

Local 3, AGC Sign Utah Pact

SALT LAKE CITY—Operating Engineers in Utah moved another rung up the economic ladder when Local 3 and the Associated General Contractors came to terms on a new three-year contract.

Under the determined leadership of Business Manager and Contract Negotiations Chairman Al Clem, Utah now has one of the most beneficial agreements to come out of negotiations in that state's history.

Clem, President Paul Edgecombe and Vice President Dale Marr spent the better part of two weeks in and out of Utah offering proposals and counter proposals to AGC officials, standing firm on not only substantial increases in wages and fringe benefits, but on a new paid vacation and holiday plan and an Apprenticeship Training Program.

In Utah, Hugh Bodam, district representative; Jay Neeley, Trustee and busi-

ness agents John Thornton, Vance Abbott and Tom Bills kept close tabs on developments both while negotiations were underway and during preparation of contract material.

In addition to gains in wages, apprenticeship training and paid vacation, subsistence increases and employer contributions to the Health, Welfare and Pension Trust Funds were also won.

Workers will now have safeguards under shift schedules. When an employee works eight consecutive hours a day during a five-day week, the eight hours will constitute a full day for first shift. On second and third shifts, where five consecutive days are worked, seven and one half hours worked will constitute a full work day, and employees will be paid for eight hours.

All working hours are exclusive of meal periods.

On first shift if the starting hour begins before 7 a.m., seven and a half hours will constitute a work day, exclusive of meal period, and workers will be paid for eight hours.

No more than one hour will be permitted between shifts.

On two-shift operations, the first shift will never begin earlier than 5 a.m. or later than 8 a.m. Once two-shift operations have begun and starting times have been established, they will not be terminated except on Friday, completion of a job or by a shutdown ordered by the contracting authority, provided starting times may be changed by mutual consent.

On the three shift schedule, the work week will begin at 8 a.m. Monday and end at 8 a.m. Saturday. Any work done between 8 a.m. Saturday and 8 a.m. Monday will be paid at the applicable overtime rate.

Negotiators also approved a move whereby on multiple shift operations a separate single shift of eight consecutive hours can be called if it is for five consecutive days and has its own Operating Engineer foreman where required. This shift would be in addition to the regular two or three shifts.

The starting time of the special shift would be 8 a.m.

On a multiple shift operation, no shift will work more than 10 hours except where there is an on-the-job emergency.

On second or third shift, journeymen will not number more than 50 per cent the number working first shift, unless changes are agreed upon by Local 3 and the employer.

If a majority of operators so desire, shift assignments will be rotated at least every two weeks.

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ENGINEERS NEWS

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



Vol. 25 — No. 8

SAN FRANCISCO, CALIFORNIA

151

August, 1966

We Remember

Dirt 'Dings' Erect Monument To Golfer, Civic Leader, Friend

The invitation will read "Welcome to the Bill Fritz Annual Golf Tournament," and those who enter competition will remember how the invitation came into being.

Bill "Slim" Fritz, an Operating Engineer who lived in Fallon, Nevada most of his short life, was a responsible citizen and ardent golfer in his community. He spent a lot of time at the local golf course, associating with his friends and neighbors.

But Bill died suddenly about a year ago, leaving a saddened community.

Unlike many young men who pass away, Bill will not be forgotten. His Engineer Brothers

wanted to do something in his memory, so they named Al Montrose, a blade man for Silver State Construction as the man to take the "bull by the horns."

The committee took up donations and built a water fountain at the course, faced with a plaque reading:

**IN MEMORY OF
BILL FRITZ
"SLIM"
THE DIRT DINGS**

An annual tourney will be held each year in memory of "Slim."

In the first tournament, 35 pairs played, making the inaugural invitational a huge success. The tourney was inaugurated by Al Montrose and Course Manager



AL MONTROSE
... Dings remember

Larry Goone.

Those who contributed include Al Montrose, B. Boden, Shorty McEvers, R. Kingston, Chip Montrose, M. Rasley, B. Koepnick, E. Salinas, Chuck Walsh, Ervol Yturiaga, Robert Yturiaga, J. Ripoli, R. Fass, A. Aja, M. Gabiola, J. Solaegui, Ted Smiten, J. "Hon. Ding" Diehl, N. Casey, E. Mangini, A. D. Drumm Jr. and Tyke Weller.

All donators now proudly wear their red golf caps with the "Ding" insignia in front.

The course is a beautiful nine-hole layout, two miles from Fallon, named So-Par-O-Van, which means "Gathering Place of the Tribes." It's now a gathering place for the "Dings."



OPERATING ENGINEERS will remember Bill "Slim" Fritz as an ardent golfer and leader in his community. Fountain is in his honor.

Outstanding Record In Industry's Safety

"Safety is a joint venture, particularly in the construction industry. No one speaks against safety, but promoting it is not a clear-cut science."

Dan Prodonovich, Engineering-Grading Contractors Association, told some 200 Operating Engineers and supervisors,

Could Be Oral Cancer

SAN FRANCISCO — If you have a small sore inside your mouth that persists, don't ignore it. Have a smear test made of the tissue inside your mouth. The sore could be oral cancer, a disease that killed 7,000 Americans last year.

Dr. Sol Silverman Jr., associate professor and chairman of the Division of Oral Biology at the University of California San Francisco Medical Center, has just completed a study, and said a small lump, sore, white or red patch may be an early cancer, and can occur anywhere in the mouth, but generally on the tongue.

He said most people tend to ignore such irritations until they become painful, which takes about five months, and if the sore is malignant, the patient has lost that much time for cure, and drastically reduced the chances.

The cause of oral cancer is unknown, but it is believed, because of studies completed, that smoking is a contributing factor.

Alcohol consumption has been shown to be another factor. Studies of oral cancer patients show that most consume large

suppliers, insurance carriers, state officials and other interested parties the best thing the construction industry can do in promoting is to heed the advice of experts who study situations in the field and recommend procedures.

The meeting, held on July 20 in Goodman Hall, Jack London Square, Oakland, was co-sponsored by the Operating Engineers Local 3, Employers, equipment suppliers, insurance carriers and the State of California.

COMMENDS LEADERS

Featured speaker Jack Vahloff, supervisor, construction section, Department of Industrial Relations, State of California, commended the leadership of Local 3 and particularly, Al Clem, business manager, for an outstanding record, which has contributed in making California the leading state in construction safety.

"In any one day we begin 45 million jobs with just 45 men to police them. Therefore, it takes enlightened Labor and Management to do their own policing," Vahloff said.

He said no other organization has done more on the job to promote safety, revise the rules, promote the control of surface dust, use seat belts, nets, canopies and roll bars, and set restrictions on crane cutter weight and speeds than Local No. 3.

HIGH PRAISE

"I cannot praise too highly the

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**Utah
Agreement
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Memo from the Manager's Desk

By AL CLEM

In spite of the fact the tight money situation continues, the work picture seems to be improving throughout our entire jurisdiction. We are hopeful additional contracts will be let on highways, canals and in the BART system in the San Francisco Bay area.

During the past two months a series of meetings were held with representatives of Local 12 and Local 3 and with Governor Brown of California, in an attempt to work out an amicable agreement whereby more work performed by Tech Engineers of our local Union could be covered and contracts let at prevailing wages. Our most recent meeting was with the Department of Water Resources.

After a meeting with the Governor, who paved the way for a similar meeting with officials of the Department of Engineers, Water Resources, we are in the process of trying to work out an agreement that will be satisfactory to the two respective local Unions and who will perform this type of work and the wages that should be paid.

As many of you know, similar work in California has been done by Civil Service employees at a lesser wage than that paid by the contractor to tech engineers performing the same type of work. We think this is an injustice, not only to those people who are working under the Civil Service rules, but also to those members of our Union who are not afforded the job opportunity on this type of work by contracts not being let to competitive bidders.

During July three meetings were held in Salt Lake City, Ogden and Provo, Utah respectively, whereby the proposal negotiated between the negotiating committee of your local Union and the negotiating committee of the AGC Association was submitted to the membership for acceptance or rejection. I think the outcome of the vote, 344 yes, 101 no, speaks for itself that the contract was a good one.

The wage rates and changes in working rules are published in this paper in their entirety. We suggest the Brothers in Utah refer to this wage scale when computing their hourly wages. We are extremely proud that we are able to arrive at this type of agreement without resorting to economic action. You will note the economic package ranges from \$1.09 to \$1.37 per hour, including the fringe benefits, with very little upgrading. In addition, the subsistence area was changed considerably and the remote areas were added to the hourly wage. Ten cents an hour was negotiated for a vacation and holiday pay plan becomes effective in 1968. Another highlight of the negotiation was that employers agreed to an establishment of an Apprenticeship program for the State of Utah. This is something I feel sure will be of great benefit to the forthcoming generation of operating engineers working under the collective bargaining agreement. The hiring regulations were amended whereby they will be the same as those of California and Nevada. This gives the members working in the construction industry a broader jurisdiction in which they can travel seeking employment when work becomes slack in a given area.

Two contracts in the Rock, Sand and Gravel industry were consummated and ratified by the membership. We still have additional contracts to negotiate in this industry in Utah. Inasmuch as there is no association the negotiations are slow and prolonged.

During the past month we were successful in winning a National Labor Relations Board election for the Union Carbide Company at their Linde facilities in the Sacramento area with approximately 58 members. The Edward R. Bacon Company employees of Sacramento chose Local 3 as their bargaining agent, as did the employees of Tahoe Paradise, Inc. at Placerville.

