SKETCH above is of the new freeway start in Sutter County between Colusa Avenue near Yuba City and 0.2 mile north of Southern Pacific Railroad Crossing and about 3.5 miles south of

Other bidders were: A. Teichert and Son Inc. of Sacramento, \$3,478,848; Perini Corp. of San Francisco, \$3,597,250; and H. Earl Parker of Marysville and Thomas Construction Co. of Fresno, a joint venture, \$3,625,661.60.

The 5.6 mile section north is the first phase of a freeway which will run from Yuba City north into Butte County bypassing Live Oak on the west and Gridley on the east. Traffic is expected to be using the new route from Yuba City to Lomo Crossing by late summer 1970. The highway is expected to relieve congestion on part of the two-lane Live Oak Highway from Yuba City to Live Oak.

Major interchanges will be constructed at Queens Avenue and Eager Road. Butte House Road will go under the freeway and Pease Road will go over it. The highway will be depressed below ground level for about a mile beginning just south of Queens Avenue. The new alignment at Lomo Crossing will eliminate "death curve," the turn where the present highway crosses the Southern Pacific railroad tracks. A new crossing will be constructed at grade pending completion of the freeway to the north at some later date.

New automatic gates and advance warning signs will be installed on the highway, whose design was supervised by Marvin Dahlberg of Yuba City. This job will use about thirty-five of our Brothers and should be completed in December 1970.

New Yuba City Plant in Operation — Yuba City still has a few problems with its new \$3.25 million water treatment plant, but it is pumping treated water from the Feather River into Yuba City homes now. During the first day of fresh water delivery the city ran into trouble with the gauge on the tank over the Yuba City-Sutter County Chamber of Commerce building and flooded the chamber office floors.

The gauge at the treatment plant should be fixed now, eliminating the overflowing onto the chamber roof. The chamber manager said he first thought the overflow was a torrential downpour, but quickly realized the problem when he saw sunshine through the front door. The tank first overflowed about 12:30 p.m. and overflowed again about 2:00 p.m.

while workmen were attempting to repair the system at the treatment plant. The tank over the chamber building is the control tank for pressure in the city water system.

The Public Works Supervisor estimated that as much as 2,000 gallons of water spilled over the top of the tank. The gauge allowed water to fill beyond the top of an overflow valve on the tank and flow out through a gate at the very top of the tank. Water flooded around the outside walls of the chamber office and seeped up into the office through the foundation. It flooded the floor with as much as two inches of water, which flowed out the front door. Other than that little problem, the city has had no calls of complaint about the new water being pumped into the system by the treatment plant. The city water service previously was from wells which provided low quality water in comparison to the treated river water. City Hall even received one call asking "Why is the water so good?"

Plans Authorized for New Police Station — Marysville city councilmen unanimously gave the go-ahead for construction of a new police station. Councilmen authorized Architect Lloyd Martin of Marysville to prepare working plans and specifications for the budgeted \$60,000 project and instructed him to go to bid as soon as possible. The new facility will be located on the site of the present police station at Sixth and Oak Streets, occupying the rear portion of city hall.

A spokesman for the Martin firm said today that it will require about 60 days to prepare the working plans, and that contractors will be given two to three weeks to bid on the job. Construction would begin shortly thereafter, but the spokesman said final design had not progressed to the point where an estimate could be made of construction time. The new police station would be completed some time next year. The new station will have a new public entrance on Sixth Street with a rear entrance off Oak Street for police officers and prisoners, according to preliminary plans shown by Police Chief John Blevins. The same floor space now occupied by the department will be entirely remodeled in order to consolidate all police functions

Live Oak. Called the Onstott Freeway, the over \$3 million project was bid-in by the joint venture of Baldwin Contracting Co. and Merrill L. Dubach.

now scattered in various parts of city hall.

There will be additional offices for ranking police officials as well as a squad room for training purposes, a locker room for officers, booking desk, radio and teletype room, evidence lockers, photo station, and a file and work area just off the new lobby. The size of the present jail area will be reduced, in order to accommodate the increased office and work space. The new jailing areas will be used primarily for "holding" purposes and most of the prisoners will be held in Yuba County Jail. There will be a small drunk tank.

Future Growth — The new plan is so arranged that future growth demands could be accommodated by expanding into an unoccupied area now planted in grass on the south side of city hall and adjacent to the police area. Parking slots for patrol cars will be located off Oak Street in their present location. None of the existing exterior walls would be moved, but the interior would be completely revamped.

Delays Scheduled on Highway 32 for Construction Job — Motorists using the Deer Creek Highway, Hwy. 32 between Chico and Forest Ranch, will be stopped an hour or more at a time during the next several months in conjunction with a major reconstruction project, according to the State Division of Highways. The delay will be for blasting and removal of nearly three-quarters of a million cubic yards of rock and dirt. Exception in the lengthy delays will be made for school buses, U.S. mail and emergency vehicles, Division of Highways Officials said. These will be permitted to pass through the nine-mile construction zone with temporary interruptions.

As work progresses the contractor, Hughes and Ladd, Inc. of Redding, will construct short detours around sections of the existing highway. They will be opened as work progresses north. The highway follows a ridge along the foothills of Butte County and construction plans include 50 short turnouts for parking along the road, allowing motorists panoramic views of the valleys below. Construction is expected to require about ten months, depending on the weather.

Yuba Bank Work Set — H. Earl Parker, Inc. of Marysville was the

low bidder on a U.S. Army corps of Engineers project to place protective rock along the north bank of the Yuba River upstream from Hallwood. Parker submitted a bid of \$96,500 on the job. The only other bidder was Spike Voudouris of Sacramento, who submitted a bid of \$99,625. Work on placing an estimated 12-15,000 tons of rock along the bank should begin in a few days. Recent storms caused the river to change its course, throwing the force of the current against the north bank, and bank erosion has threatened farmland in the river bottoms in the Hallwood area. A spokesman said repairs to flood damage to Marysville sewer ponds in the river bottoms probably will be delayed until the level of the river goes down.

By DAN CARPENTER
Business Representative

Fifth Street Job Almost Completed — Baldwin Contracting Co. Inc. of Marysville are putting the finishing touches on the 5th Street project in Marysville.

Baldwin was awarded the contract 3/19/69 for widening, curb and gutters, and paving between E and J Streets at a low bid of \$72,738 by the City of Marysville.

Butte Creek Rock, sub-contractor to Oman Construction Co. of Oroville, has completed their project of paving the road across the Oroville Dam. Anyone driving across the dam will realize what a beautiful job of grading and paving was done here by the Brothers employed by Oman and Butte Creek Rock.

Precast concrete piers to serve as traffic barriers are imbedded in the top of the dam every fifteen feet. Barrier chain, ½ inch in diameter will be linked between the piers which will serve to keep the traffic on the roadway instead of in the lake. Also, the piers will have green architectural panels set in the face for beautification.

At the midpoint of the dam a commemoration plaque made of bronze will be mounted erect with lighting and benches available for the public use for viewing. This is truly becoming a wonderful project for beauty and sports.

Several of the Brothers are still working on tearing down the wheel excavator in Oman's yard in Oroville. In the near future the earth moving monster will be

See MARYSVILLE page 11

Stockton Report

New Contracts Keep Dispatching At Peak

By WALTER TALBOT, AL McNAMARA, JIM GENTRY and ELVIN BALATTI

The prospects for work in this district become brighter with each passing day. This situation now is due largely to new contracts that have been let in the district rather than good weather.

Peter Kiewit Sons Co. of Concord submitted a low bid of \$6,765,827.00 to relocate 9½ miles of Route 120 in Tuolumne County from about a half a mile east of Route 49 north to about 2½ miles east of Route 49 south. The road relocation was necessitated by the construction of New Don Pedro Dam on the Tuolumne River.

A. Teichert & Son was low bidder for the construction of a 6½ mile segment of the West Side Freeway (Interstate 5) through Stockton. The contract entails four lanes of new freeway, roads, ramps, signal lighting and bridges. This new section of freeway will be between W. Washington Street in Stockton to Frewert Road south of French Camp. The bid price was \$13,794,119.00.

Sacramento

Continued on page 4

Constr. Co. is working a full crew of Brother Engineers on the freeway job in Grass Valley, but the traffic is causing Granite a problem. Granite also has a crusher and hot plant set up in the area.

O.K. Mittry is making good progress on the road job going out of Auburn to Forrest Hill. They have run into some tough rock work which will most likely slow them up.

The contract for bridge spanning the American River has been awarded to Hensel-Phelps with excavating sub-contracted to Pacific Excavating. This project is now in progress.

POLLOCK PINES—Pictured with the Wagner ST-8 are: left to right Joe Halkyard, Mech., John Lazar, ST-8 operator, J.M. Keating, Tunnel Supt., O.K. Clark, Tunnel Shifter and George Crogan, Drill Doctor.

Dravo Corporation, prime contractor for Brush Creek Dam & Tunnel, is using a Wagner Model ST-8 mulcher in the 4300 foot long by 14 foot conventional tunnel.

The ST-8 is only 72 inches high, and has an 8 yard capacity, a loading time of 5½ seconds, and a top loaded speed of 18½ MPH on a smooth surface. The tunnel has been driven to 900 feet with good results using this mulcher.

The Sacramento Municipal Utility District Horseshoe tunnel will tap into the existing Camino tunnel, and Brush Creek Reservoir will provide extra water for the Camino Powerhouse during slack seasons.

Teichert & Son also was the successful bidder on the reconstruction of county roads and bridges on the Lower Sacramento Road and Mokelumne River in Woodbridge. The job was bid for \$344,134.00.

Terry Construction of Stateline, Nevada was the low bidder at \$424,809.00 for the reconstruction of city streets and three bridges in Jackson.

George Reed, Inc. of Modesto was low bidder on roads and water system at Rancho Calaveras between Jenny Lind and Valley Springs in Calaveras County for \$970,000.00.

Stanfield & Moody of Stockton and Tracy was low bidder on the resurfacing of portions of Cherokee Road in San Joaquin County for \$250,000.00.

A. L. Craft of Oakdale has moved his equipment to the housing project that he was the successful bidder on near Groveland. Contract bid price was nearly \$2 million.

S. M. McGaw Co. of Stockton was low bidder to widen Country Club Blvd. in Stockton for \$207,000.00.

Joseph Ramos of Hayward was the successful bidder at \$224,502.00 to construct a storm drain on Walnut Street in Lodi.

George Reed Co. of Sonora submitted a bid of \$117,000.00 to repave and widen the Cherry Dam access road in Tuolumne County.

Robert C. Fisher Co. of Fresno was the apparent low bidder for the construction of the Performing Arts Complex at Stanislaus State College. The company's bid was in excess of \$2 million.

Bids opened for reconstruction of four miles of Highway 99 through Salida. The project, expected to cost \$5 million, will transform the expressway into a six lane freeway. The work covers highway portions in both Stanislaus and San Joaquin Counties.

The Board of Supervisors for San Joaquin County opened bids for the reconstruction of Chrisman Road for about four miles from Linne Road to Highway 50. The State of California has agreed to pay nearly half the estimated \$500,000.00 cost because much of the traffic coming into Chrisman Road will be from the state highway.

Two additional county road jobs which will also be let are the reconstruction of Lone Tree Road and Grant Line Road.

Bids opened for the southernmost segment of the West Side Freeway in San Joaquin County. This portion of 13 miles of freeway is from a point just south of the Stanislaus County line to Paradise Cut, where it will tie in with Gordon Ball Company's job now in progress.

See STOCKTON page 12

Dusty Roads Replace Mud As Santa Rosa Hits Stride

By RUSS SWANSON and BOB WAGNON
WORK PICTURE BRIGHTER

The mud has turned to dust, and most of the Engineers in District 10 are working.

Napa County is enjoying a work season this year that is better than it has been for several years. Slinson Construction Co. from Napa have picked up quite a few small jobs around the Napa area and are keeping their regular work force busy plus adding a few.

Huntington Brothers, also from Napa, are into the full swing of things on their state highway #29 job between Napa and Yountville. This project will keep a good sized crew working the rest of the summer. Huntington Brothers also have their crusher set up making the base materials for this job.

Harold Smith from St. Helena was the successful bidder on the Silverado Trail highway project. This was a \$326,000 job and should also take most of the summer to complete.

The developers finally awarded a bid for Unit 2 of Lake Berryessa Highlands. Byers Construction is the general contractor on this million dollar plus project. Byers subbed out a good majority of this job. The dirt went to the J. E. Robinson Co. from Los Angeles, who have brought in four Euk Tandom Scrapers and 3 singles. This company appears to be "old pros" at moving dirt and they are really making it fly. Also, on this same project, the underground work was sublet to the Vinaco Construction Company, and they are just getting ready to start their phase of the work. As of this time we do not know who will be doing the fine grading and the paving. We should have more information at our next writing.

Up in the Clear Lake country things are not at a "boom stage." Teichert has finished most of the excavation work and are now primarily working on the underground and street work at the Boise-Cascade Hidden Valley Project. Incidentally, there are still two more units to be let on the Hidden Valley Project so this could change the work picture in the near future.

Lange Brothers from Lakeport have considerable underground work on the above mentioned project and things continue to look up as they were low bidders for the Riviera West at Konocti Harbor.

Band R. Trenching are about completed with their work at the Clear Lake Oaks Keys, and are getting ready to move to their new land development at Nice. This job will not employ a great number of Engineers at any one time but will provide employment for a few for a long period.

The Santa Rosa area is a bee-

hive of activity. No real big jobs, but numerous smaller ones. Argonaut Construction, primarily underground contractors, have a tremendous amount of work all throughout Sonoma County. Also, Rapp Construction is real busy on a number of underground jobs around Santa Rosa. Don Dowd Co. was the successful bidder on several projects in Sonoma County and have a large crew working. Strocchio Paving from Healdsburg was successful in obtaining the bid on the Chanate Road Project, plus the grading and paving for a 170 unit mobile home court in Santa Rosa. This company also has several other small projects to complete in and around the Santa Rosa area.

Berglund Tractor Co. from Napa and Willits still has a good work load, in fact they are real busy and there is no end in sight.

Remco Hydraulics Co. from Willits are on a two shift basis plus quite a lot of overtime work trying to stay abreast of the many government contracts they have along with all of their private work.

The rock sand and gravel operations are running at peak production trying to stay with the demands of the contractors.

Once again Local #3 came to the front by winning the election at the Empire Tractor Co., who is the John Deere dealer for this area. We will be negotiating a contract with them in the very near future.

In the northern part of our district we find a considerable amount of action which we know is old news to many of the Brothers but for those of you who have not been talking to the contractors let us briefly explain. First the activity we are talking about is the area on Highway 101 from Cummings to the Humboldt line. The Contractors—Morrison-Knudsen just finishing one section which

bypasses Cummings—The Guy F. Atkinson Co. presently working two shifts on the second year of an \$11,000,000 highway which will straighten out many curves and fill in many canyons—The Vinnell Corporation has a job which starts where Atkinson leaves off and goes on past Leggett—this contract is \$1,800,000 and the job is scheduled to be completed this year but so far the ground has been so wet that the compaction at this writing is the companies' biggest headache—sure hope they overcome this obstacle. Going farther north we come to Peter Kiewit's job which stretches from Percy to the Humboldt County line. Actually about 200 feet of the job is in Humboldt County but the other 4½ miles is in Mendocino County. Peter Kiewit's job has about 200 working days which in that part of California means at least two full seasons of work and at this writing two shifts are in progress and more equipment continues in arriving on the job—As can be seen when the above mentioned jobs are completed it will become more and more a pleasure to travel in that part of the country.

Grade Checking Class

Many thanks to our grade checking instructor, Maurice Ahearn, who has completed the first class held in Santa Rosa and is anxiously looking forward to another class to be held this coming winter. For any of you Brothers who are interested, please send us a card and we will keep it on file and let you know when the next class will start.

Meetings

We could go into a long discussion about the excellent turnouts we have been having at the various meetings held in this area and rather than going into detail we can only say *thanks* and hope the participation continues.

Marysville Report

Continued from page 10

shipped to the state of Washington to be reassembled.

The Washington Irrigation and Development Co. has purchased the machine and will set it up at Centralia on a coal mining operation. The organization estimates about one billion yards of coal will be mined for the purpose of feeding a steam generator plant. Estimated length of life of the mine is about 35 years with the wheel operating continuously.

Oman has employed approximately ten of the Brothers for about two months on the tear-down for shipping and repair.

SHOPS AND PLANTS

By JOHN E. SMITH

During the last month work has started booming in most of the shops and plants in the Marysville area.

Gerald L. Michaelis, President of Saf-T-Cab Inc. of Yuba City has picked up some good contracts on their safety equipment. Saf-T-Cab Inc. designs and builds roll over protection systems and all types of safety cabs.

With the U.S. Government mandating roll over protection systems for all equipment on construction, plus Industrial Safety laws and insurance rates it is mandatory that good safety equipment be installed.

Roll over protection systems designed by Saf-T-Cab Inc. are designed to support twice the weight of the equipment for which they are designed. These can be rubber

mounted for easy removal. Unlike many attachments there is no wear problem and in many instances with new brackets, they can be removed and mounted on new models of the same type of equipment. Roll over protection systems for rubber-tired equipment and tractor models meet all safety specifications: Federal, State, Army Corps of Engineers and the California Safety Specifications. These cabs are quickly installed and are of extra heavy construction, frame mounted for solid, dependable use under all conditions. Saf-T-Cab Inc. installations also meet specifications of New Society of Automotive Engineers and the Bureau of Reclamation. They design all styles open, open with windshield, or completely closed. All closed cabs are available with air conditioning. These units can be installed in from two to five hours on all equipment.

These cabs are designed with our safety in mind and are a good step in the right direction for our safety programs.

Peterson Tractor in Chico has picked up more business and have hired a few of the fellows back. It looks pretty good for this shop. Construction is opening up and this is what is helping in all of the shops and plants. Kaiser Sand and Gravel is going pretty good also. As the west side of our district picks up it will also help in the Rock, Sand and Gravel Plants.

Diamond Steel, Yuba City Steel and Marysville Steel are enjoying a good season.

Copper Leaching Progress

Continued from page 9

Tailing solution from the cones passes through a large settling pond into the sump of the new central pump station, part of a new leach water distribution system, with installed capacity of 40,000 gallons per minute.

The distribution system delivers leaching solution 6½ miles and 2,000 feet vertically to west side mine dumps and 2½ miles to a height of 1,720 feet on east side dumps. To accomplish this, the west side line is provided with two booster stations and the east side with one.

The entire leaching complex—including solution distribution, collection, makeup and primary water systems and various specialized auxiliary lines—required installation of more than 45 miles of pipe. Because of various corrosive properties of some solutions, all operating under various heads of pressure,

a variety of pipeline materials was necessary. These materials include stainless steel, steel pipe lined with plastic and asbestos cement pipe lined with epoxy resin.

The operation in the mouth of Bingham Canyon is the largest copper precipitate plant in the world, with a greater production capacity than many producing copper mines. The 6,000 tons per month of copper produced in these facilities is approximately 27% of the total Utah Copper Division output.

The precipitate operation has great significance for the industry, the corporation and especially employees of Utah Copper Division. It means that previously unattainable mineral values are being converted to the needs of man. It means also that this significant volume of copper is being reclaimed at a cost lower than that for mined and milled copper.

Tehama-Colusa Canal Bid To Gibbons-Reed

By LAKE AUSTIN and
LOU BARNES

Gibbons & Reed of Salt Lake were the low bidders on the \$9 million upper part of Tehama-Colusa Canal project. This project will put approximately 30 Engineers to work around the 15th of July. Many of the old Gibbons & Reed hands that worked on the Debris Dam at Whiskeytown are just waiting for a call. This project will keep the Brothers busy for a little while.

S & Q Construction of San Francisco picked up a job in the area. The Power House Diversion Tunnel (Judge Francis Carr Power House By-Pass) that started the 1st of June and will run to the 1st of March 1970—this will take around 8 to 10 Brothers.

A. Teichert & Son and J. F. Shea Construction have picked up a few paving jobs around the area—nothing too big but they are looking for more to keep those Engineers they have on the payroll busy.

Rogue River Paving Company of Klamath Falls, Oregon are back in the lava beds to complete the project started last Fall and have called back some of the Brothers.

Ray Kizer Construction Company has started hiway #139 at Canby, getting a late start because of the severe Winter we had in Modoc County. This is a short job but a money maker for 10 Operating Engineers.

The Green Company has started their rock crushing operation at Madeline with 5 Brothers manning the plant and pit operations. This job will run into Winter due to late start.

O'Hair Construction Company will be setting up a crusher and hot plant in Alturas at the Look-out area sometime in the near future. Being the low bidders on an overlay project awarded by the State—work to be done in several locations in Modoc and Lassen Counties.

Fresno Paving Company will be finishing the grading and paving on Amedee Air Strip at Herlong sometime this month if things go according to plans. Some of the equipment and Brothers will be going to Hallelujah Junction and the rest to the coast.

Post-El Rio Company at Doyle still have a sizable crew of Brothers working the road and crusher operations—the company has already had its headaches on this job. Getting rock for base and plant mix in this country is a real problem and getting compaction was another. Industrial Asphalt has moved its plant in and will be paving on this project in the near future as a sub to Post-El Rio.

Gordon H. Ball of Yreka is still getting equipment in on its Interstate 5 project with approximately 40 hours working at various classifications. Most of the yardage is in steep country—this makes it a major project to get the pipe bedded so they can start the fills. As of this writing this is for the most part completed and as soon as this is accomplished the company hopes to start on a two shift basis. This we dearly need looking at the size of the "Out of Work" list. The company still has to set up a crusher operation for the select material.

Peter Kiewit Sons' at Yreka still has a few Brothers working trying to make finish sub. Their problem is trying to do this with boulders—they had hoped to be finished by the first of July but it looks like it will be August before they top out for the most part. The Brothers have had a

rough go—this being a rock job. The Gordon Ball Company will do the concrete paving.

Work has also picked up for the gravel and material plants but the crew has stayed about the same—the work they have should keep them busy for at least a short time until something else shows up.

The boys out at Peterson Tractor are at their peak with numerous jobs going. This plant is a good place to work for the Brothers living in the area.

Hughes and Ladd & McConnell are off to a slow start mainly because of drainage and fill abutments for the overheads and the traffic is a problem. If everything goes according to plans they must complete the paving on the right lane from Fredrickson & Watson's job to Oberline Road and put the traffic on it by late fall before they can even start the left lane. This is a lot of work to accomplish in a short time—this should be a good go for the Brothers.

Almanor

Continued from page 16
tons and are let down the side of the mountain on a 35 percent grade with a 200 h.p. gantry crane. The sections are 135 inches in diameter and require about 4 hours to drop into place.

The portal two and three operation installing the high pressure syphon is 1895 feet long crossing the river canyon and Caribou Road is about half completed. This project has approximately 20 Operating Engineers and will also be completed on or before July 31st.

By JOHN E. SMITH
Business Representative

INDUSTRIAL UNITS—Work in the shops and plants in the Marysville area has increased considerably during the past month. Kaiser Sand & Gravel at Orland, Peterson Tractor in Chico and Mathews Ready Mix are extremely busy. Tenco Tractor is getting closer to moving into their new buildings at the TECH center. They should be starting to move soon now, first their Sacramento Shop, then the Marysville Shop.

Diamond Steel is still building new tanks and trailers. The work done by the Brothers in this shop is really first class work.

We are currently in negotiations with several of our shops and plants, i.e., New York Machine Shop in Oroville, and hope to come out with some substantially increased contracts.

Marysville Work Is At Tops

By HAROLD HUSTON
Business Representative
and Auditor

Your Representatives have been very busy the past month in negotiations. Many of the contracts in our Industrial Units are about to expire and we like to complete the negotiations before this happens. We meet with the employees in each separate bargaining unit prior to commencing negotiations to receive the suggestions they want in the new agreement. When the negotiating committee feels they have received the best offer possible from the respective employer we then call a special meeting with the Brothers in each bargaining unit to vote by secret ballot to either accept or reject the employers' offer. We appreciate the confidence the Brothers have always given us. We will continue to do you a good job. *We are extremely proud of the agreements we negotiate.*

As we are preparing this month's issue of the ENGINEERS NEWS the rain is coming down in buckets. Our prayer is it will only be a small storm and won't hurt the jobs now working and the new jobs planning to start. The Brothers in this district cannot afford to lose any more work this year.