The safety meetings conducted at Oakland and San Jose were well attended. These were Joint Ventures between Local 3, representatives of AGC, EGCA and the State Department of Industry. We are proud that we are on the road where this Joint Venture type of meeting can be held and we can discuss the problems of safety with the members. It is with this type of teamwork that we hope to improve our safety program, saving the lives and preventing the crippling of many others by improving the working conditions. Also using the safety program as leverage to improve working conditions by the direct exchange of ideas in developing safer methods of the operation of larger and more complex machinery which is being used in the construction industry.

Our organizational campaign in Guam is progressing on schedule in spite of restraining orders issued against pickets, which have now been dissolved. While the legislature which is completely employer-dominated overrode the Governor of

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Crusher Really Works

By HAROLD HUSTON

Visitors to the State Fair in Sacramento will get a chance to see the internal workings of a rock crusher, but this one is a bit smaller than the machines operated by members of the Operating Engineers.

In fact, this machine is about one twelfth the size of those Engineers are used to, but it really works.

Viril Burgess, Oroville, who has worked most of his life on crushers, has spent more than 800 hours and some \$500 in building a scale model which will be displayed in the Operating Engineers booth at the State Fair.

"The model will crush a two-inch rock. It's the replica of a 'Pioneer' crusher, with the exception of a set of rolls, which are Cedar Rapids," Mr. Burgess

said.

A set of rolls, return conveyor and a half-circle traveling stacker have been added to the model.

"When I get through with it, the crusher will also grade rock into two sizes. It's built on a one-inch-to-the-foot scale," he said.

With the exception of gears, bearings and drive motor, the entire model has been hand-crafted.



Although not the rock crusher operators are used to this scale model, built by Virgil Burgess, actually crushes rock. It will size them too. It will be on display at Sacramento Fair.

Utah Gains New Contract

Continued from Page 1—

SUBSISTENCE PAY

One of the big gains involves subsistence pay. Engineers working for an employer who regularly rents cranes, truck cranes, hoisting equipment, grade-alls, truck-mounted pavement breakers or truck-mounted earth augers on a fully operated basis, will receive \$9 a day in addition to his regular pay if the project or job is more than 50 road miles from the employer's permanent yard.

Any employer who has more than one yard must notify the Union in writing, stating the location of his permanent yard within 30 days of the date the new contract was signed.

CHANGE LOCATION

Employers may change locations once a year by giving written notice to the Union.

Special working rules and conditions for tunnels were also established. Employers working in tunnels, adits, shafts, stopes or raises shall receive 17½ cents an hour more than the regular rate.

A major breakthrough was reached when the AGC agreed to an increase of 46 cents an hour to be divided among vacation and holiday and apprenticeship training funds, both new for Utah, and Health and Welfare, Pension, and Pension Health and Welfare funds.

FRINGE OPTION

Effective Jan. 1, 1968, employees will receive an increase of 7 cents an hour in fringe options, part of the over-all 46-cent an hour increase.

Under this provision the Un-

ion Executive Board has the option to apply all or part of that 7 cents to any trust fund, apprenticeship training or vacation and holiday plan.

At least 2 cents will be applied to the Operating Engineers Health and Welfare Trust Fund for Utah.

As a protection to employees, an employer delinquent two or more months will be notified, and he must then put up a surety

bond of twice the delinquency amount within 10 days of being notified. The bond or delinquency payment shall not be considered in lieu of any payments required by the contract.

NO VIOLATION

If an employer fails to deposit a satisfactory bond, it shall not be considered a violation of the agreement if workers are withdrawn from the job. Such a withdrawal shall not be considered a strike or work stoppage, and employees will not be paid for time off the job.

Another first was established when negotiators agreed to an apprenticeship training program.

Education and training of apprentices will be governed by the Joint Apprenticeship Committee. Hourly wage rates for indentured apprentices will begin at 70 per cent of the Group VII of Addendum A wage rate for first period apprentices, with 5 per cent increases for each period, up to 95 per cent of that wage rate for 6th period apprentices.

ONE FOR SEVEN

Only one apprentice to each seven journeymen engineers will be employed on singly manned pieces of equipment.

Wages commencing July 1, 1968, shall be the same as those negotiated between the Union and employers in Northern California, and as of that date, 10 cents of the wage rate will be deducted and applied to a vacation and holiday pay plan for Utah.

Negotiators are continuing negotiations between the Union and Rock, Sand and Gravel employers in Utah.

Could Be Oral Cancer

Continued from Page 1—
amounts of alcohol over an extended period of time.

Doctors have shown that tobacco induces cellular changes in the mouth lining, and recurrence of cancer has been shown to be six times greater with cured cancer patients who continue to smoke.

Dr. Silverman noted more than 2,000 new oral cancers will be diagnosed in California this year. Since the early cancer is innocuous in appearance and often does not cause discomfort, routine examination of persons over 40 is desirable. Early detection is the most effective weapon for cure of the disease. Visit your dentist every six months.



Editorial

Want To Vote? Register

What's in it for you? Nothing if you don't register, then get to the polls in November and vote.

We've harped on this subject for quite some time now, but the subject still deserves another plug, because the future of the state and possibly the nation depends upon the voice of the people, who, by the very creation of the Constitution are the nation.

But you may argue, as countless impassive persons before you have, that one vote doesn't make any difference.

Don't be fooled by this folly. History is full of incidents where an issue or political race has been decided by a single vote.

And that's just part of the story.

The people who get into office in November are the people who will determine how much of your money will go into taxes.

They are the people who will spend your money.

They are the people who will rewrite the law books.

They are the people who will make the decisions affecting the working man.

They are the people who will be responsible for the economy of the public.

They are the people who will either support or oppose the Labor Movement.

They are the people who will support or oppose the rights of the poor and elderly.

They are the people who will be the servants of society or will be society's masters.

Whatever your convictions on the issues at stake, you can't do much about them unless you can put your voice to work and join the chorus of those who wish to be heard.

It will do little good to complain if political developments crop up against your best interests if you had no voice in the original outcome.

The founders of this nation, under God, said the constitution had given the citizens of the nation the God-given right to vote a secret ballot. Only you can take that right away from yourselves.

The Law now requires that all eligible citizens register to get their names on the rolls. A recent survey of Labor-affiliated persons showed that just 48 per cent were registered to vote in the State of California. That's pitiful, considering that Labor has more to gain or lose in any election than any other faction of our society.

The only cure we know of for apathy is pride in oneself and his country's future, to say nothing for his family and loved ones.

Yes, they're all subject to the outcome of any election.

What's that outcome going to be?

That's what's in it for you.

Local 3 Moves Up

"Operation Skilled Labor Build-up," launched by Gov. Edmund G. Brown has received considerable statistical support on the need for such a program in California in figures released recently by the State Department of Industrial Relations, Division of Apprenticeship Standards.

Ernest D. Webb, the department's director, said California industry is having some severe labor pains because only 25 percent of the plants and shops are conducting training programs to meet current and long-term demands for journeyman craftsmen.

It is interesting to note that only the building construction industry is maintaining a steady flow of journeymen through well-organized apprenticeship programs run by joint labor-management committees and coordinated by the Division of Apprenticeship Standards.

The Operating Engineers Local 3 and Local 12 can be justly proud of their contribution to the Apprenticeship program.

Of 16 building trades, most of which have had trained programs for over 15 years, the Operating Engineers with just over three years in the training business, ranks seventh in the number of Apprentices being trained for journeymen classifications.

Considering that many occupations require more over-all members, and that many have more steady employment considerations than the Operating Engineers, and the fact that few exceed our business by more than 250 Apprentices is also noteworthy.

And add to this the Operating Engineers in Utah, will have an apprenticeship program running for them. That's commendable in any man's language, so Brothers, be proud to wear the badge that identifies you as a member of a closely knit organization, where tomorrow's skills are available today.

APPRENTICESHIP CORNER

We've Openings for Teachers

What does it take to mold a skilled operator from an apprentice?

It takes desire by the individual and cooperation from the employer and knowledgeable Journeymen on the job.

But it takes more than that. It takes an instructor interested in teaching the trade—an individual with that rare quality called teaching ability.

Teaching is not an easy task, nor does it provide potential upper class status—but it does offer satisfaction, and the reward of knowing an apprentice appreciates the knowledge imparted by the instructor.

KEY POSITION

Instructors occupy a key position in the Operating Engineers Apprenticeship program.

Journeymen with a wealth of knowledge tucked away between their ears—knowledge gained from a lifetime of labor and by staying abreast of industrial and equipment improvements, are needed to teach the beginner.

We solicit interested Journeymen to contact the Apprenticeship coordinators in the various areas and offer to teach.

The job is a big one. Although we are complying with all regulations for related instruction, we are constantly endeavoring to improve the quality of instruction.

With new designs being marketed by manufacturers, it requires a continual vigil to keep up with the advances.

NEW EQUIPMENT

The program will provide the Journeymen skilled on older equipment to become familiar with newer designs.

At present, 47 Apprentices are employed in the area, with a promising outlook for the future as new jobs begin to open up.

The Apprenticeship competition held in Reno, Nevada, last month proved what can be gained when a skilled Journeyman takes time to teach a beginner.

The Operating Engineers had no one participating, but displayed a booth, and hope to have an entry in competition next year. Our thanks to Jack McManus for setting up the display.

An Application desk has been placed in Elko, Nevada, and information regarding the program may be obtained there. We invite the older Engineers to bring their sons and grandsons into the program.

TESTS TUESDAY

Incidentally, Reno's testing night has been moved to Tuesday and the time to 7 p.m.

Road construction into Melones Dam should begin shortly, according to the Army Corps of Engineers, and talks are still in progress concerning the Don Pedro Dam.