A hearty thanks to the 151 Brothers who took time out to attend the special called meeting in Oroville on June 11th for the nomination of officers. We are sorry many of the Brothers could not attend due to the fact your sons and daughters were graduating on the same night. At this meeting you had an opportunity to see true democracy in action. Please make a special effort to attend all meetings scheduled in this district and the semi-annual meetings in San Francisco. This is a privilege every Engineer should take advantage of.

RECORD CONSTRUCTION CONTRACT—The largest single construction contract ever executed in the United States was signed in May 1966 in Marysville by the Yuba County Water Agency officials. Yuba County, which ranks 41 in 58 counties in California, signed the contract with Perini-Yuba Associates for construction of the long-awaited Yuba River Project.

Construction of the 635 foot high arch dam, located only 25 miles from Oroville Dam, commenced in June 1966. The New

See BLOOD ALLEY FUNDS page 16

Stockton Report

Continued from page 11

The prospects for work in this district become brighter with each passing day. This situation is due largely to new contracts that have been let in the district.

A. Teichert & San was low bidder for the construction of a 6½ mile segment of the West Side Freeway (Interstate 5) through Stockton. The contract entails four lanes of new freeway, frontage roads, ramps, signal lighting and bridges. This new section of freeway will be between Anderson Street in Stockton and Frewert Road south of French Camp. The bid price was \$13.8 million.

Teichert & Son also was the successful bidder on the reconstruction of four miles of Highway 99 through Salida at \$4.7 million. The work covers highway portions in both Stanislaus and San Joaquin Counties.

A. L. Craft of Oakdale has his equipment working on the subdivision contract for Pacific Cascade near Groveland. Contract calls for the construction of roads, dam, airport, golf course, etc. with a cost of nearly \$2 million.

Joseph Ramos of Hayward was the successful bidder at \$225,000.00 to construct a storm drain on Walnut Street in Lodi.

S. M. McGaw Company of Stockton was low bidder for the reconstruction of French Camp Road for \$125,000.00 and a contract to widen Country Club Blvd. in Stockton for \$200,000.00. This same company was the successful bidder for the reconstruction of Chrisman Road for about four miles from Linne Road to Highway 50. The State of California has agreed to pay nearly half the cost because much of the traffic coming onto Chrisman Road will be from Interstate 5 and Highway 50.

Terry Construction of Stateline, Nevada was the low bidder at \$425,000.00 for the reconstruction of city streets and three bridges in Jackson.

George Reed, Inc. of Modesto was low bidder on roads and water system at Rancho Calaveras between Jenny Lind and Valley Springs in Calaveras County for nearly \$1 million. F. & M. Engineering and H. Earl Parker are sub-contracting from Reed on this project.

Stanfield & Moody of Stockton and Tracy was low bidder on the resurfacing of portions of Cherokee Road in San Joaquin County for \$250,000.00 and the reconstruction of Austin Road for \$120,000.00.

Bids are scheduled to be opened July 2nd by the State Department of Public Works for the

southernmost segment of the West Side Freeway in San Joaquin County. This portion of 13 miles of freeway from a point south of the Stanislaus County line to Paradise Cut, where it will tie in with Gordon Ball Company's job now in progress.

Bids for the construction of the Stockton segment of the West Side Freeway will be opened July 16th in Sacramento. The \$25 million project, scheduled for completion in the spring of 1972, includes construction of interchanges between the freeway and State Highway 4. The work will be from Church Street to Columbia Avenue and from Fresno Avenue to Monroe Street.

BLOOD CLUB—Our thanks to Brother Stanley Francisco for his recent donation to the Operating Engineers Blood Club.

Vallejo

Continued from page 6
Travis A.F.B. with Republic Construction doing the dirt work; Drews Construction Company has the S. & K. Chevrolet in Vallejo, Krull & Krull has a building for American Savings & Loan, and C.S.B. Construction is building a Bank of America at Travis A.F.B. with O. C. Jones doing the dirt work.

Clyde Plymell is still grading lots in Benicia on the Southampton sub-division. Syar & Harms has several jobs in Solano County which keep quite a number of our brothers busy and have just started their widening job on hiway 37 the Sears Point road. This has been one of the most dangerous roads in Solano County.

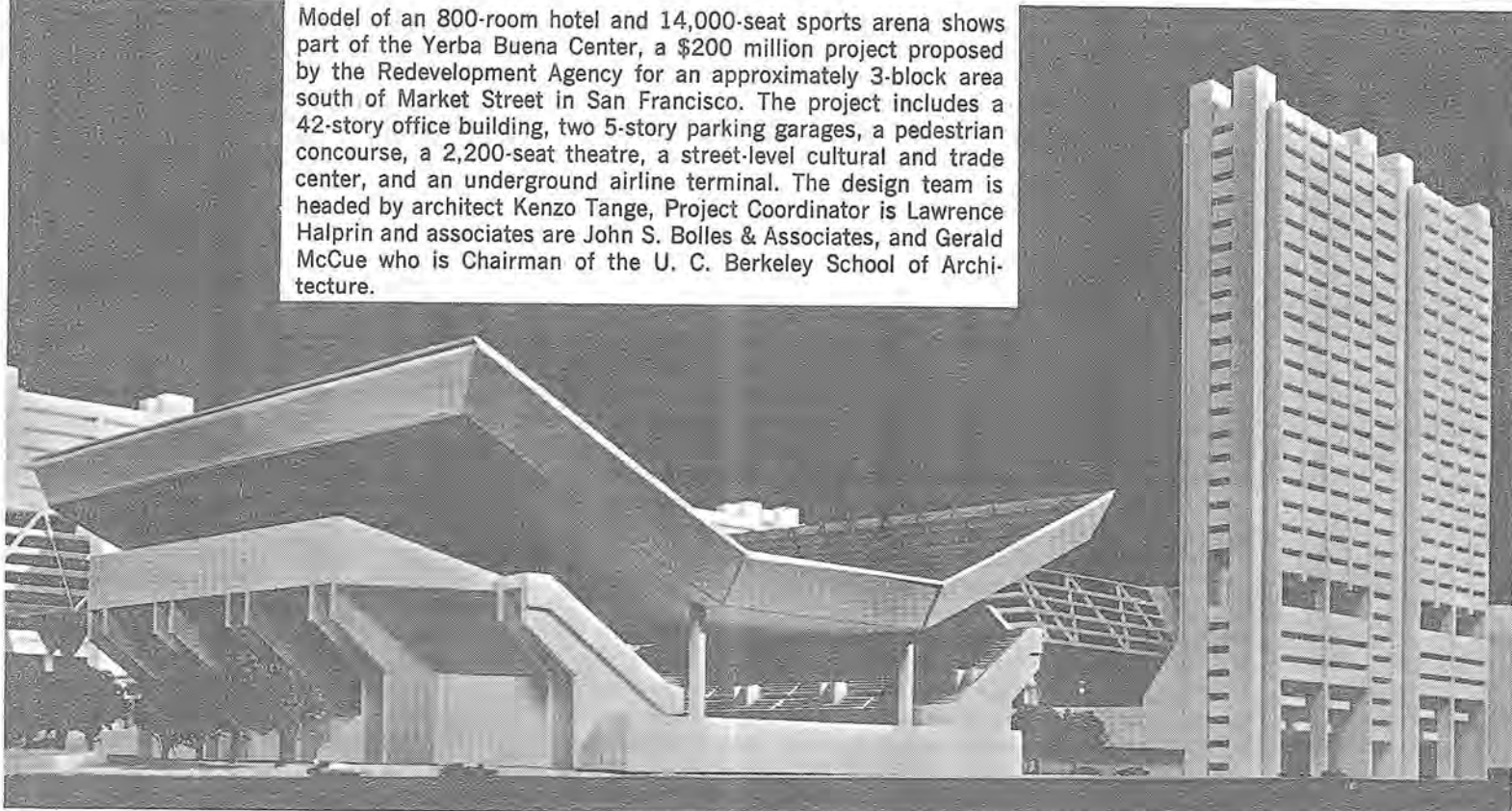
Eugene Luhr is making a good showing on their Ulatis Flood control job between Dixon and Vacaville.

Hatcher & San are starting a pipeline job for the city of Napa. This job should keep a few of our brothers busy. There are a lot of contracts supposed to be let in, in the very near future. We hope this comes very soon as the summer is about gone.

Claude Wood Co. won a channel improvement contract on the Calaveras River to McAllen Road Bridge for \$300,000.00.

Thomas Construction Co. of Fresno was low bidder on the bridge and approaches over the Diverting Canal on Copperopolis Road for \$150,000.00. These projects, in addition to the many smaller jobs too numerous to mention, should keep the engineers in this district busy for the ensuing year.

Model of an 800-room hotel and 14,000-seat sports arena shows part of the Yerba Buena Center, a \$200 million project proposed by the Redevelopment Agency for an approximately 3-block area south of Market Street in San Francisco. The project includes a 42-story office building, two 5-story parking garages, a pedestrian concourse, a 2,200-seat theatre, a street-level cultural and trade center, and an underground airline terminal. The design team is headed by architect Kenzo Tange, Project Coordinator is Lawrence Halprin and associates are John S. Bolles & Associates, and Gerald McCue who is Chairman of the U. C. Berkeley School of Architecture.



Recent Retirees

International Vice President and Business Manager Al Clem and the Officers of Local Union No. 3 congratulate and offer their best wishes for long and happy retirement to the following members:

Name and Address	Effective Date
Atkinson, Lyle E.—98 Cervantes Blvd., San Francisco....	3/69
Chaffee, Harry E.—24617 Willmet Way, Hayward.....	2/69
Charpontier, Frank J.—1062 Bowdoin, San Francisco....	5/69
Couts, R. R.—8150 Sunset Ave., Fair Oaks.....	2/69
Cuneo, Gerald—1420-58th St., Sacramento.....	11/68
Deaver, Dave H.—324 Elm Ave., San Bruno.....	5/69
Demalt, Sam—3931 Ruby St., Oakland.....	4/69
De Ponte, Manuel—590 E. Arbor Ave., Sunnyvale.....	3/69
Gerard, Fred—2042-21st Ave., San Francisco.....	3/69
Hernandez, Alfred—5500 Brookdale Ave., Oakland....	2/69
Jensen, Fred E.—246 Center St., San Rafael.....	3/69
Meins, Frank—1201 Virginia St., Berkeley.....	5/69
Moseley, John R.—2828 California St., Eureka.....	4/69
Myers, Ivan D.—2323 Rowe Drive, Santa Rosa.....	5/69
Pegden, Frank D.—1620 Volk Ave., Marysville.....	3/69
Phillips, George—826 Mission Way, Sacramento.....	4/69
Quijada, Monte J.—7501-24th St., Sacramento.....	2/69
Rawlings, Carl A.—225 W. Green Way, Turlock.....	3/69
Rogers, Oddwin F.—918 No. Branciforte Ave., Santa Cruz	4/69
Stampen, John H.—6 Meadow Brook Ave., Sonoma.....	2/69
Stoffer, William—504 Mayette Ave., Concord.....	4/69
Belote, George—2386 Madison Rd., Yuba City.....	5/69
Bibby, Michael J.—Golden Chaim Trailer Park, Auburn..	2/69
Bradley, Hal—6532 So. Maple, Fresno.....	5/69
Carey, Warner—75 Brookside Drive, Willits.....	4/69
Coey, Jack—4388 Todd Road, Sebastopol.....	6/66
Dennis, Noel F.—7000 Lower Wyandotte Road, Oroville	3/69
Emry, Dorl F.—5227 Sacramento Ave., Richmond.....	2/69
Faulconer, Roy C.—2072 Kirkland Ave., Napa.....	5/69
Farr, A. L.—P.O. Box 146, Gridley.....	1/69
Foster, Mark M.—Rt. 2, Box 73, Winlock, Wash.....	4/69
Giffen, L. D.—Route 2, Box 2349, Oroville.....	2/69
Gray, Gerald C.—5270 So. Libby Rd., Paradise.....	1/69
Hayes, John—1817 Everett St., Alameda.....	4/69
Henry, Forrest L.—4090 N. Roosevelt St., Kingman, Ariz.	2/69
Hunter, Lawrence—P.O. Box 511, Willits.....	4/69
Johnson, Charles O.—817-3rd St., Eureka.....	3/69
Johnson, William D.—5645 Madison Ave., Sacramento..	3/69
Johnson, Henry J.—419 N. Rose St., Farmersville.....	5/69
Laley, Jay M.—3201 Mapes Ct., Sacramento.....	3/69
Llanes, John A.—380 Abbie, Pleasanton.....	2/69
Loewen, Jack H.—6218 Red Cliff Drive, Sacramento....	1/69
Mordido, Manuel C.—228 Berna Ave., Napa.....	5/69
Nelson, Randall—868 W. 2nd No., Salt Lake City, Utah.	9/68
Powers, Walter J.—906 Donaldson Way.....	4/69
Salisbury, Robert—General Delivery, Stonyford.....	4/69
Simpson, Gilbert R.—215 No. 3rd St., Patterson.....	3/69
Straughan, William—1361 School Road, McKinleyville..	3/69
Thiel, William J.—2430 6th Street, Livermore.....	3/69
Vodjansky, George—Rt. 1, Box 174, Los Malinos.....	3/69
Williams, L. A.—1832 Madrone Ave., West Sacramento..	3/69
Worthington, Andy—6011 Scotts Valley Dr., Scotts Valley	4/69
Allee, Harry—2473 Sunrise Blvd., Cordova.....	2/69
Antonelli, Dominic P.—1742 Pinchot St., Stockton.....	4/69
Barney, Ray C.—P.O.B. 333, Spanish Fork, Utah 84660..	3/69
Biven, Fred—2450 65th Ave., Oakland.....	2/69
Booker, M. B.—2308 Westgate Ave., San Jose.....	10/68
Brooks, Archie—5510 20th Ave., Sacramento.....	1/69
Crum, Albert V.—909 E. Main, Stockton.....	2/69
Ding, Paul A.—1727 Mt. Diablo, Stockton.....	3/69
Fletcher, Clyde L.—2838 Delmore Road, San Pablo.....	4/69
Hancock, Kent—824 No. 1st West, Spanish Fork, Utah..	3/69
Higgins, Peter J.—39838 Sundaye Drive, Fremont.....	1/69
Hogg, Clarence—945 So. Fremont, San Mateo.....	4/69
Horton, Elkington D.—	
591 Brookside Dr., Springville, Utah.....	3/69
Isabell, Gilbert—4212 Cabrillo Dr., Martinez.....	1/69
Jessop, Reed C.—RFD No. 1, Box 94, Logan, Utah.....	10/68
Johnson, Henry—1506 King, Santa Cruz.....	2/69
Leaton, Eugene F.—2233 E. Poplar, Stockton.....	5/69
LeFever, Harden A.—P.O.B. 9958, Sacramento.....	11/68
Lynch, Murt B.—2212 41st Ave., Oakland.....	5/69
Mausser, Joseph D.—2760 Bonifacio.....	5/69
Mikkelsen, Walter—1487 Mt. Hamilton View Dr., San Jose	3/69
Nagle, Nyle—1060 Briar Lane, Yuba City.....	2/69
Nester, Lloyd A.—1946 Brookside Drive, San Pablo....	2/69
Nielsen, Jack D.—1633 Portland Ave., Berkeley.....	4/69
Peterson, Joel L.—P.O.B. 804, Weaverville.....	4/69
Ray, Vernon G.—5579 S. Academy, Del Rey.....	4/69
Reichard, John P.—2744 Lanning Ave., Redding.....	2/69
Rider, Ernest A.—1142 58th Ave., Oakland.....	2/69
Roberts, Frank—339 No. York Street, Porterville.....	5/69
Sargent, E. E.—4947 Arboga Road, Marysville.....	3/69
See, Roy W.—818 53rd St., Oakland.....	12/67
Smith, Jay S.—P.O.B. 634, Linden.....	3/69
Snider, Herbert J.—577 Old Country Road, San Carlos..	3/69
Stancil, Harvey—3020 Newtown Rd., Placerville.....	3/69
Stanford, Clyde W.—1824 21st St., Sp. 19, San Pablo...	3/69
Swain, William D.—P.O.B. 626, Smartville.....	5/69
Tucci, William—400 Madison Ave., San Bruno.....	3/69
Wie, Odd N.—207 Shasta St., Roseville.....	2/69
Williams, Wilus L.—215 Cherry Ave., Auburn.....	12/68
Wimmer, Virgil—1614 Maryland Ave., W. Sacramento..	12/68
Wissler, Melvin F.—1833 Laurel Lane, W. Sacramento..	4/69
Zanasco, Joe—896 Emory St., San Jose.....	4/69
Angelsberg, William 1337 Laley Ct., Apt. No. 4, Concord.	4/69
Barnes, John—P.O.B. 457, Georgetown.....	3/69
Childers, Charles A.—1669 8th St., Olive Hurst.....	11/68
Christian, James C. Jr.—1018 E. Fedora, Fresno.....	8/68
Clark, Willis B.—2085 Perkins Ave., Oroville.....	7/68
Daire, Hamilton—	
2830 Mills Park Dr. No. 24, Rancho Cordova.....	12/68
Gravlee, Andrew W.—4245 E. Tyler Ave., Fresno.....	2/69
Hunter, Fred—Star Route, Box 92, Grass Valley.....	5/68

Negotiations, Pre-Jobs Set Reno Projects On The Move

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

Negotiations with Mentzer Detroit Diesel are continuing and hope to finish this coming week. This will be Mentzer Detroit Diesel's first contract with the Operating Engineers.

Construction on Interstate 80 was shut down for a few days due to inclement weather, but have resumed work.

Industrial Construction is subcontracting the paving at Mill City to Fresno Paving. Industrial Construction also breaking ground east of Elko and are starting a new job out there.

Rogers Construction is working two shifts on the grade at Carlin, employing 25 Brothers.

Sierra Engineering is moving to a new location on Glendale Avenue in Sparks. All the Brothers there will enjoy more space and facilities in which to work at the new location.

M-K, after being down for a few days, is back moving gravel over Highway 80. The trouble was due to the split belt and both shifts are working now.

Pre-Job was held with Nevada Rock and Sand in Elko on June 12, 1969, which included the Pine Valley Job and Wildhorse Job. The Pine Valley Job bid was \$522,000 and will encompass 10.5 miles of highway and will take approximately three months to complete. The Wildhorse Job entails 7.25 miles of highway work at a bid of \$990,000 and will take approximately four months to complete. Wildhorse Dam is nearing completion with only a few days of work left.

STANDING OVATION FOR BUSINESS MANAGER CLEM. Regular business was taken care of at the District Meeting in Reno on June 7, 1969, prior to the nominations of officers. During the nominations, Brother Howard "Blackie" Dyer spoke for Business Manager and International Vice President,



Jack Evans, Business Representative and Reno Grievance Committee member, watches as Frank Fornengo operates a crane on the Tudor Construction Company job in Fernley, Nevada.

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Al Clem, Brother Dyer did an outstanding job, as he had a fine subject matter to speak on. All nominations being in, Brother Clem asked for the floor under the five minute rule. He stated that the members of Local #3 are facing the "moment of truth" in this election and knew it would be faced head on as Engineers have always done. He reminded us to take a second look at the people who spread vicious rumors, about our local union, to outside sources.

At the end of his talk, he received an enthusiastic standing

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ovation from the 75 members present. It was a very good meeting and we are always happy to see the Brothers from out of town come in here.

APPRENTICESHIP — The quarterly District Meeting held on the 7th of June was very informative. At the last J.A.C. Meeting on June 4, 1969, Ed Aweeka, Apprentice of the Year in 1967, was upgraded to Journeyman. He started in November 1965 and maintained a better than B average in both field and employer reports and related instruction, in the 3½ years in the Apprenticeship Program. Ed was the first one to complete the apprenticeship program since it started in 1965 in Nevada. Congratulations, Ed!

Within the next three months there will be three more apprentices to finish the program.

There are several apprentices working and applicants are coming in every Thursday evening showing a great deal of interest in the program.

Minnesota Volunteers

The U.S. Department of Labor reports that VISTA volunteers will assist with the adjustment of enrollees in the Job Opportunities in the Business Sector (JOBS) program in the Minneapolis area. Working under the supervision of the Minnesota Employment Service—the first state agency to utilize VISTA personnel—the volunteers will live in the poverty areas of Minneapolis.

Dear Sir:

I received my check for \$1000 from the Burial Expense Program and want to thank all of you from the bottom of my heart. While I would give it all back, gladly, to have my husband back, that cannot be and you have lightened my burden greatly in this way.

God bless each one of you.

Sincerely,
Mrs. Bonnie Miller
Truth or Consequences,
New Mexico

Recent Retirees (continued)

Name and Address	Effective Date
Medalen, Oscar E.—1727 Hiawatha, Stockton.....	6/68
Murdoch, Minard—549 Millbrook, Fresno.....	8/68
Niles, David—2124 Terilyn Ave., San Jose.....	12/68
Norman, Frank—154 Beverly St., San Francisco.....	3/69
Pickner, Milburn M.—541 Zinfandel Dr., Ukiah.....	4/69
Rolin, George—7608 Twin Oaks, Citrus Heights.....	1/69
Schaefer, Carl L.—556 Fuller Ave., San Jose.....	9/68
Sells, Fred A.—2471 B Mission St., San Francisco.....	11/68
Smith, Kermitt Q.—190 Glenn Road, Folsom.....	3/69
Andersen, Martin C.—2214 Rene Avenue, Sacramento...	2/69
Clay, James Howard—402 37th St., Oakland.....	2/69
Jensen, Herman C.—2860 California St., San Francisco..	2/69
Nelson, Sidney Orton—143 E. Center St., Cedar City, Utah	1/69
Robinson, Josh F.—19 North St., Woodland.....	5/68
Rule, James H.—405 Camden Rd., Alameda.....	2/69
Sakata, Tsukumo—66-931 Lupenui Place, Waiialua, Hawaii	2/69
Silver, Manuel F.—P.O. Box 36, Patterson.....	1/69
Begley, Earl P.—5037 Debbie Lane, Redding.....	9/68
Connolly, Charles J.—P.O. Box 67, Perry Creek.....	1/69
Hicks, Odie A.—1063 Grand Ave., Marysville.....	1/69
Myers, John T.—100 Harbour Blvd., Belmont.....	12/68
Nielsen, Roy F.—6942 Tilton Lane, Rt. 2, Orangeville...	12/68
Shallenberger, Charles J.—Rt. 2, Sonora.....	11/68
Whitman, Wayne—5852 Green Glenn Way, Sacramento..	12/68
Carr, James F.—2310 Main St., Napa.....	1/69
Hacke, Julius R.—746 Magnolia, San Bruno.....	2/69
Heuston, Bruce Hunt—P.O. Box 623, Atwater.....	2/69
Montgomery, Orin D.—Box 763, Gridley.....	1/69
Price, Joseph E.—2908 Birmingham Dr., Richmond.....	2/69
Taylor, Paul A.—2929 Albee, Eureka.....	11/68
Thorpe, Lyndell H.—530 E. Emerson, Tracy.....	7/68
Boen, Grady H.—397 Willow Ave., Pleasanton.....	1/69
Forham, Floyd J.—1433 E. Harvard, Fresno.....	4/67
Gray, Elmer B.—P.O. Box 2312, Yountville.....	10/68
Kenworthy, Claude V.—P.O. Box 464, Folsom.....	9/68
Lockhart, Walter D., Jr.—7240 Chesney Way, Rio Linda.	9/68
Nielson, Harold W.—440 East 9th North, Pleasant Grove.	9/68
Walgraave, Morris M.—P.O. Box 487, Antioch.....	5/68
Williams, Herman M.—709 So. 2nd, Marlow, Oklahoma..	7/68