The program initiated by Business Manager Al Clem has been well received in the San Francisco area. Contractors have, in some areas, suggested upgrading an Apprentice to Journeyman classification. Such comments are a testimonial for the program.

Guy F. Atkinson, Marysville, has taken the program seriously, and has the necessary Trainees employed to cover the job at Thermalito, where Apprentices are learning to operate equipment and the art of gradesetting.

TESTS IN ELKO

Testing has begun at Elko, with a large class expected in the fall.

One major problem concerns persons being removed from the program for failure to file all required material in San Francisco.

In the Redding area, there are 32 indentured apprentices plus two in the fourth period and three in the third. Placement should pick up by mid-August.

The mandatory Red Cross First Aid training program has caused some dismay. Many trainees have been denied advancement because such training had not been accomplished.

The wisdom concerning the program was made evident recently when Virgil Brownley, U.S. Steel, Pittsburg, Calif., caught his foot in a wire loop and was pulled into a wire machine.

Christopher Barry, an indentured Apprentice, Contra Costa County, immediately applied a tourniquet and took other measures to reduce shock.

Although Mr. Brownley lost a foot in the mishap, further and more serious consequences were averted by Barry's action.

VALLEJO REPORT

Off on Speedy Chase

By AARON SMITH

VALLEJO — Our feet dragged and our shoes nearly wore out before we got a shot of vitamins.

We've changed into our track shoes and are off on the long chase.

Pending jobs and contracts recently let have put the Engineers back in business.

Bids on the Sears Point Bridge approaches were scheduled for opening late in July. We have no word on the results at this time.

The Vallejo water shed reservoir and a portion of the North Bay aqueduct system should be bid by mid-August, providing employment for Local 3 members.

CLOSE TABS

Close tabs are being kept on the Humble Oil Refinery, scheduled for completion in 1969.

From all indications, construction should begin sometime in September. All persons connected with the project are striving to begin work on the project.

We also anticipate a number of street and underground projects to begin in the Benicia area.

And what of downtown Vallejo?

Valley Crest Landscaping Co. was recently awarded a contract for beautification of the Marina project.

NO COMPARISON

When complete, the downtown area will show a vast improvement in comparison to its present state.

A contract in excess of \$1 million was awarded Ramos Underground Co. for work on the Napa

Sewer project. Some \$3.7 million of the total \$7 million bond remains for construction.

The A. Teichert and Son Co. is within one week of completion of a dirt job at Travis Air Force Base.

The firm has a contract for a new road from Sears Point Road to Skaggs Island, across the salt flats, to include construction of a 900 foot bridge.

A LINKUP

On Skaggs Island, Bill Gattung is laying a road section to tie into the Teichert segment, linking the two points.

McGuire and Hester and Syar and Harms, both on the Napa Sewer project, are on schedule.

Syar and Harms, which also has some subdivision work in the area, is rapidly completing hold-

ing ponds on the sewer project.

Kaiser Steel, with 80 men on the payroll, is on a three-shift operation. This is the highest employment figure Kaiser has reached in many years.

The company is manufacturing pipe, and steel trusses for the Bay Area Rapid Transit system.

Erickson, Phillips and Weisburg, on the Napa River bridge at Mare Island, should be finished by Jan. 1.

Motorists traveling in the Benicia area will soon find better driving conditions when the Benicia-Cordelia Freeway is complete. Contractors Darkenwald M.K., Westbrook M.K. and Industrial Asphalt are nearly finished with cleanup prior to final inspection and freeway opening.

ENGINEERS NEWS

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

Published each month by Local Union No. 3 of the International Union of Operating Engineers (Northern California, Northern Nevada, States of Utah and Hawaii.) — Subscription price \$2.50 per year. Office: 474 Valencia St., San Francisco 3, Calif.

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'Nough Water To Submerge A Whale(bone)

A dwindling water supply had plagued Pine Grove, California for years. Residents were losing patience with trying to keep lawns and plants nourished only to have the scorching sun throw off its blistering rays and burn the foliage.

By January, 1965, the water supply had become so scarce that many of the 600 residents had begun talking about moving.

The seriousness of the situation forced the townspeople to call in a consulting geologist and a water engineer to probe for a well.

EFFORTS FAILED

The efforts of both failed, and it appeared the little town would dry up and die, but the town's committee still had an ace in its hand.

They called in Jack Livingston, a construction superintendent for Sutherland Construction Co., Auburn, California.

Livingston, a 55-year-old water dowser, well known in the area, came to town one day and slowly began pacing through the parks, streets and lots, holding a forked whalebone rod stiffly in front of him.

A LIFETIME

After what must have seemed like a lifetime, he ventured into the city's Municipal Park. Suddenly, the rod wrenched and tugged at Livingston's grasp. He stopped—and held back on what seemed like an overpowering magnetic field trying to wrest the rod from his powerful hands.

Livingston told the onlookers he was certain there was a good water supply beneath him.

BEEN DEPLETED

"I felt like I'd been depleted. That only happens when you hit a big source," he exclaimed.

The drillers were called in, and began sinking a shaft. At 60 feet, they hit a gusher throwing up 20 gallons of water a minute.

On Livingston's advice, they went deeper. At 150 feet, a geyser shot up the drilling derrick and soaked the cheering onlookers.

Today, the vein is supplying 200 gallons a minute, twice the actual need of the city's population, and it appears it will continue its supply for a long time to come.

Anyone need the use of a good whalebone rod?

LOVE

The Love of a beautiful maid,
The Love of a staunch, true man,
The Love of a baby unafraid,
Has existed since time began.

But the greatest Love . . . The
Love of all Loves . . .
Even greater than that of a
mother . . .
Is the tender, infinite, passionate
Love
Of one drunken bum for
another.

SAN FRANCISCO REPORT

New Bank-It's History

By A. J. (BUCK) HOPE and
WARREN LeMOINE

SAN FRANCISCO—There will be another change in the face of San Francisco on Kearney Street between California and Pine Streets. Demolition is still going

on to make room for a magnificent 52-story Bank of America Building, to act as world headquarters for the firm.

This area has gone through a series of changes in its history, according to the San Francisco

Planning Office.

In fact, it has been a long time—1921, to be exact—since the California Farmers Produce Market occupied the spot. Long gone are the sounds of merchants selling their wares to people who crowded the street seeking the freshest possible commodities for their use.

CRATES GONE

Long gone are the crates and baskets used to bring in the freshly-cut vegetables and fruit, and the chatter that made the area one of the city's most memorable spots.

More recently, the Pacific National Bank Building and a 500 car open parking lot occupied the space which will now give way to the future.

The new world headquarters for Bank of America, will be a 750-foot granite structure with an unusual design incorporating bronze-tinted bay windows, an irregular pattern for the upper floor and a broad, landscaped public plaza.

VERTICAL IMAGE

The use of bronze-tinted bay windows will give scale to the structure and provide a strong vertical image.

R. A. Peterson, president, said from a practical standpoint the building will be large enough to provide service well into the next century. He said at the outset, the bank will occupy about one third of the building and by the year 2000, about two thirds.

It was necessary from the beginning of planning for the building to be large and practical enough to fill the bank's needs as world headquarters, but it was also necessary that the building be aesthetically harmonious with the traditional architectural outline of the city.

HIGH PRAISE

From the outset, San Francis-

cans, who have seen the design and model, have had high praise for its design.

Construction of the mammoth structure is scheduled to begin in late 1966 or early 1967, with a completion date projected into 1969.

Completion of the two-story adjoining building to be finished soon thereafter.

The new Bank of America, nestled in the midst of the city's tallest buildings and will be visible from the bay's gradually heightening skyline on both sides.

TO NOB HILL

The narrow side of the building will face Nob Hill and will present a minimum of obstruction to viewers looking down California Street.

Other buildings of note in the immediate area include the Hartford, the International and Russ Buildings.

For the Operating Engineer, the project should spell "Employment," and will give some Brothers a chance to have a hand in the development of the Financial Center of the West's history.

3 DESIGNERS

The building was designed by Wurster, Bernardi and Emmons, San Francisco; Pietro Belluschi, dean of the School of Architecture at Massachusetts Institute of Technology and Emery Roth and Sons, New York.

In other areas, Engineers are engaged in good quantities in some highrise and dock work, with prospects looking fairly healthy for the remainder of the year.

At Pier 27, construction continues on schedule with more concrete being poured and more pile being driven by J. H. Pomeroy and Gerlich, joint venturers.



THIS SCALE MODEL of the new Bank of America will probably be tallest building in California, will cost \$85 million.

OAKLAND REPORT

3-Year Freeway Project

By JERRY BLAIR, TOM
CARTER, FRED GONSALVES,
BOB HUEBNER and
GUY JONES

OAKLAND—A slight upswing in employment has caused a shortening of the out-of-work list in all classifications.

A pre-job conference recently with Guy F. Atkinson Co. for two jobs in downtown Oakland was held recently. The larger of the two, the Grove-Shafter freeway, will employ about 30 Engineers, with many more being employed by subcontractors. The project is expected to run some three years.

The other project, the Grand Avenue Viaduct will be two years in construction and will employ some 18 Engineers.

NEARLY COMPLETE

Shell Refinery in Martinez is about complete. The remaining work is mostly cleanup and modification work. Ralph Parsons Co. is still working a large crew on piping. Work will continue until late fall when the new unit is put into service.

MGM Co. was low bidder on Tidewater Refinery's storm sewer at Avon. The bid was over \$1 million.

Wright, Schuchant and Harbor has started preliminary work on the new Fibreboard paper mill at Antioch. The job calls for addition of a new rolling mill, remodeling and repair of the existing mill.

MID-AUGUST TARGETS

Work should get underway about mid-August when the first hoisting equipment will arrive.