Obituaries

International Vice President and Business Manager Al Clem and the Officers of Local Union No. 3 offer their sympathy and condolence to the families and friends of the following deceased:

Name — City	Local Social Security No.	Register	Deceased
Ayers, Alva	3	707178	5/10/69
Evelyn—Wife	SS#559-07-6691		
P.O. Box 1795			
Porterville, California			
Ballard, K. C.	3D	622883	5/5/69
Pearl—Wife	SS#567-16-4331		
10128 E. Estates Dr.			
Cupertino, California			
Bateman, John	3	1178035	5/1/69
Della—Wife	SS#554-22-7094		
Box 314			
Redding, California			
Borreta, Luis V.	3D	1315786	4/24/69
Trinidad—Wife	SS#586-01-8382		
Tamuning, Guam			
Burger, Thomas	3	394207	5/17/69
Mary A.—Wife	SS#560-05-6705		
6391 Blank Rd.			
Sebastopol, California			
Collins, Arthur	3D	1157966	2/19/69
Jeanette—Wife	SS#561-03-5805		
54 Moneta Way			
San Francisco, California			
Coon, Stanley			
Eleanor—Wife	3	982922	4/22/69
2876 So. 8950 West	SS#528-03-2164		
Magna, Utah			
Davis, James			
Betty—Wife	3	915568	5/4/69
121 W. 21st Street	SS#561-26-3196		
Chico, California			
Davis, Wm. H.	3A	830865	4/30/69
Virginia—Wife	SS#547-16-7518		
329 Orange Ave.			
Porterville, California			
Day, Dud R.	3	0657635	4/14/69
Ruth—Wife	SS#530-07-0699		
Box 152			
St. Helene, California			
Ford, Wm. E.	3	1163166	5/9/69
Joan Clay—Friend	SS#010-20-8741		
929 Clover Dr.			
Santa Rosa, California			
Forman, James A.	3	876157	5/12/69
Mary—Wife	SS#526-01-0040		
2259 Green Street			
Salt Lake City, Utah			
Godwin, Cecil	3	638353	5/2/69
Ruth—Wife	SS#553-18-7628		
3036 Rollingwood			
San Pablo, California			
Goodwin, Herschel	3D	1288161	5/4/69
Elsie—Wife	SS#440-20-7085		
3205 Freedom Blvd.			
Watsonville, California			
Grant, W. O.	3	0636998	5/17/69
Manila—Wife	SS#547-36-3699		
P.O. Box 737			
Sonoma, California			
Greathouse, Fred	3	0557344	5/24/69
Nilla Milam—daughter	SS#506-09-0494		
P.O. Box 341			
Cottonwood, California			
Hawks, Merle G.	3	277036	4/23/69
Clara Dinsmore &	SS#555-10-7547		
Fay Long—Daughters			
5131 N. 28th St.			
Lancaster, California			
Hilligoss, Willard	3	595692	5/23/69
Torba—Wife	SS#472-14-1216		
2050 Monument Blvd.			
Pleasant Hill, California			
Huster, P.	3	0329540	5/19/69
Norma—Wife	SS#518-09-7057		
4001 N. 26th			
Del City, Oklahoma			
Jones, Myra	3D	1153510	5/18/69
Myra—Sister	SS#574-03-4332		
524 Canton			
San Leandro, California			
Kinser, Edmond	3	1270858	5/25/69
Charlotte—Wife	SS#446-10-4523		
238 W. 28th			
Merced, California			
McCulla, Lloyd F.	3	0316461	5/27/69
Doris—Wife	SS#569-03-1337		
2549 Shallow Shore			
Bellingham, Washington			

Waterlogged Valley Faced Flood Stage In Mid-June

By CLAUDE ODOM, KENNETH GREEN and BILL RELERFORD

We would like to take this opportunity to thank everyone that attended the District Meeting on June 3rd. This was an unusually long meeting due to nominations and all of those in attendance were very patient and courteous. We are proud to say that our District Meetings are getting bigger and better and this proves to us that the members are interested in their union.

Almost the whole valley is waterlogged and it seems strange that we are talking about flood conditions at this time of year.

Tulare Lake Basin has a storage of 950,000 acre feet with an inflow of 8,000 acre feet per day. With a lot of maintenance work, it is believed that the water can be contained within the currently 87,000 flooded acres if the water level does not exceed 194 feet elevation. In an effort to break up wave action on the dykes, car bodies and bales of hay are being used as rip rap.

Based upon what the rivers are doing now, the dangers should be under control by the first part of July.

Pine Flat at this writing has 958,000 acre feet in storage with a daily outflow of 17,100 acre feet. There is an increase rate of 1,500 acre feet a day at the current release rate. There is a daily fluctuation, however, depending upon the snow melt. Terminus Reservoir has a storage of 145,200 acre feet. The daily outflow is 2,900 acre feet and inflow 3,900 feet. There is a remaining empty space of 17,000 acre feet.

Success has 94,000 acre feet in storage with a daily inflow of 670 acre feet and outflow of 670 acre feet.

Isabella has 543,500 acre feet in storage with a daily outflow of 6,600 acre feet and inflow of 7,700 acre feet. There is an empty space of 27,000 acre feet.

The results of this flooding has provided work for a number of the Brothers.

M & K has completed their levee work at Stratford and Delano, but has moved in three spreads of equipment on the Kings River from Laton to Riverdale. The Corps of Engineers want to strengthen all of the levees in this area. There are 35 of the Brothers on the payroll at this time with more to come as runoff continues.

Due to the rapid runoff, there will be a lot of road work to be done. As a result of these flood conditions, we are hoping that money will be appropriated for extensive flood control work.

Griffith Company is getting lined out on its Interstate 5 job. There are 30 miles to pave which should take approximately 14 months to complete. Fourteen Brothers are on this job.

Standard Materials Co. of Modesto is the apparent low bidder at \$1.9 million for contract to develop the Merced Irrigation District's Barret Cove and Horseshoe Bend Parks on Lake McClure. The Horseshoe Bend site, four miles from Coulterville, is scheduled for completion by January. The Barret Cove site, six miles north of Exchequer Dam, will include camp units and picnic sites with boat ramps and restrooms. Both parks will have a swimming lagoon, parking lot and fish cleaning stations. They are the last of four parks to be developed with funds totaling \$8 million.

The State Division of Highways plans to modernize an 11 mile stretch of State Route 33 in western Fresno County between Firebaugh and Dos Palos. The plans call for widening the thoroughfare from its present 18 feet to 40 feet for most of the distance except for the section through Firebaugh which is destined to become four lanes divided. Bids on the contract will be open June 25 in Sacramento. Estimated cost of the project, \$1.6 million.

A low bid from Fresno Paving

Co. of \$84,000 has been received for a project to widen and raise the level of roadbed on Highway 41 five miles north of Pinedale. This section of Highway 41 frequently is covered by water during and after heavy rain storms. This project is located in Madera County between Avenue 11 to a point .3 of a mile north of Avenue 12.

Fresno and Madera Counties are moving forward with plans to mend roads damaged by flood waters from the northeastern county foothills earlier this year. The Hunsaker Construction Co. of Clovis, the low bidder at \$28,500, will construct three creek culverts and do repair work on the Dry Creek Bridge. The supervisors have set June 10 on other contracts involving work on bridges and repair of the lining of the Wahtoke Creek channel.

The Martin Company of Coalinga was apparent low bidder for aligning and widening one mile of Highway 145 east of Madera from 22 to 40 feet. Some of Route 180 modifications will be made between DeWolf Avenue and a point west of Rainbow Road in Center-ville.

A contract may be let by late summer for construction of the first link in the controversial all-year highway across Mineret Summit. Approximately \$800,000 in Federal funds have been appropriated for the first phase of the two-lane, class 2 forest highway. If the contract can be let early enough before the start of the heavy snow season, the contractor may get a pioneer trail built through the area which would allow survey and construction workers to begin preliminary work.

Granite Construction Co. is going good on their Westlant Water District pipeline job. This job should last throughout this year and keep about 14 of the Brothers busy.

The Asbestos Mines have cut back to a single day shift, although the work load should be steady for the rest of the year. A new contract is being negotiated with Atlas Asbestos at this time and will be presented to the Brothers for ratification very soon.

Dear Sir:

I would like to have a thank you note put in the union paper. My father was a member of Local 3 for a good many years, out of the Oakland Hall, the last five years out of Redding.

We want to thank you for the many kindnesses shown to us during the passing of our mother, Fern Greathouse, in February and our father, Fred Greathouse, in May.

A very special thank you for the beautiful Bible which we will always cherish.

Sincerely,
Mrs. Nilla Milam and
Mrs. Joanne Packard

Officers and Members
of Local No. 3
Operating Engineers

I wish to express my deepest appreciation and thanks for the memory Holy Bible. I will cherish this the rest of my life, in the memory of my dearly beloved husband, William O. Grant.

Thank you.

Sincerely,
Mrs. Manila Grant
P.O. Box 737
Sonoma, California 95476

Obituaries (continued)

Plummer, E. F.	3	0365061	5/12/69
Marcelle—Wife &		SS#516-10-5199	
Michael—Son			
50 River Road Sp. 17			
Rio Vista, California			
Smith, Lloyd	3	543519	5/2/69
Clara—Wife		SS#553-07-9548	
5804 Canning Street			
Oakland, California			
Snider, Wm. H.	3	234935	5/4/69
2 Brothers & 3 Sisters		SS#547-07-4695	
1803 "U" Street			
Sacramento, California			
Svindal, Rolf	3	494377	4/28/69
Edith—Wife		SS#475-10-8040	
1553 Willowmount			
San Jose, California			
Waters, Francis	3	948323	4/18/69
Thelma—Wife		SS#522-03-8983	
Rt. 1, Box 1261			
Colfax, California			
Worthern, Ralph	3	334572	4/28/69
Essie—Wife		SS#529-05-3717	
6815 Anderson Way			
West Jordan, Utah			

71 deceased members—March 1969 through May 1969; 1 industrial accident.

DECEASED DEPENDENTS—May 1969

Jackie Elaine Adams, 5-8-69; deceased daughter of James Adams.

Wanaleah Coy, 4-21-69; deceased wife of Tom Coy.

Helen Bernice Criss, 5-20-69; deceased wife of Carle L. Criss.

Julie Decaillet, 5-10-69; deceased wife of Kenneth Decaillet.

Viola Mae Glover, 5-2-69; deceased wife of Kenneth Glover.

Sarah Hurlbert, 5-3-69; deceased wife of Francis Hurlbert.

Florence Salisbury, 4-30-69; deceased wife of Robert Salisbury.

Personal Notes

SAN JOSE

After a full life of pulling wrenches for Sondgroth Bros, and now Freeman-Sondgroth, Anthony Goularte said it's time to hang up his tools, retiring in August. Best of luck, Tony.

Congratulations to Mr. & Mrs. Jack Petersen of Petersen Bros. on the arrival of a baby boy.

Deepest sympathy to Brother Merle Rock of Freeman-Sondgroth who recently lost his beloved wife.

VALLEJO

We want to extend our best wishes to brother Art Pettibone who is in the South at present making recordings. Brother Art made a record "What Ya Gonna Do" a few months back. It is being played on KRAK radio station in Sacramento.

BLOOD CLUB: Our thanks to Brother Stanley Francisco for his recent donation to the Operating Engineers Blood Club.

EYE CARE: We take pleasure in announcing that a Stockton optometrist will be providing complete eye examination and glasses to those members that wish to avail themselves of this service. Members can call either the Stockton or Modesto office for more information.

STOCKTON-MODESTO

Brother Floyd Harper, who was injured on Aksland's job near Novato, has been transferred to Doctors Hospital in Modesto, where he is recuperating from a broken leg and torn ligaments.

Brother Hank Simonis and Brother T. D. Shanklin was recently hospitalized with heart attacks.

Brothers Ralph Miller, W. W. Edwards, Elmer Thorpe and Jim Overturf also were hospitalized for various disabilities during the past two months.

Our wishes for speedy recoveries are extended to all these unfortunate Brothers.

Our deepest sympathies are extended to the family and friends of C. C. "Tiny" Clark, Jr., who was killed in a motorcycle accident in Sonora.