Bragatto's Orinda crossroads job has begun. The \$8 million project will consist of moving 2 million yards of dirt, half of which will be moved on site with 641 scrapers. The other half will be moved with a new Barber Green 60 inch belt loader and trucks. At peak employment 45 Brothers should be on payrolls, with work to be completed in about three months.

Green Winston has 43 Brothers employed on Del Valle Dam and two tunnels. On one tunnel, a 28 foot bore, crews are in about 200

feet on the heading. On the other, a 12-foot bore, crews are in about 600 feet. The core grouting is nearly finished and the compacted backfill to the original stream bed will begin shortly.

FINAL STAGE

Fredrickson and Watson's highway 21 project between San Ramon Village and Danville is now in final stages. Concrete plants and paving crews moved out two weeks ago.

Lee Stevens' road relocation project behind Del Valle Dam has been completed.

Granite Construction, Varwig and Blasi CTS have approximately 40 Brothers employed on the Alameda Creek relocation and flood control project.

Elmer G. Wendt will do about half the excavation on the fish conservation screens at Byron intake channel for the Water Resources Department. He is under subcontract to Rothchild, Raffin and Weireck.

PLANTS BUZZING

Rock, sand and gravel plants are still buzzing as freeway and

Rapid Transit contracts keep crews employed. Construction of the new Kaiser radium plant is scheduled to begin about Jan. 1.

Williams and Lane has gone to two shifts in order to supply generating units much in demand for the Viet Nam war.

The old saw when money gets tight in the construction business the scrap business flourishes seems to be true. Yards are humming with activity. A schedule of ships will provide added activity in the future.

REPAINT STACK

The smokestack at Shelby Smelter Refinery is being repainted. The stack is reported to be the tallest in the world at 610 feet. Local 3 members are being employed for hoisting.

Danville Pipeline Co. has begun running pipe through El Cerrito for the Rapid Transit system. George Neel was awarded a large contract for resurfacing Richmond City streets.

Wheatley Jacobsen's school project in Richmond is employing several brothers.

ENGINEERS NEWS

Published monthly by Local Union No. 3 of the International Union of Operating Engineers, 474 Valencia St., San Francisco 3, Calif. Second class postage paid at San Francisco, Calif.

FRESNO REPORT

Diversified Projects
Add Spice to Jobs

By CLAUDE ODOM, LAKE AUSTIN, KENNETH CLINE and STANLEY BERGMAN

FRESNO—A new freeway job will get underway in the near future adding employment opportunities for Engineers in the area.

At a pre-job conference held recently, we were informed that the Griffith Company would handle bridge and overpass construction while Asbury would do the dirt-moving. Finish-grading and paving contracts will be let at a later date.

At Mendota, Granite Construction is nearly 50 per cent complete on the pipeline job.

The Watsonville-based company has worked closely with Local 3 in providing employment for our members.

Some 100 Operating Engineers are listed on the Peter Kiewit payroll, constructing installations at the canal.

TWO SHIFTS

The twin 657s are being run on a two-shift basis and the "B70" is moved from place to place as the need arises, but on a one shift basis.

Piledriving crews are keeping ahead of the bridge builders.

The project is employing a full contingency of H.D. mechanics, truck crane, grade-all, survey and batch plant crews.

The trimmer at Huron is in full operation and one dirt spread has begun another job.

Five scrapers have been running on this project and extra help has been called in.

FIVE DAY WEEK

Crews are generally on a five-day work week, but are working long hours. The project should continue late into the year.

Another 100 operators are employed by Ball and Granite at Kettleman City.

Cat skinner Boyd Freeman, a new job steward, is doing an outstanding job on the project. He has been an Operating Engineer for many years and has done an outstanding job in promoting his Local Union.

A snag has caused some jurisdictional dismay on Fredrickson and Watson's Devil's Den project.

Half the work is in Local 3's jurisdiction, the other half in Local 12's. Some manning problems have arisen but efforts are underway to solve the problem.

STEAK, BEANS

The rock, sand and gravel business is either "steak or beans" depending on the location of the plant, with not even hamburger conditions in between.

In Coalinga, long hours are the order of the day while employers on the other side of the valley have been forced to invoke a lay-off.

Paving operators have been facing the same problem.

In Los Banos, 23 contractors presently have projects underway.

Darkenwald and Morrison-Knudsen are moving dirt on Lit-

tle Panoche Dam west of Mendota, with 30 operators manning 20 pieces of iron.

A SLOWDOWN

Soft, mushy ground has caused a slowdown at the Pacheco Tunnel, but Dravo still has a three-shift operation going seven days a week with 20 Engineers on the payroll.

Probably the largest project in the area is the San Luis Dam, where Morrison-Knudsen, Utah, Brown and Root have 310 Brothers under their employ.

Engineers were transferred to jobs further down the bay for two days during the month when the wheel was down, and lost no time.

At the bottom portion of the dam, M and K and Utah have begun paving, utilizing 50 Engineers.

Standard Materials, Los Banos, has been granted a contract for seven miles of State Highway 152. Work should begin immediately.

ROAD WORK

Road work is the prime contributor in job opportunities within the Fresno-Proper area.

Projects include First Street, Clovis Avenue, H Street and the Fresno Street overpass.

Traffic congestion during road construction has been a problem, but motorists have been somewhat understanding.

We understand the old plaque at H Street and Tulare will remain, marking the site of Fresno's first school house.

Road construction in foothill areas is also promising, with some projects calling for Journeymen Trainees and Apprentices.

OLD, NEW

At Bagby, the old and new stand side by side where the new bridge is now open to one lane traffic during daylight hours.

The new 1,156 foot span towers over the old 180 foot span in striking contrast.

Bagby in its heyday was known as Benton's Mill, made famous during General John C. Fremont's escapades.

But most interesting in the area's history is the tale of an old Mexican railroad worker who reportedly discovered a rich gold vein in the hills which he worked, hiding his diggings in a cave after dark to elude bandits roaming the area.

NEEDED HELP

The old Mexican soon realized if he was ever going to become a rich caballero with a big hacienda, he would have to have help in working his claim.

The old gent returned to Mexico to seek help, but his boastings about his find were heard by a gang of bandits, who raided the ranch where the old man was staying, thinking he had brought his fortune with him.

The bandits killed the old man, but were squelched because the gold remained in a cave somewhere on the Merced River.

The story says the gold still remains in that cave, just waiting for some fortunate prospector to find it.

SACRAMENTO REPORT

Slab Creek Dam Job
Near Construction End

By ERNIE NELSON, AL DALTON, ART GARAFALO, JERRY ALLGOOD, and JERRY MARTIN

SACRAMENTO — Construction is nearing completion on the Slab Creek Dam, a major part of the American River Project, Sacramento Municipal Utility District.

With most of the blocks having been topped, only a few minor pours, the intake gate shaft and structure remain to complete the dam.

When complete, the dam will back up four and one half miles of water. The site will be used for a recreation area as well as a facility for power generation.

DIVERT WATER

Water from the dam will be diverted into a five-mile tunnel at White Rock with the outlet at the site where American Bridge Co. is putting in the penstock to the White Rock powerhouse.

The powerhouse, being constructed by Gunther, Shirley and Lane is progressing as planned with lower concrete already poured and with installation of scroll cases, pit liners, discharge gates and lower penstock sections being performed.

Preparations are being made to install the penstock from the tunnel to the power house.

This is the biggest powerhouse and tunnel on the American River Project.

GOOD FISHING

Some Brothers on the project are enjoying a bit of fishing during off-hours. Fish haven't been poisoned on this project as they have on others. When all facilities are complete, a road will provide access to the reservoir on the American River. Pleasure boating will also be possible in the near future.

Up at Loon Lake, a 1,200 foot shaft is being driven by Gates and Fox. The project has caused some problems, but the shaft is presently within 200 feet of bottom with completion projected for September 1.

LINE BEGINS

The transmission line being constructed by Wismer and Becket from Camino to Folsom is just getting underway. Excavation for tower footings is being done by Rich Brothers.

Loon Lake is about eight miles west of Lake Tahoe near the head of Desolation Valley. Only access into the area is on foot. This area is in the high Sierras.

Loon Lake was built by Chinese laborers in the 1850s and was used for jetting and gold mining. Such operations have long since ceased.

The 1,200 foot shaft will serve as a penstock to a powerhouse being constructed at that level. A tunnel from Gerle Tunnel to Robbs Peak tunnel and Powerhouse and from there to Union Valley Lake will complete the system.

LAKE ADVERTISED

The district advertised the Loon Lake to Gerle Tunnel and Machine Hill the latter part of July and bids will be opened in late August.

The second unit of Camino Powerhouse is scheduled to begin in the late Spring of 1967.

In the high country, Norman

I. Fadel is progressing satisfactorily on freeway construction at Nevada City. This project has caused some water problems for both contractors and Engineers on rigs, but are being taken in stride.