MARYSVILLE

We have been informed recently of the death of Brother C. R. Van Winkle, former District Representative in the Marysville Office. Brother Van Winkle passed away on June 14 at Miami, Florida.

Hospitalized recently were Helen Dodson in Yuba General Hospital, Mrs. William Woods in Rideout Hospital and Brother W. Chrestman in Oroville Community Hospital. Undergoing eye surgery was the son of Robert Shields in Oroville. Good luck to all of you and our very best wishes for a speedy recovery.

Fishing is for all ages . . . So says 7 year old Donald Darrough, son of Brother Morrell and Bettie Darrough of Sutter. Young Donald, already an accomplished angler at his tender age, recently pulled in a 10½ pound striper while fishing the Sacramento River near Hank and Mickey's. Donald used sardines to hook the nice striper. Donald landed his first striper when about 4 year old, said his father.

EUREKA

It is with great sorrow we send our deepest sympathy to the family of Brother L. P. Hustead who passed away May 19, 1969 at Del City, Oklahoma after a lengthy illness.

We also wish to extend our deepest sympathy to Tom Coy and family in the passing of his wife, Wanaleah, who passed away very suddenly April 21, 1969.

SAN RAFAEL

Our thanks to Brother Herb Sawyer for his donation to Blood Bank.

Our heartfelt sympathy to Brother Robert (Bud) Trask on the loss of his wife.

Best wishes to Brother Ray Hotchkiss confined at Marin General Hospital. Bro. Ray has been with Peterson Tractor for several years.

SANTA ROSA

Many of you, especially in the Santa Rosa Area knew Bill Ford. He is no longer with us because of an automobile accident which killed him instantly. As we understand it, he was coming home from work when something happened and his car struck a tree. Our deepest sympathy to those friends and loved ones he left behind. Make safety your motto.

Many thanks to all of the Engineers who helped make the Rincon Valley Little League Park a reality. Dedication ceremonies were held and it was a real pleasure to hear all of the good things said about the labor unions and especially the Operating Engineers.

NEVADA

Walt Munson, of the Anaconda Company is confined in the St. Mary's Hospital, Room 229. I'm sure Brother Munson would appreciate cards and visits from his Brothers.

Brother James Caton has recovered from his illness, and after a short vacation, is back on the job.

(See MORE PERSONAL NOTES page 16)

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE

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

CLEVELAND MODEL 95' with Jiffy shovel nose buckets. Digs 22" wide 5½' deep. Phone 209/274-2798 or write Jim Greer, Ione, California. Reg. No. 838948. 5-1.

MOTORCYCLES FOR SALE. 1966 Harley Davidson Sprint SS Black w/luggage carrier. Excellent condition \$475. 1964 Honda Super Hawk 305 CC, scrambler bars. Larry McNeil, 1018 A Taylor Avenue, Vallejo, Calif., phone 707/644-8258. Reg. No. 1251275. 5-1.

FOR SALE: one console B&W television set. Needs switch. As is \$20.00. One Underwood typewriter, does good job, \$30.00. Frank Meacham, 1108 107th Avenue, Oakland, Calif. 415/569-0699. Reg. No. 0469307. 5-1.

MODERN new six room house, electricity, aluminum barn bldg., milk house, other buildings. Approx. 50 acres fenced and cross fenced. Permanent pasture, sprinkling and pressure system, patented State Water Right, 2 irrigation ponds. Tractors, farm equip. Price and particulars. Noel F. Dennis, 7000 Lower Wyandotte Road, Oroville, Calif. 95965, phone 916/533-0972. Reg. No. 354942. 5-1.

FOR SALE: Level Lot at Lowerlake, Calif. zoned Mobile or Conventional Home. Close to shopping, bank, P.O., bus lines, hospital and schools. Low down payment, \$30 per month. Ted Harris, 28797 Venus Street, Hayward, Calif. 94544. Phone 415/782-7274. Reg. No. 543470. 5-1.

FOR SALE one acre. City water, electricity, natural gas, 5 miles north of Reno. Good for Mobile Home retirement. Can have horse. Call 358-9327 or write to: C. N. Prince, 265 East 8th Avenue, Sun Valley, Nevada 89431. Reg. No. 557405. 5-1.

FOR SALE: Wheel Trancher, Parson's 200. \$4,500. Ken Gerlach, 401 Key Boulevard, Richmond, Calif. 232-9331, or 235-6715. Reg. No. 1051292. 5-1.

FOR SALE: Level, wooded land with domestic and irrigation water, 8 miles from Redding, 20 acres at \$800 per acre, 5 acres at \$1,000 per acre. Terms to suit. A. L. Krone, 2410 Girvan Road, Redding, Calif. phone 241-1373. Reg. No. 572721. 5-1.

LAND FOR SALE: 10 acres, 5 or 2, 2½ acres two miles north Redding on Churn Creek, just off Hwy. 99. Acreage 1 to 9, four miles West of Auburn off Hwy. 80. Near Auburn Dam. John Hinoite, Box 417, Meadow Vista, Calif. 916/878-1203. Reg. No. 307892. 5-1.

FOR SALE: 1919 Model T Roadster, immaculate upholstery, top, boot, paint, etc. Mechanically perf. has Ruxell. 415/931-3269. Lyle E. Atkinson, 98 Cervantes Blvd., San Francisco 94123. Reg. No. 198587. 5-1.

WANTED TO BUY: Farmall Cub or similar cultivating tractor, preferably with cultivating bars. Any condition. Jim Ronse, 470 East San Francisco Avenue, Willits, Calif. 95490. Phone 459-2645. Reg. No. 1271053. 5-1.

FOR SALE: 1951 SPARTAN MOBILE 8' x 35' excellent condition, furnished, new bed, highway couch. 1948 one-ton International panel truck, 4-speed. Both \$2,250. Ted Harris, 28797 Venus Street, Hayward, Calif. 94544. Phone 415/782-7274. Reg. No. 543470. 5-1.

1961 T-BIRD, needs trans. work, good cond. otherwise. P.S., P.B., P.W. \$500. D. E. Henderson, 1558 Siesta Drive, Los Altos, Calif. 94022. Reg. No. 870942. 5-1.

LAKE MONT PINES, Lot 84, Calaveras Co., Ebbetts Pass Hwy, 4,000 ft. elev., 200 ft. to private lake, clubhouse, paved Co. Main Rd., utilities, \$7,500, terms. Mark Hammer, 235 Oak Rd., Danville, Calif. 94526. Phone 837-9335. Reg. No. 650623. 5-1.

CENTRIFUGAL PUMP, \$250; Compressor \$375; 1964 Dodge Pickup Bed \$25; Hand Winch \$75; Cattle Rack for Sidesheet Pickup \$50; Lift Tail Gate for Pickup \$30; 24" Fanline Pipe 30' long \$200 per ft.; Used 2" black iron pipe 25c per ft., galvanized 35c per ft.; New 1½" black iron pipe 25c per ft.; 3" spiral weld pipe 50c per ft., 4" 35c per ft. Vincent F. Harris, Jr., Box 809, Jamestown, Calif. 95327. Phone 209/994-3343. Reg. No. 693648. 5-1.

SKILL SAW genuine model No. 77, 7¼" worm drive used approx. ten hours, 3-blade, case. Lists at \$169, sell for \$85. David Dickinson, 282-3190. Reg. No. 239614. 5-1.

ATTACHMENTS FOR SALE: price reduced, Erie ¾ clam bucket, Page ¾ automatic dragline bucket, one HD 5 angle dozer blade and arms, all for \$700. Good condition. T. E. Nissen, 19365 Western Blvd., Hayward, Calif. Phone 276-2984. Reg. No. 1312427. 5-1.

FOR SALE: three acres near Grizzly Flats, front on paved highway, electricity, small lake with hdy dozer stream, big trees. \$9,000. Bill Vaughn, 415/228-2661. Reg. No. 553202. 5-1.

FOR SALE: 2 or 4 burial plots, Fresno Memorial Gardens, Acadia Section. Reasonable. Good condition. Vernon D. Osborn, 3750 East El Montway, Fresno, Calif. 93702. Reg. No. 265380. 5-1.

13 ACRES, Calveras Co., one mile to Comanche South Shore, gentle rolling, oak trees, D. E. Henderson, 1558 Siesta Drive, Los Altos, Calif. 94022. Reg. No. 870942. 5-1.

FOR SALE: Two clean level lots 50 x 1010 each with two beautiful L. Oak trees. Water, lights available. \$4,000. \$100 down. \$75 per month. W. D. McMackin, 772 Marin Avenue, Hayward, Calif. Phone 783-9011. Reg. No. 1117492. 5-1.

FOR SALE: four level acres, Meadow Valley, Plumas Co., ten miles from Quincy and Buck's Lake. Good view, new well on county road with utilities. Edward Sieber, P. O. Box 11, Meadow Valley, Calif. 95956. Phone 916/283-1236. Reg. No. 1142857. 5-1.

REFRIGERATOR 14' frostfree two door, 159 lb. bottom freezer. \$150.00. David Dickinson, Phone 282-3190. Reg. No. 239614. 5-1.

1956 FORD DUMP \$750; 51 Ford water truck, 1,000 gal. disc sprinkler. \$750; ADL Cletrac Diesel with hdy dozer \$1,500; Gannon earthcrafter scraper new cond. \$250. Jim Harper, White House Road, Pescadero, Calif. 94060. 415/879-0386. Reg. No. 652480. 5-1.

PORTABLE ENGINE WINCH unit, used for winching logs, roofing materials, etc. over extra long distances. \$450. Call 475-5009 or write to A. L. Rodriguez, 1871 43rd Avenue, Santa Cruz, Calif. 95060. Reg. No. 1022442. 5-1.

FOR SALE: GMC tilt-cab 1963 109" wb, flat bed body, fuel storage tank, low mileage. \$1,500. Phone 415/934-5145. Reg. No. 1003098. 5-1.

WOODED CORNER LOT ½ acre on paved streets in Redding. Can be divided for building 2 homes thereon. All utilities \$6,500. Joe M. Paulazzo, 5608 Ocean View Drive, Apt. 2, Oakland, Calif. 94618. Phone 652-6240. Reg. No. 865537. 6-1.

LAKE BERRYESSA LOT, all utilities in, gorgeous view, access to lake for launching and dock. Low down payment, owner will finance. Phone 366-0539 or write to Roy E. Faris, 96 Redwood Way, Atherton, Calif. 94025. Register No. 702244. 6-1.

TABOE PARADISE FOR SALE. ¼ acre level wooded lot. Utilities in. Sewer assessment bond paid. Near recreation facilities, golf course and lake. \$6,750. Terms, W. P. Wickham, 115 West MacArthur, Sonoma, Calif. 95476. Register No. 1062039. 6-1.

17 MERCURY MARQUIS loaded with extras, 30,000 mileage. Will trade for pickup same model or later. Vern Sorensen, San Jose 297-9566. Register No. 0251990. 6-1.

WILL SWAP A 1965 FORD CUSTOM 6 with air cond., good cond. for vac. trailer, or sell for \$800. Roy Woody, 460 N. Jefferson St., Dixon, Calif. Phone 678-3268. Register No. 347177. 6-1.

BOAT FOR SALE. 18' Sportline Cruiser, all glass, 120 HP, continental trailer. Convertible canvas, power trim, complete instruments. Chemical head, compass, electric horn, two 18-gal. tanks. \$5,500. Save \$500. 1969 model. Rat Patrick, 19736 Royal Avenue, Hayward, 276-2291. Register No. 696733. 6-1.

CHAMPION SIRE pure white German shepherd pups for sale. K. L. Christensen, 1849-52nd Street, Sacramento, Calif. 95819. Register No. 0754274. 6-1.

FOR SALE one 24-inch Barton Walnut Huler used one season \$500. D. V. Case Tractor w/hydraulic pump, new tires \$500. Grape duster on trailer w/ Briggs & Stratton engine \$200. Phone 632-3570 or see Douglas Bratton, 4113 N. Washington Road, Turlock, Calif. 95380. Register No. 828691. 6-1.