ON SCHEDULE

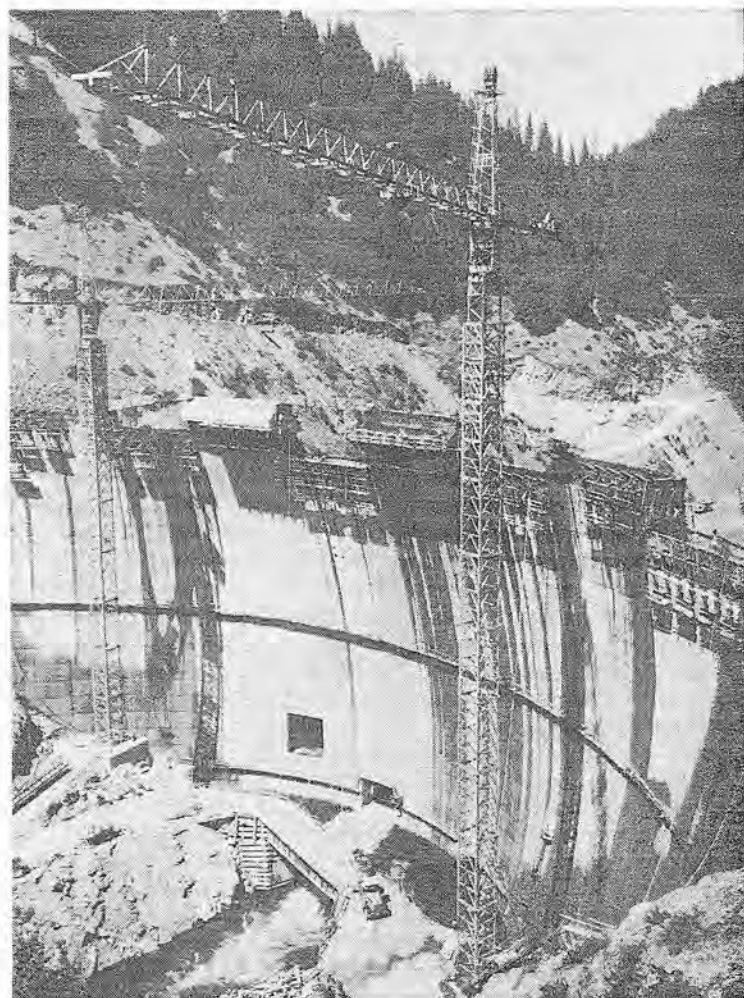
Robert Fadel's overpass project at Roseville is also moving along as scheduled with false work on the sides nearly in place.

Campers and fishermen will have another haven when recreation projects at Rollins Dam, Scotts Flat Dam, Faucherie and

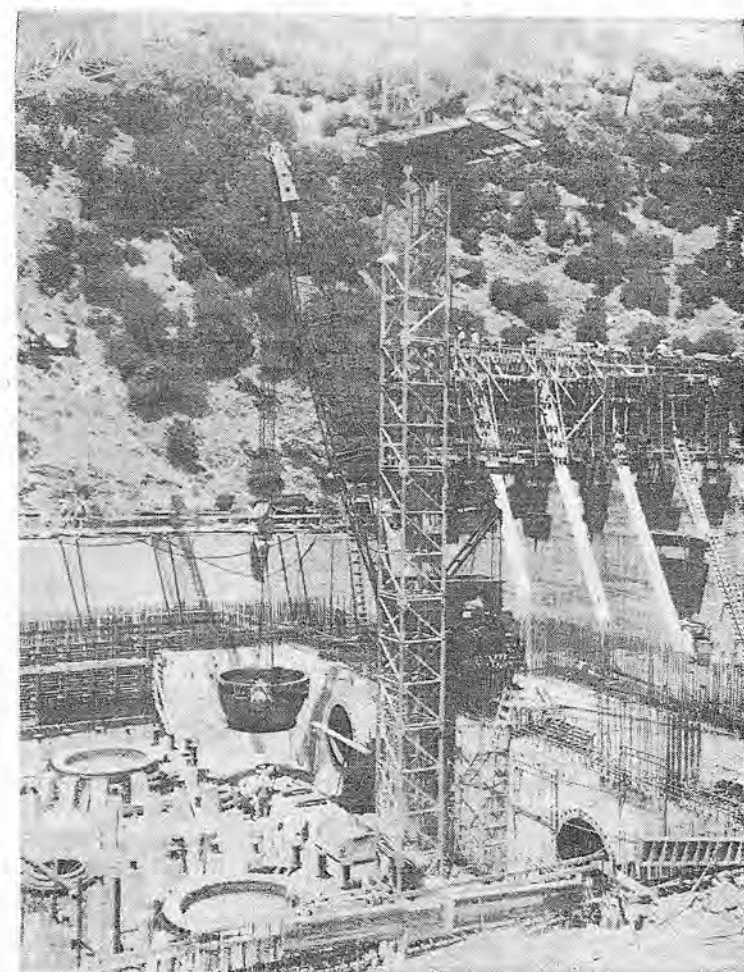
Jackson Meadows are complete. Work is being done by Bob Winkle and Gene Elliott.

Edwards-McCammon Corp. has been awarded a recreation project on the American River. The contract totals \$1.3 million. Work is scheduled to begin in early August.

Another big contract, totalling \$1.4 million for recreation facilities at the Yuba Bear Project has been awarded Sutherland Construction Co., who also has a number of small jobs in progress around the area.



Slab Creek Rock, near completion, will back up water 4½ miles, creating a tremendous recreation and power area.



Crane Operator lowers half a turbine valve into place at White Rock powerhouse, part of the American River project.

MARYSVILLE REPORT

'Best' Materials Contract Negotiated

By HAROLD HUSTON, W. R. WEEKS, WILLIAM E. METTZ, and BOB WAGNON

MARYSVILLE — We have jobs, lots of jobs, so when the dispatcher calls, make yourselves available.

Probably the best contract of its kind ever negotiated has been unanimously ratified by the Engineers who work for the Materials Dealers Mathews Ready Mix, Inc., Yuba Ready Mix, Mid Valley Ready Mix, Oroville Ready Mix, Paradise Ready Mix and Mack Ready mix companies.

The teamwork generated in these negotiations is the kind that keeps our Union strong.

We are presently negotiating with the open shops and plan to run complete reports in the September issue of the Engineers News. Brothers will have a chance to review the entire package and either accept or reject the contract offers before final action is taken. After all, that's democracy.

COME, GO

They come and go, day and night, streaking into the sky to safeguard America's security.

The Ninth Strategic Reconnaissance Wing, Beale Air Force Base, flying the highly secret, high-flying SR 71s has a tremendously important job to do, and will be getting the help of the Operating Engineers in carrying out its mission.

The Army Corps of Engineers has awarded a \$1,234,000 contract to Stolte, Inc., Oakland, for construction of electric power facilities, flood lights, a security alarm system, and engine test stand building alterations to existing buildings and fuel transfer and storage modifications.

Stolte-Santa Fe, joint ventur-

ers, have the original "Blue Light" contract for modifications at Beale and new construction to accommodate the SR 71s and supporting forces.

The original contract amounted to "something over \$7 million."

ROCKS, ROCKS

The invitation went out, and the response has been delightful. When the Oroville Dam is complete, it will be as cosmopolitan as far as its content goes of any structure in the country.

The "Friends of Oroville" have been sending in rocks from all over the nation, and some have come in from foreign countries.

Recently, a delegation from Chile visited the site, bringing rocks from the Colbun Dam in their country with them for inclusion in the Oroville Dam.

A piece of drill core from site exploration at Shasta Dam came from Robert J. Pafford, Jr., regional director, Bureau of Reclamation; a lava chip came from the walls of the Columbia River below Bonneville Dam, and directors and staff at the Palmdale Irrigation District contributed a rock from the reconstruction site.

NO BLARNY

It wasn't the Blarney Stone, but from the Boriny Land of the British Isles came another contribution, obtained from the Awe Project in Scotland. David R. Miller, project director for Daniel, Mann, Johnson, Mendenhall Consultants, was the contributor.

TUNNEL CLOSED

One diversion tunnel at Oroville Dam has been closed, the first step in the State Water Project, leading to water storage behind the Dam.

The dam is the key of the water conservation facility, which will provide 4.23 million acre-feet annually for homes, farms and factories throughout California.

Two diversion tunnels have been used to carry Feather River water around the dam since construction began.

Closing of the tunnel will permit installation of valves and connection with the powerplant. Work will take about a year.

NO DELAY

The decision to close the diversion tunnel could have been delayed, causing a delay in storage. Another decision date will come this fall when engineers will have to decide if the dam is high enough to permit closing of the second tunnel. By that time, the tunnel now closed will control the release of required water.

Present plans call for delivery of water to Castaic Reservoir in Los Angeles County in 1971 and to Perris Reservoir in Riverside in 1972.

The massive California aqueduct, the San Luis Dam, the pumping plants—are included in the greatest water project in the history of mankind, now being constructed.

FIRST KIND

Two "first of the kind" steel penstock gates and hydraulic operators, to be located 300 feet underwater, will be used at the Oroville power plant.

Under a \$4.5 million contract, the gates will be built by Yuba Manufacturing, Benicia.

The unique design provides for pulling each 220-ton gate, its opening and closing mechanism up 600 feet of inclined rail to the surface for servicing.

The crane for gate withdrawal, also designed by Yuba, will have the biggest hoist drum ever built. The drum will weigh 50 tons and will measure eight feet in diameter and 35 feet in length.

The roller gates will close penstocks approximately 22 feet across. The actuators will meas-

ure 48 feet with hydraulic cylinders 32 inches in diameter. The ram gate operator is designed for 2,000 pounds per square inch oil pressure and for external water pressure of 132 pounds per square inch.

NEW HOSPITAL

The Sutter County Board of Supervisors have awarded a \$1,261,080 contract for construction of a new hospital. Bid winner is Peterson and Roebelen Construction Co., North Highlands. The contract, dated July 1, will allow 545 calendar days for completion.

Need for a new hospital has been critical. The new structure, a 45-bed facility, will be built behind the present hospital on Live Oaks Blvd. north of Yuba City. The old structure will be demolished and the space used for landscaping and parking areas.

Total hospital cost is estimated at \$1,574,555 with the county share totaling \$712,727, with contributions of \$430,914 each from the state and federal governments.

WORK RESUMED

Construction of the \$32 million Belden Hydroelectric plant on the Feather River in Plumas County will be resumed, according to Pacific Gas and Electric Co.

PG&E has requested the Federal Power Commission and the California Public Utilities Commission to extend the completion date to Dec. 31, 1969.

The powerhouse will have generating capacity of 117,000 kilowatts when completed.

WEST SIDE

On the West Side, Gordon Ball had a water problem, but has come up with a solution. His crew has sunk a well adjacent to the freeway.

Madison Sand and Gravel has its batch plant operating at capacity and is setting up a crusher near Sand Creek.

Fredrickson and Watson Construction, at Willows, still has Engineers putting down black top

on the "off and on" ramps to the freeway.

At Alder Springs, Boyles Bros. has three shifts putting in a test hole for a proposed tunnel. The Hole will go to 4,500 feet. The proposed tunnel is designed for transferring water from the Eel River to Elk Creek for much-needed irrigation.

JOBS UP

Employment is high on the Yuba City drainage project, contracted to A. Teichert and Sons.

A beehive of activity is prevalent in plants around Chico and Hamilton cities. Yuba Consolidated has about 100 Engineers on the payroll keeping operations going round the clock.

Welding shops have little time for weld beads to cool, and concrete facilities are left to cure by themselves—the brothers are busy.

A 160 acre site is being prepared for a new Tenco Tractor plant. The site is in southern Sutter County just off Reigo Road.

In Oroville, Guf F. Atkinson is running a three-shift operation on a reservoir which will compound water a low depths.

The water will be warmed before being released into canals for irrigating rice and other crops requiring warmer temperature water.

Motorists will soon be racing down the new freeway near Chico. All that remains to be completed are shoulders and overcrossings. But there will be speed limits posted, Brothers!

* * *

SHIPS NEEDED: JEFFERSON

"The marketing of our productions will be at the mercy of any nation which has possessed itself exclusively of the means of carrying them; and our policy may be influenced by those who command our commerce."

"... As a resource of defense ... our navigation (shipping) will admit neither neglect nor forbearance. ... This can only be done by possessing a respectable body of citizen seamen, and of artisans and establishments in readiness for shipbuilding."

... Thomas Jefferson

Labor Subcommittee Approves Minimum Wage of \$1.60 an Hour

WASHINGTON — A Senate Labor subcommittee has voted approval of a minimum wage bill that would guarantee 30 million workers \$1.60 an hour by Feb. 1, 1968—a year earlier than the date set in the House-passed bill.

The vote was 10-0.

Last May, the House narrowly adopted a stretchout amendment delaying the \$1.60 wage floor until 1969. Labor and the Administration urged the Senate to undo the damage, which the AFL-CIO estimated would cost low-paid workers nearly \$2 billion in lost wages.

The stretch-out version, which caught supporters of the wage-hour bill by surprise, was suggested on the House floor by Rep. Adam Clayton Powell, D.-N.Y., as a compromise. It carried by a narrow 205-194 margin.

The Senate subcommittee made some changes in the House bill, but the main provisions were the same.

Both versions would bring the federal minimum to a \$1.40 pay floor by Feb. 1, 1967.

Newly covered workers would be brought under a \$1 wage floor next Feb. 1. Their minimum would be advanced 15 cents to

\$1.30 for farm workers and \$1.60 for other groups. The big, new groups to be covered include retail employees, laundry workers, employees of hospitals, and nursing homes, construction workers, restaurant, hotel, motel and taxi employees.

The Senate subcommittee extended overtime coverage to employees of local transit companies and to some other groups excluded in the House bill. It dropped a House provision for sub-minimum rates to young people and students employed in retail and service establishments.

It added a section gradually extending full minimum wage requirements for handicapped persons in sheltered workshops, with a provision that the Secretary of Labor can authorize a lesser minimum "in proportion to the worker's productivity."

Before going to the Senate floor, the bill must be cleared by the full Labor committee. The only subcommittee member absent when the final vote was taken was Sen. Paul J. Fannin, R-Ariz., who earlier had tried unsuccessfully to have the effective date of the bill postponed until 1970.



"One of these days Wallace, your sense of humor is going to get you in trouble."



Logging trucks on narrow roads will cause some problems in keeping roads clear for widening, improvements in South Fork.



Slides and steep terrain have caused difficulties in road improvements, but operators are familiar with the terrain. 27 sites on South Fork will be widened and ripped during job.

EUREKA REPORT

By RAY COOPER and
LEONARD YORK

EUREKA — A bit of history will fade into the past when Cleveland Wrecking Co., San Francisco, begins removal of the Smith River Bridges remnants.

The two bridges, constructed in the early 1920s, were washed out by the disastrous 1964 floods.

Old timers in the area, such as 63-year-old Scotty Jenkins, say road construction during that time was long and tedious.

"Hiouchi Bridge was started in about 1925 and the road from there to Crescent City was finished in about 1929," Scotty said.

PAINFUL JERKS

He added construction from Hiouchi to the Oregon border was done in painful jerks, with construction taking from 1923 to 1929.

"This was the famous low level road. But for your information, proposed and non-existent highways in Del Norte County have been surveyed so many times the gypos are logging the stakes," he quipped.

But the 1964 flood added its blessing. Had it not washed out those two "Model T" bridges, we would be driving over them for the next 50 years, Jenkins said.

"I have just a couple of comments on the new bridges. Any engineer who would contemplate, design or build a two-lane bridge in 1966 is out of his skull. Copy to the Governor." End of Jenkins' quote.

HAS APPROACHES

Sousa Brothers, Yuba City, is building the approaches to the two-lane concrete bridge now under construction across the Eel River at Whittimore.

On the South Fork and Patrick Creek Roads, problems with slides and steep terrain will cause some delays in construction.

Equipment has not yet been moved into the area, but Holmes Construction Co., contractor, said plans are to begin work as soon as possible.

Although the Engineers who will work on this project are familiar with the terrain and well qualified for their jobs, logging trucks will add to the difficulties by using the roads continually, so engineers will have

to keep roads clear and usable at all times.

WIDEN 27 SITES

A total of 27 sites will require widening and rip-rapping.

Acme Paving Co., at Fish Lake Campground near Salzer and at Big Flat Campground on the South Fork of the Smith River, will get underway shortly, and will employ a number of engineers, shortening the Out-of-Work list.

Eugene Luhr in Orick has begun to make rock at the Klamath Beach quarry.

Two shifts are on the dragline and are placing rock in the channel.

Another bridge removal job, involving work on the Paul E. Mudgett Memorial Bridge north of Rio Dell and the Richard Fleischer Memorial Bridge south of Scotia, has been awarded Arons Building Wrecking, West Sacramento. The job will be completed before the winter rains begin.

ROAD ACTIVITY

Nominal activity has been stirred up on Highway 36. Peterson Construction Co. and V.P. Mullins have been awarded contracts in that area, and expect to begin construction shortly.

Merser-Fraser's project on Highway 36 includes resurfacing a total of 24.8 miles with a safety surface of non-skid texture. The work should be complete by late summer.

Armco Steel Erectors have been successful in gaining contracts in the area. We welcome them and look forward to working with them.

Work on the College of the Redwoods has begun. Wright and Oretsky Construction Co., Santa Rosa, was low bidder for construction of five buildings on the campus. Glad to see the college get underway.

If the good weather, which moved in early this year continues, prospects for continued good fortune should continue, so all rain dancers go elsewhere.

SANTA ROSA REPORT

By RUSS SWANSON and
ASTER WHITAKER

SANTA ROSA—Remember the problem that plagued Pacific Gas and Electric and its plans for an atomic power plant at Bodega Bay?

You'll recall the group in opposition to anything "atomic" who screamed so loudly and caused a lot of suspicion among the natives, so PG and E decided to suspend operations at Bodega Bay and even though a considerable amount of work had been done.

Well, things are popping again, but with a different sound. PG and E has set its sights on an area north of Bodega Bay, where it has purchased 344 acres near Point Arena in Mendocino County.

ENTHUSIASM NOW

To date, there have been few if any adverse reactions, and residents seem somewhat enthusiastic with the prospects of a multi-million dollar atomic power plant in their back yard.

The County Board of Supervisors has passed a resolution in favor of the plant's construction, but plans are still long-range with a construction start projected in 1970.

But if public reaction remains

favorable and the company holds to past patterns, construction may begin long before 1970.

Once the powerplant is in operation it should spur the economy of the entire area.

BRIDGE RITES

Down the coast, George Carr Co. has about finished the Duncan Mills Bridge. The bridge is scheduled for dedication near mid-August.

Utah Construction has not yet begun dredging operations at the head of Russian River.

Up north, considerable land development activity has been noted, and indications are sales have been good.

Activity was spread at the Sea View Ranch where Arthur B. Siri is presently working on an air strip and has been involved in road and site work.

Reliance Enterprises and M. B. Stevenson have been laying pipe in conjunction with other construction and the entire project looks promising.

SOME ACTIVITY

Further north, over a rough and crooked road which is slowly being improved, Outlet Construction is setting up a hot plant near Point Arena. Joe Lipary is again in business for himself, and has

a former farmer by the name of Perry who allegedly is heavily involved in the money angle.

The pair anticipates a great deal of development and we wish them success.

A treacherous section of Highway 1 near Manchester will be eliminated when Crooks Brothers complete construction.

Earl Parker is also involved on Highway 1 where the bridge is already complete. Thomas Construction is working on road base and it has been said that Industrial Asphalt will provide hot stuff and a portable plant should be set up soon.