REGISTERED POODLES for sale. Papers available, 3 males, two apricot, one black & silver party; two female, black, may turn silver. Whelped April 18, 1968. Leo A. Davis, Lone Star Trailer Court No. 9, Newman, Calif. 95360. Phone 862-2282. Register No. 0824688. 6-1.

FOR SALE 600 lineal ft. small R.R. track. Telephone (415) 223-2937. Al Pierzina, 1054 Lindell, Richmond, Calif. 94803. Register No. 745237. 6-1.

MOBILE HOME 10/57 foot 3 BR for sale or trade for land in Arkansas. J. P. Davis, 2337 Eucalyptus Ave., Patterson, Calif. 95363. Register No. 0892454. 6-1.

BEAGLES male 10 months beautiful, healthy, registered, champion stock, papers. Good with children. Hunting, show dog, or what have you. Make offer. Female 3 years old spayed. Make good pet. Registered, papers, champion. Forced sale. Phone evenings 276-2291. Fat Patrick, Register No. 696733. 6-1.

1967 FORD ½ TON PICKUP FOR SALE. Wheelbase, 208 HP V8 engine, custom cab w/d. lode floor, rubber seal, 18,500 miles. \$1,550. Mel Jensen, 1229 Oleander Ave., Chico, Phone 343-6147. Register No. 937215. 6-1.

SALE OR TRADE three 1946 to 49 Ford 6-cyl. truck engines, \$50 each or trade. Al Troy, (415) 589-3075. Register No. 924992. 6-1.

LAKE COUNTY TEN ACRES. On Noble Ranch, trees, view, road, water, good terms. \$1,200 per acre. Owner will carry note. James H. Allen, P.O. Box 6807, Clearlake Highlands, Calif. 95422. (707) 994-3649. Register No. 1308962. 6-1.

1968 HONDA MOTORCYCLE 450 cc with Mediterranean blue plastic sidecar containing stereo. Excellent care, 3640 miles, lots of chrome, equipment with multicolor special gas tank. Can be seen at 455-41st Ave., San Francisco, or call Kenneth Mahoney, 386-6543. Register No. 883769. 6-1.

FOR SALE: WELSH PONIES, registered 2nd grade, plus pony cart and harness. Gordon W. Hunt, Georgetown, Calif. 95634. Phone 333-4638. Register No. 535847. 6-1.

FOR SALE: Mack Tractor and End Dump, low bed, white diesel, dual drive, 10 yd. dump truck. Tilt trailer, A.C. maintainer. Will trade for real estate or 20-24' wide mobile home. Phone (209) 532-9761. Register No. 181676. 6-1.

FOR SALE: 23 ft. Travelize trailer, like new, air cond., carpet, awning. John F. Davis, 1215 Canyon Drive, Manteca, Calif. 95336. Phone 823-7090. Register No. 785225. 6-1.

RETIREMENT or weekend mobile home. 10 x 55 two BR two bath expando. Furnished. Screened porch, boat house, storage shed. 60 x 90 lot. Two blocks from lake at Clear Lake Oaks. \$11,500. J. C. Enos, 1032 Aberdeen Dr., Livermore, Calif. 94550. Phone (415) 447-4950. Register No. 620122. 6-1.

FOR SALE: Chicago Promatic Air Compressor, 210 CFP, Diesel, 48H Caterpillar on trailer \$450. Garden Work/ Golf Cart \$200. Schramm comb. tractor-compressor 107 CFM, rock air drill attachment \$1,000. Call after 6 P.M. 223-6489. Arthur Parks, 5838 Robin Hood Drive, El Sobrante, Calif. 94803. Register No. 1058474. 6-1.

SEVEN ACRES, home w/3BR, two baths, well, irrigation water, oak trees, ideal for horses. Gordon W. Hunt, Georgetown, Calif. 94634. Phone 333-4638. Register No. 535847. 6-1.

COMPLETE EQUIPMENT for lawn mower and saw sharpening shop. \$1,500 firm. Ideal supplement to income. P.O. Box 8, Alamo, Calif. 94507. Phone (415) 837-2579. Register No. 1152912. 6-1.

ROTARY RIG, Cable Tool Rig. Call or write for price. Charles Criswell, 240 NA St., Tulare, Calif. 686-5520. Register No. 0918845. 6-1.

FOR SALE: Set taps ¼" to 1½" Starter—plug bottom to 1" to 1½" Starter—Bottom set pipe taps ¾" to 2½" most new. Other tools, set dies ¼" to 1". Phone AN 4-8647. San Jose. Register No. 0432603. 6-1.

FOR SALE: 1967 Great Lakes, 60 x 12, 2 BDRM, 1½ bath, \$1,000. Equity includes lg shed, aluminum awning and skirting, porch steps. Will trade equity for camper trailer. Kenneth A. Lawrence, 322 Towner Way, Santa Rosa, Calif. 95401, (707) 544-0966. Register No. 1058441. 6-1.

BUNGALOW FIVE ROOMS furnished on one acre, garage, two other buildings, berries, fruit, garden, ample water, elect., phone, near Grass Valley. \$11,500. No. 26 Canyon Road, Mail Box 307, Cedar Ridge, Calif. 95924. Daniel McGeever, Reg. No. 403010. 7-1.

NORTHWEST DRAGLINE, Model 8, 65' boom, 2½ yard bucket, late model skirting, in excellent condition. Call Allyn A. Snyder (415) 657-6268 or (408) 262-5729. Reg. No. 0369280. 7-1.

FOR SALE: Cat 12 Motor Grader, Hydraulic Side Shift, Parts 1H4454, Cylinder Guard Group No. 1H5051, Left & Right Brackets, Parts 1H4459 & 1H4457, plus most of the Line Group can be mounted on "T" Series blade with Hydraulic Steering and 80-C Series. Good Condition—\$250 cash. Lloyd J. Brooker, 3015-198 Bayshore Blvd., Redwood City, Calif. 94063. Phone: (415) 369-5489. Reg. No. 0290869. 7-1.

FOR SALE: 8-yd. 2-axle dump pup trailer—\$2800. Fruehauf bottom dumps air gates. \$700 for set. Ludwig Betchart, 41223 Roberts Ave., Fremont, Calif. Phone: (415) 656-1149. Reg. No. 1030397. 7-1.

FOR SALE: Large Oak covered level lot half-way between Hwy. 50 and High School on Ponderosa Rd., Shingle Springs, Calif. —\$2095, or trade for car, pickup or camp trailer. Alfred Seaton, 502 Wiley Lane, Grass Valley, Calif. Phone: 273-8263. Reg. No. 1181794. 7-1.

FOR SALE: 1959 G.M.C. two ton dump truck, good condition, \$1,395. Dean H. Bailey, 2560 May Road, El Sobrante, Calif. Phone: 223-0241. Reg. No. 529325. 7-1.

STINGER CRANES, one-man operation. 2-ton with 40' boom \$3,000. 5-ton with 75' boom \$7,000. Call evenings 257-3311 or write to George Duralia, 4917 Placewood Court, San Jose, Calif. Reg. No. 1174998. 7-1.

FOR SALE: 1957 Chevy Pick-up, 4-speed Hydramatic, 1965 283 V-8, 4 barrel, excellent condition, new paint, good tires. De luxe cab, lots of chrome, punched rims. Original owner—\$800. Gene Mendes, 5355 Radele Ct., Fremont, Calif. 94536. Phone: 793-3155 after 5:30 p.m. Reg. No. 879752. 7-1.

FOR SALE: One lot 200' x 100' on oil road at Roseburg, Oregon. Price: \$650. Contact Claude Morris, 1529 Tanner Rd. Sp. 38, Los Banos, Calif. 93635 or Phone 826-3209. Reg. No. 0724840. 7-1.

REGISTERED ARABIAN MARE and two fillies. Will trade for one truck or cattle of equal value. Vernon L. Dye, Rte. 3, Box 82-C, Sonoma, Calif. 95370. Phone: 532-4495. Reg. No. 1192118. 7-1.

24-FT. OWENS: '59 full canvas. Depth sounder, head, galley, water sking equipment, fresh water of state. C. J. Rosin, 157 W. Atlas, Stockton, Calif. Phone: (209) 465-2754. Reg. No. 0876187. 7-1.

REDDING AREA: 2.79 acres off Rock Creek Road, approx. one mile from Whiskey Town Reservoir and one mile from Old Shasta. Electricity on property, water available. Only \$2,200. Contact Mike Kraynick, 3385 Irlanda Way, San Jose, Calif. 95124. Phone: 266-7502. Reg. No. 595211. 7-1.

WRINGER TYPE WASHER: 3 yrs. old, seldom used. Bought \$149; will sell for \$60. Contact James Fagundes, 18501 Bollinger Canyon, San Ramon, Calif. 94583. Phone: 837-6212. Reg. No. 1027821. 7-1.

FOR SALE: Two Caterpillar 14A's equipped for clearing. Owner retiring, have good job prospects. Phone: 342-3185. Clarence Baker, 1254 Orchard Circle, Chico, Calif. 95926. Reg. No. 0939581. 7-1.

FOR SALE: Welding and Machine Shop. Complete line of welding machine shop equipment. Stock of bolts, nuts. Phone any hour of day for appointment, except Sunday. (916) 678-2702. Reg. No. 1152779. 7-1.

ONE TON 1960 FORD bobtail truck with fifth wheel. Double axle semi-tilt bed trailer, 10 ton cap. Massey Ferguson 30W tractor, with 15' Parsons backhoe. Take all for \$8,000. Call Al Haney, 475-5490, Santa Cruz, Calif. Reg. No. 908564. 7-1.

FOR SALE OR TRADE for pick-up. 1965 Mustang convertible, 24,000 miles, V6, Rally-pac, power steering/top. Exc. condition. One lady owner. \$1,200. Haugnes, 955 Esmeralda, S.F. 94110. Reg. No. 775471. 7-1.

1962 CASE BACKHOE, 3 new rams and new motor. \$4,200. TD Dozer with 8' blade \$3,500. W. L. Maddox, P.O. Box 3805, Los Banos, Calif. 95365. Phone: (209) 826-0684. Reg. No. 1043556. 7-1.

FOR SALE 13 ACRES eight miles from downtown Reno. 11 City water district, 7 taps installed. Donald Malone, 5450 Sidehill Drive, Sparks, Nevada. Phone: 358-4368. Reg. No. 0880040. 7-1.

SALE OR TRADE BACKHOE AND CAT. M-F 320 Backhoe, loader on diesel, 1100 hrs. on mach. Like new. Trade for 40 ton transport, late 3-axle dump or water truck. Cat D-8H 46A Hyd. dozer, tilt, ripper. Medford top. Completely rebuilt by Cat, new undercarriage. Trade for prop. or ? Call 697-4117 after 7 p.m. Vern Davenport, 1303 Vista Grande, Millbrae, Calif. Reg. No. 993919. 7-1.

LOT FOR SALE or trade for late model car or pickup and camper. Out of Twin Hart in Cedar Ridge. Call (415) 454-8441. B. C. Tucker, 33 Lansdale Avenue, San Anselmo, Calif. 94960. Reg. No. 736418. 7-1.

WOODED RETREAT for sale. Half mile from city limits in heart of Mother Lode. Approx. 7 acres. New two-bedroom home, excellent soil, natural surroundings, all utilities, readily available. Phone: 273-8131. C. C. Conner, Box 131-A Butler Rd., Grass Valley, Calif. 95945. Reg. No. 1075413. 7-1.

COUNTRY STORE and gas station near Table Rock Lake, 5 miles from Crane, Mo. fronts two busy roads. Concrete block bldg. approx. 30' x 40' incl. small living quarters. 6½ acres. Gross approx. \$25,000. Price \$17,700, down payment \$6,000. Includes \$5,000 inventory and equipment. Phone: (415) 897-3706, Novato, Calif. or (417) 723-8833, Crane, Mo. Reg. No. 1058414.

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MEETINGS SCHEDULE

1969 Schedule of Semi-Annual, District and Sub-District Meetings

SEMI-ANNUAL MEETINGS

JULY
12 San Francisco, Sat., 1:00 p.m.