SEVERAL PROJECTS

At Fort Bragg, Baxman Sand and Gravel has several projects underway.

Inland, Morrison Knudsen is still working just one shift on the Cummings project.

The project has become famous in Northern California, not only from the 392 foot fill but because of the traffic it has tied up.

At Ukiah, Granite Construction will soon begin operations on the \$2 million highway 20 project.

In Santa Rosa, traffic congestion will find much relief when Bragato Paving completes

the freeway. To date, progress is reported on schedule.

ROAD WORK

In Napa and Lane Counties, road work and house pads are foremost on the list, with Granite Construction heavily involved. Homer Flint Construction is putting in the golfcourse at the Silverado Country Club.

At Soda Bay in Lake County, Lange Brothers won a road job with a bid of \$190,000 and another at Highlands at \$50,000.

Arthur Siri has completed a road job at Adams Springs.

Twelve men have been employed by Syar and Harms at Berryessa.

BROWN SUPPORT

The road job is near the half way mark, including 201 house pads.

Gov. Edmund G. Brown has given last minute support to construction of the Warm Springs Dam.

The governor sent a telegram to Washington endorsing the \$2.7 million construction start in the 1966 Federal Appropriations bill.

The entire project, located near Healdsburg, will total \$50 million.

The public Works Committee has not taken action on Brown's proposal, but indications are its action will be favorable.

Nonsense

Who's to say if things are better than they were years ago? Could it be they just sound better?

With Lady Bird's drive to beautify the nation's highways, and to hide the junkyards and auto wrecking yards, perhaps it would be better if we changed the name, also, to something like Auto Disassembly Area.

And there are other things that may need our attention to go along with the changing times.

The old problems remain, just as the junkyards remain, but how about new titles for old problems — such as:

nervousness — anxiety tension
dieting — weight control
quarreling kids — sibling rivalry

big debts — installment buying
rough jobs — challenging tasks
snuffy nose — sinus congestion
let George do it — delegating authority

brushing teeth — dental hygiene

housework — homemaking
old people — senior citizens
bellyache — acid indigestion

KNOW YOUR LEGAL RIGHTS

I've Been Cheated—Now What?

I have been cheated . . . what do I do?

The best protection for any buyer is to avoid getting cheated in the first place. Be a careful and cautious customer. Before signing your name on the dotted line, read the contract carefully. Also, check the price of the object being purchased with similar objects at other reputable firms. If you are unfamiliar with a company, check it out with a local business association such as the Better Business Bureau.

If you do get cheated, there are some things that may be done.

LEARN TO PROTECT YOURSELF

Any party to a contract may cancel it if his signature was obtained by mutual mistake or by fraud on the part of the seller.

Fraud means the seller must have made false statements or misleading representations about the goods or services involved, intending that you should believe him and you must have relied on his false or misleading representations in signing the contract.

The law that gives you the right to cancel a contract also requires you notify the seller and return or offer to return the goods you received before you can get your money back.

If you cannot work out your differences with the seller other measures are available.

SMALL CLAIMS COURT

When, depending upon your local jurisdiction and less than \$200 is involved, try a small claims court.

This is the best place to get an impartial decision in a

dispute involving such amounts. Filing a claim is an easy task.

Simply go to your court house and fill out a simple form. It will cost a nominal fee to file. Other costs are slight. When the matter is heard before the judge you merely tell the story in your own words. Generally, lawyers are not allowed to assist people in this court and strict rules of evidence are not applied.

SEE AN ATTORNEY

When more than the maximum amount allowed by the small claims court is involved, it is best to see an attorney. It may cost some money, but in the long run you will save money and be better protected.

If you are being sued by the seller on a contract which involves more than a month's pay, this is particularly true.

If you don't know an attorney, you may contact the Lawyers Reference Service in your community, normally listed in the yellow pages of your telephone directory.

If you cannot afford an attorney, you may wish to consult the Legal Aid Society, usually listed in the white pages of the telephone directory, or in the city or county public defender's office maintained as a free public service in many communities.

PROTECT OTHERS

You can protect others by telling law enforcement agencies when you are cheated. Public agencies and police forces do not function as personal representatives in your efforts to get your money back, but if a practice is unlawful, they can see that it is stopped. This will help other people, and may even help your case.

Law enforcement agencies usually have no way of

knowing if a person is being cheated unless complaints are filed.

If your problem relates to a business firm located in another state, file your complaint with the Federal Trade Commission in the city nearest you.

MAIL FRAUD

If the mails are used to cheat you, send your complaint directly to the nearest postal inspector, United States Post Office.

The state or county Bureau of Weights and Measures should be notified of any short weight or deceptive packaging.

Contact the state agency in charge of food and drug inspection or the Federal Drug Administration if you receive misbranded or contaminated foods, drugs or cosmetics.

If your complaint relates to fraud or gross incompetence in television, radio or stereo repairs, contact the Better Business Bureau. In California, contact the Electronic Repair Dealer Registration, 1020 N. Street, Sacramento.

Complaints about misleading or inaccurate ads for automobiles may be filed in any office of the Department of Motor Vehicles. Local offices are listed in the telephone directory.

If your complaint relates to a lending institution or finance company, contact your state agency licensing and regulating corporations. If your problem arises from an installment contract, contact the Attorney General's office.

Complaints related to unfair collection tactics should be directed to the state office in charge of licensing businesses of that type.

STEWARDS — JULY

District 1 — San Francisco
James C. Follis
Gus Soderstrom

District 1A — San Rafael
Stan Salenius
William Taylor
George Kiefer

District 1B — San Mateo
E. M. Bufkin
Joe McCarthy

District 1C — Vallejo
Frank Enright

District 1D — Hawaii

District 1E — Guam

District 2 — Oakland
Howard Webb
Bernard A. Buddee

District 3 — Stockton
Clayton Fassett
George Bowen
Joe E. Foley

W. W. Edwards
Robert A. Slater

District 3A — Modesto

Douglas Peden

District 4 — Eureka

Kenneth Robinson

District 5 — Fresno

C. R. Stidham

Homer Wright

District 6 — Marysville

Ralph V. Whitley

Joe B. Walters
Roland J. Snodgrass
Frank Campbell

District 7 — Redding
Wayne McGuire
Harold Butler
B. A. Baxter
Wallace Armstrong

District 8 — Sacramento
Don Schelske
J. W. Waters

Henry F. Marsh
Roland Brown
Bill W. Carrell

District 9 — San Jose
Roland Mathews
E. O. Hall

District 10 — Santa Rosa

District 11 — Reno
Earnest Carl Landrum

Harry O. Brown
Claude Reed
Fred D. Warden

Jerry D. Killian
George Ward
Matthew Farrelly

Sid Garrard

District 12 — Utah

Devain Tait

Ray McCourt

Kay Clements

Lynn C. Bennett

SAFETYMEN — JULY

District 1 — San Francisco
M. L. Coleman

District 1A — San Rafael
Robert G. Kittell
James Frank Willis

District 1B — San Mateo
Floyd Ciochon

District 1C — Vallejo
Richard Taylor

District 2 — Oakland

District 3 — Stockton

H. H. Burrows

James C. Killion

Gordon Bosley

H. J. Ainsworth

District 3A — Modesto

District 4 — Eureka

Wilbur Burrell

Dave Wright

District 5 — Fresno

Talton C. Buford
Tommy Winnett

District 6 — Marysville

District 7 — Redding

Dale Bryant

Warren Wallers

Warren Heinback

Glendle Luttrell

District 8 — Sacramento

Ronald Beam

District 9 — San Jose

Roy Nelson

Harold Viau

District 10 — Santa Rosa

District 11 — Reno

Ted Whipple

Dennis Hand

District 12 — Salt Lake City

Alvin D. Stokes

Safety Drive Praised

Continued from Page 1—

efforts of Al Clem and the officers of Local 3 in the drive to promote safety, both on and off the job.

"Local 3 was the first such organization to appoint a full-time safety staff," he said.

He said in 1964, there were 83 construction accidents per 1,000 workers. One reason — people wouldn't cooperate.

In 1965, there was a dramatic downswing when the ratio dropped to 73 per 1,000, because now all aspects of the industry are working toward safety.

OVERLOOKED AREA

Dale Marr, vice president of Local 3 and a safety engineer, said one of the most overlooked areas in safety is in environmental health. He indicated this would be the next major gain in the Labor Movement.

"In a meeting in Washington with Letourneau-Westinghouse, some things of interest to all were brought up, such as air conditioned cabs on all Cats. The firm said they should be used—today.

"Their engineers have come to the conclusion that such things are necessary, not only because of the heat but because of surface dust," Marr said. He said noise is also of major concern, and manufacturers are wrestling with new designs to cut down on noise.

NEED SEEN

"Manufacturers have seen the need for new designs. They now realize they can't continue to put a \$5 seat on a \$100,00 rig and expect efficiency from the operator," he said.

Al Clem, the evening's concluding speaker, said he had a feeling the meeting was another first in launching better working conditions, wages and benefits for members of Local 3.

"You old timers have made a special effort to attend these safety meetings. This is a common ground to discuss a common problem. Now, we have a lot of apprentices in the field who need advice and guidance from you."

He said it is of no avail to have wages, pension plan and other benefits if we don't practice safety.

"When you see an operator

making a mistake, talk to him about it, so both of you can live to enjoy your pensions," Clem said.

Master of ceremonies F. O. Fran Walker, Local No. 3 Trustee and Safety Engineer, said at the conclusion of the meeting it takes \$100,000 to kill an Engineer. Killing an Engineer also leaves a wife and too often, a family fatherless.