DISTRICT & SUB-DISTRICT MEETINGS

JULY
9 San Francisco, Wed., 8:00 p.m.
15 Eureka, Tues., 8:00 p.m.
16 Redding, Wed., 8:00 p.m.
17 Oroville, Thurs., 8:00 p.m.
23 Honolulu, Wed., 7:00 p.m.
24 Hilo, Thurs., 7:30 p.m.

AUGUST

14 Oakland, Thurs., 8:00 p.m.
19 Stockton, Tues., 8:00 p.m.
26 Sacramento, Tues., 8:00 p.m.
27 San Jose, Wed., 8:00 p.m.

SEPTEMBER

16 Fresno, Tues., 8:00 p.m.
18 Ukiah, Thurs., 8:00 p.m.
19 Salt Lake City, Fri., 8:00 p.m.
20 Reno, Sat., 8:00 p.m.

OCTOBER

1 San Francisco, Wed., 8:00 p.m.
7 Eureka, Tues., 8:00 p.m.
8 Redding, Wed., 8:00 p.m.
9 Marysville, Thurs., 8:00 p.m.
15 Honolulu, Wed., 7:00 p.m.
16 Hilo, Thurs., 7:30 p.m.

NOVEMBER

4 Sacramento, Tues., 8:00 p.m.
6 Watsonville, Thurs., 8:00 p.m.
11 Stockton, Tues., 8:00 p.m.
13 Oakland, Thurs., 8:00 p.m.

DECEMBER

2 Fresno, Tues., 8:00 p.m.
4 Santa Rosa, Thurs., 8:00 p.m.
5 Ogden, Fri., 8:00 p.m.
6 Reno, Sat., 8:00 p.m.

District & Sub-District Meeting Places

San Francisco, Engineers Bldg.,
474 Valencia St.

Eureka, Engineers Bldg., 2806
Broadway.

Redding, Engineers Bldg., 100
Lake Blvd.

Oroville, Prospectors Village,
Oroville Dam Blvd.

Honolulu, YWCA Community
Rm., 1040 Richard St.

Hilo, Hawaii Tech. School,
1175 Mamono St.

San Jose Labor Temple, 2102
Alameda Rd.

Stockton, Engineers Bldg.,
2626 N. California.

Oakland, Labor Temple, 2315
Valdez.

Sacramento, C E L & T Bldg.,
2525 Stockton Blvd.

Fresno, Engineers Bldg., 3121
E. Olive St.

Ukiah, Labor Temple, State
Street.

Salt Lake City, 1958 W.No.
Temple.

Reno, Musicians Hall, 120 W.
Taylor St.

Marysville, Elks Hall, 920 - D
St.

Watsonville, Veterans Memo-
rial Bldg., 215 - 3rd.

Santa Rosa, Veterans Bldg.,
1351 Bennett St.

Provo, 165 West 1st North.
Ogden, Teamsters Hall, 2538
Washington Blvd.

Personnel Notes (continued)

SACRAMENTO

We would like to offer our best wishes for a speedy recovery to Brother Roy Bell and Mrs. Mike Nordyke who recently were involved in accidents. Also, Joe McQuillan, who was injured on the job last month, and Brother Danny Chandler, who is hospitalized with a broken back.

Our condolences to the families and friends of Brothers Clarence Wertz (5/18/69), John F. Ozment (5/30/69), Alva Ayers (5/19/69), and the son of Brother Johnny Barlow who drowned.

We are in desperate need of blood donations from the Brothers in the Sacramento area. Location of the Blood Bank is 3230 Jay Street, Sacramento. We would greatly appreciate it if the Brothers would give blood. Thank you.

FRESNO

Our deepest sympathy is extended to Brother Joe Harrah on the loss of his wife. Also, our heartfelt sympathy to the Edward Knudsen family on the loss of their son.

We are happy to learn that Brother Ray Fawcett is home from the hospital and doing fine.

Our many thanks go to Brothers Robert "Whitey" Smith and Robert Smith, Jr. for their donation of blood to our blood bank. Our supply of blood is still very, very low, so come on, fellas . . . give!

CREDIT UNION

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

FRINGE BENEFIT SERVICE CENTER

474 Valencia Street
San Francisco, Calif. 94103
Phone: 431-1568

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"Blood Alley" Funds Are Let!

Continued from page 12

Bullards Bar Dam will be the key project unit of the \$180 million multiple purpose Yuba River development sponsored by the Yuba County Water Agency. Prime functions of the development are similar to those of the States' Feather River Project, and it is planned to function in full compatibility with the California Water Plan.

Prior to this time, development on this river system has been the storage and power project of the Nevada Irrigation District which diverts only about 10 percent of the total runoff from the Yuba Watershed, and the Bullards Bar and Englebright debris storage dams. The storage and power potential of North Yuba River, which contributes almost 60 percent to the total Yuba River runoff, is virtually unexploited.

This project is now about 90 per cent complete, and should be completed some time next month, according to Yuba County Water Agency officials. The reservoir behind New Bullards Bar Dam is being kept at nearly a constant level by means of a low level outlet, and there is about 200,000 acre feet of additional storage space available in the reservoir.

Five functional units will comprise the Yuba River development:

1. New Bullards Bar Project, the main dam and storage reservoir on North Yuba River.

2. Middle Yuba/Oregon Creek Diversion Project—to divert water from Middle Yuba River and Oregon Creek into New Bullards Bar reservoir.

3. New Colgate Project—a power project which will utilize 1,400 feet head and the water stored in and regulated from New Bullards Bar reservoir.

4. New Narrows Project—a power project which will use regulated releases from New Bullards Bar reservoir through the existing Englebright reservoir.

5. Recreation Facilities—camp grounds, picnic areas, boat launching ramps and other onshore facilities along New Bullards Bar reservoir.

The New Bullards Bar Dam is located about 1.5 miles downstream from the old 193 foot Bullards Bar dam. It creates a new reservoir approximately 16 miles long, with a surface area of 4,500 acres.

An extensive study of the recreational potential of the New Bullards Bar reservoir and other project units was conducted by the International Engineering Company. The study concluded that the recreation facilities to be provided at the reservoir would accommodate 97,000 persons each year. The recreational use would be 57 per cent for such daytime activities as boating, water skiing and fishing and 43 per cent for overnight camping.

Under construction as part of the development are: camping areas, picnic areas, group camping areas, boat launching ramps, 32,000 feet of interior roads, and 200,000 feet of parking area, totaling a 275 acre area for recreation.

The five primary functions of the Yuba River development have been outlined as such: conservation and regulation of water for downstream irrigation and municipal use, flood control, hydroelectric power generation, regulation and release of stream flow for maintenance and enhancement of fishlife, and recreation.

OROVILLE DAM RECEIVES CIVIL ENGINEERS' AWARD—Massive Oroville Dam and its Edward Hyatt Powerplant recently was named the "outstanding civil engineering achievement of 1969" by the American Society of Civil Engineers.

Announcement of the award was made by the State Department of Water Resources on behalf of the engineering society meeting in Louisville, Ky.

The annual award is made by the group to the engineering project that "demonstrates the greatest engineering skills and represents the greatest contribution to civil engineering progress and mankind." The society presented the award last year for the new San Mateo-Hayward orothotropic bridge across San Francisco Bay. The 770 foot tall dam, highest in the Western Hemisphere, is the key unit of the California Water Project. The Hyatt Powerplant is buried deep within the dam and will produce 644,000 kilowatts of hydroelectric power.

SPECIAL FUNDS FOR "BLOOD ALLEY"—The California Highway Commission has authorized immediate construction of a freeway between Williams and Willows to eliminate a stretch of highway which has been the scene of numerous fatal collisions. The stretch, commonly known as Blood Alley, has seen 27 fatalities in accidents in the past 30 months, eleven of them head-on collisions. It is a two-lane stretch of road connecting two segments of Interstate 5 freeway in Colusa County. The commission authorized transfer of \$3.5 million from money saved in low bids for other projects and authorized the Department of Public Works to advertise for bids immediately.

The committee said it will finance the balance of the \$15 million project later, but authorized the \$3.5 million so that work may begin immediately. Although the construction was not scheduled for this year, the number of fatal accidents dictated that the project be placed on a high priority basis.

By BERT SAMPLE
Business Representative

All of the construction jobs west of the Feather River are going at full speed.

Fredrickson & Watson has the contract on the Willows to Maxwell Interstate 5 freeway, approximately \$8 million. At the present time they are working a single shift Cat & Can spread, a DW 20 spread and a B-Pull Spread. In addition to this they are working a double shift on an 80D Northwest dragline, digging and realigning the irrigation ditches.

This freeway is passing through some of the finest rice land in the state and, as any Brother who has ever worked in this area can tell you, there is always an abundance of bugs, mosquitos and gnats, particularly at this time of the year before the heat drives them into the ground. The black gnats are very bad. The Brothers have tried everything from axle grease to DDT and the gnats seem to enjoy all of it. However, they are experiencing some relief now that the temperature is up.

The Job Steward on the Cat & Can spread is Brother Felton Triplett and the Safety Man is Brother Jim Dale. On the DW 20 spread, Brother Bud Dick is steward and Brother Don McCollough is safety man. With the B-Pull spread, Brother Dutch Genise is job steward and Brother Mel Boelman is safety man.

Merrill Dubach Construction Co. from Davis, California has subbed 700,000 yards of dirt from Fredrickson & Watson and expect to have it moved in 6 to 7 weeks using 621 paddle wheels. Dubach is running a single shift employing about ten Brothers.

Fredrickson & Watson's intention is to double shift this job, but right now there is no date set to start the second shift. They are

being held up by the Perforated Pipe and the concrete box culverts. Lew Jones Construction from San Jose is doing the structures and their work is also being delayed by the water problem.

Fredrickson & Watson is now employing about 65 Brothers on this job and although there isn't a great deal of overtime, this is one of the better jobs in our area and we should enjoy a good season's work provided the Engineers don't get carried off by the black gnats.

Butte Creek Rock in Chico is also working about 40 Brothers on various small jobs and are looking forward to a good season of work.

Up on Highway 32 north of Chico, Hughes & Ladd has 8.9 miles of new highway to build and are going at it fast and furious, running two shifts and they are employing about 30 Brothers.

This job is extremely rocky, having to be shot all the way and it is very steep with the rock breaking up into big boulders. Roy Ladd is using Cat & Cans to pioneer this job, break down the cuts and start the fills and once again it looks like these cat & cans are going to pay off for the Company as well as employ some of our older Brothers who are specialists on this equipment and who know how to handle big rocks in steep, rough terrain. They expect to have the job pioneered about the middle of August and will be shipped to South Shore Tahoe to another rough job. They will be replaced here by 631's.

This section of the old highway is a continuous series of switchbacks and in the 8.9 miles of new highway the old road crosses the new road 49 times, causing many long stretches of permanent detours which, as a result of the heavy traffic, have to be continuously maintained.

Our Job Steward on this job is Brother Tom Rich and the Safety Man is Barney Sirrockman. The swing shift Safety Man and Job Steward are presently being appointed.

About 6 or 8 miles north of Hughes & Ladd's job, Lema Construction from the Redding area has four miles of new highway (realignment of Highway 32) and are employing about 12 to 15 men.

In addition to these jobs, there are several small jobs in the area employing many of the Brothers and even though we had a slow start this spring and there are some Brothers still in the hall, there is generally an optimistic outlook for this season and we are looking forward to a good season.

By DAN CARPENTER

A. Teichert & Son Inc. was low bidder on the realignment and paving on Highway 89 along the west shore of Lake Almanor. They were also low bidder on a \$218,000 job on realigning a section of Big Springs Road on the east side of Lake Almanor. Work on the two projects should run into 1970 with completion in late summer.

Lockheed Shipbuilding & Construction Co. is making the final concrete pours on its Belden Tunnel project in the Feather River Canyon. Completion is anticipated on or before July 31st. This has been a two and a half year job keeping about 60 Engineers busy on the six mile tunnel project.

Closure of the upstream, downstream addit is expected this month. Total cost of the project including the penstock and syphon was about \$42 million.

Dravo Construction is installing the huge high pressure syphon connecting the two tunnel portals and is also nearing completion with two-thirds of the pipe in place.

Sections of the pipe weigh 35

See ALMANOR page 12