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NEVADA REPORT

Motorists Wait Better Routes

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

RENO — Rogers Construction has begun operations on Highway 50 between Frenchman and Austin with plans of working two shifts 10 hours a day. Total cost of the project is set at \$2,635,000. The job includes a short strip of roadway just east of Frenchman which was completed in 1960 and some 60 miles of new highway through mountainous country, which will provide better access for motorists between Reno and Eureka.

At Bradley Hot Springs, Bob Helms Construction has begun a two-shift push on the freeway. The contract totals \$2,365,000.

LESSER JOBS

In other areas of less magnitude, M. M. Sundt Construction has several Operating Engineers involved in expansion of the Anaconda Copper plant at Yerington and L. E. Dixon's Arlington Towers highrise is on schedule.

Building is underway on the new Weinstock-Hale shopping center. Alfred Brown is the contractor.

Wells Ave. in Reno is nearly impassable as crews are working hard to get it into shape. Bob Helms is also contractor on this project.

The new steam-generating plant at Wabuska, to be built soon, should provide job opportunities for some Operating Engineers.

STEADY WORK

At Lake Tahoe, employment is steady although no large projects are foreseen in the near future.

The export line at the South Shore will be let August 8.

A new four-lane section of highway at Cave Rock should help ease the traffic congestion on the South Shore. A. Teichert and Son Co. is doing the paving.

Teichert's pipe work on several subdivisions should continue throughout the season.

Good news for tourists—natural gas will soon be added to

the niceties at Lake Tahoe. Hood, Cabildo and Wells Cargo Corporations are the major employers on this project.

DIVERSION DAM

At Gardnerville, Ken Hellwinkle will soon begin work on the \$30,000 diversion dam. Crews should find excellent opportunities on this project.

It takes experience to install cables, chair lifts and tramways at ski resorts, and it looks like Robert Gebhardt will have his crew putting in such facilities at Incline Village.

Bob's crew was involved in installing like equipment at Squaw Valley and Alpine Meadows.

Two highway jobs at Wells have kept Engineers in this area rather busy, although highway work this year has not provided the seasonal work we had hoped for.

CREW EMPLOYED

Wells and Stewart has a crew employed, but Nevada Sand and Rock will be taking over some time in August.

At Deeth, Larry Gandolfo is the walking boss on the scraper spread for Nevada Rock and Sand. Two shifts have been utilized on the trucks.

Cahoon Construction is well underway on the bridge while at Halleck Junction, Rogers is nearly finished on the dirt and most of the crew will move to Austin with the equipment.

LOW BIDDER

Construction should get underway shortly on Angel Road. Manley was low bidder.

Savina Construction has begun work on the fish hatchery at Ruby Lake. This is a small job utilizing a limited amount of equipment.

Fresno Paving is nearly complete with surfacing of Immigrant Pass. Nevada Rock and Sand will have a small crew doing cleanup for about three weeks.

Stearns and Rogers is right on schedule with the mill erection.

Helms Construction is also on the project, putting in the leach dam and pond. Crews will move out when the dirt-moving is complete.



Area within white lines shows city limits of the new Marincello development, soon to rise in Marin County. City will have 20,000 population light industry.

SAN RAFAEL REPORT

City In Marin To Rise

By WAYNE (LUCKY) SPRINKLE

On the silent, wind-swept hills beyond and below the Golden Gate Headlands in Marin County, a city will soon rise—modern as tomorrow.

Ground was broken June 23rd, but some contract problems caused a delay in the first phase construction start.

The first phase, including access roads into the area will get underway shortly. Contractor is Freeman and Sondgroth, who report present crews have been employed. The access roads will be built under a \$600,000 contract, to be finished in 80 working days.

The total project, expected to take some 20 years to complete, will cost about \$300 million and will be built on 2,138 acres of land, purchased by Gulf Oil.

John Frouge, president of the Frouge Corporation, developers of Marincello, said the city will eventually have a population of 20,000 residents.

Frouge said he appreciated the interests of Operating Engineers Local 3 officers, such as Business Manager Al Clem, Financial Secretary A. J. "Buck" Hope, Business Representative Al Hansen, District Representative Wayne (Lucky) Sprinkle and former District Representative Jim Jennings for their interest in the project.

Tom Storer, Marin County Board of Supervisors, told the Engineers News his was the tie-breaking vote in approving the development.

NO QUESTION

"Once I had studied the evidence, there was no question in my mind this was good for our county. It will provide jobs for our people, it will help our economy with industry it will bring, and I would echo what Mr. Frouge has said, that this will be a beautiful city, well planned and laid out," he said.

He said once he had heard all demonstrated a 440 scraper for

the arguments, his vote was an easy decision.

He said industry will be "clean" industry, such as small plastic plants, research firms, etc., with no smoke stacks. Housing will be low cost housing, where people can afford to live.

PROVE PLANS

Mrs. Vera Shultz, noted Marin County conservationist and former member of the County Board of Supervisors, who has been a consultant on Marincello, said significance of the groundbreaking was that at last that which has been planned for Marincello will now be proved.

She said Tom Frouge and the Frouge Corporation have truly grasped the importance of conservation. The city will provide much more than shelter, more than a sea of roofs, more than a sea of antennas.

"We mean a city where developers have not been forced to put utilities underground, but came voluntarily with that intention."

SPACIOUS CITY

"We mean a city where spaciousness is built in, a city where the malls that surround the lagoons that cascade down from the end of the valley are going to be the kind of shopping environment that will be a magnet for people from all over the world," she said.

Frouge said the first section of road will take about six months to complete, after work gets into high gear.

John Frouge drove the Cat which broke ground for the project. The ceremony signaled beginning of construction of the roads which will serve the community, but full scale construction will be slow starting.

Lee Finch, cat skinner, assisted Mr. Frouge. Lee is an Operating Engineer who lives in San Rafael.

Herman Kreinhop, San Pablo, another Operating Engineer, demonstrated a 440 scraper for

interested persons. The rig is the property of California Tractor, Union City.

The project has met with stiff opposition since it was in the proposal stage, but the Marin County Board of Supervisors, after long and probing discussion, voted in favor of the proposal.

Most opposition came from conservation advocates and from persons who felt the city would destroy a natural wildlife habitat

OTHER AREAS

E. A. Forde will be working on continuation of a highway up in Lucas Valley. His progress in laying pipe for telephone lines on the San Anselmo-Fairfax project has been encouraging.

Ghilotti Bros. completed the 4th Street job over the weekend—a fast paving job done in a single day with two crews. The company was also low bidder on widening the San Pedro Boulevard with a bid of \$276,949.65.

At Hamilton Air Force Base there will be myriad activity. Brown-Ely Company has begun repairing runways and aprons at a cost of \$87,000.

Shields Construction started on a small storage reservoir and Sabraw Brothers are putting in driveways while Reliance Enterprises have contracts for miscellaneous work.

Pace-Pacific Enterprises, Vallejo, recently gained a contract for construction of additions to West Marin School at Point Reyes. A pre-job conference was held July 20.

C. Norman Peterson has been awarded a contract totaling \$1,642,500 for construction of a sewer at Petaluma. Many Brothers should be dispatched to this project.

Maggiore-Ghilotti has emerged low bidder to haul top soil to the Veterans Memorial site at the Marin Civic Center, where 11,000 yards are to be hauled from the Northgate Shopping Center development to the Auditorium.



Tom Storer, county supervisor, discusses new development with Herman Kreinhop, Operating Engineer.

ADDENDUM A WAGE CLASSIFICATIONS

AREA DEFINITIONS:

Reference is hereby made to Area 1 and Area 2, more particularly set forth as follows:

Area 1: All areas not included within Area 2 as defined below.

Area 2: Consists of the following sections of Utah:

- (1) All of Daggett County;
- (2) Those areas located a distance greater than a radius of twenty-five (25) miles from the court-houses of the towns of Vernal, Duchesne, Price, Castle Dale, Loa, Kanab, Montecello, Moab, and Coalville; and also a distance greater than a radius of forty-five (45) miles from the remaining county seats.

NOTE: Any job bid prior to January 1, 1967 that was in Area 1 at the time it was bid shall be classified as Area 1 until the completion of the job.

Area 2(a) in Area 2, as defined above, jobs bid before January 1, 1967.

Area 2(b) in Area 2, as defined above, jobs bid after January 1, 1967.

RATES PER HOUR Effective Dates

GROUP I

		7-3-66	1-1-67	7-2-67	1-1-68	7-1-68
Chainman	Area 1	\$3.65	\$3.73	\$3.94	\$3.94	\$4.15
Gradesetter	Area 2(a)	4.40	4.48	4.69	4.69	4.90
Partsman—	Area 2(b)		4.61	4.82	4.94	5.15

Permanent Shop
Repairman Helper—
Permanent Shop

Rodman

GROUP II

Asphalt Plant	Area 1	3.79	3.88	4.10	4.10	4.32
Fireman	Area 2(a)	4.54	4.63	4.85	4.85	5.07
Brakeman—	Area 2(b)		4.76	4.98	5.10	5.32

Locomotive

Elevator Operator

Fireman

Hydraulic Monitor

Material Loader or

Conveyor Operator

Assistant to Engineer*

Partsman—Field

Repairman Helper—Field

GROUP III

Air Compressor	Area 1	4.02	4.12	4.35	4.35	4.58
Operator	Area 2(a)	4.77	4.87	5.10	5.10	5.33
Concrete	Area 2(b)		5.00	5.23	5.35	5.58

Mixer Operator

(skip type)

Concrete Pumps

or Pumperete

Gun Operator

Engineer,

Dinkey Operator

Generator Operator

(100 KW or over)

Mixer Box Operator

(concrete or asphalt plant)

(continuous mix) or similar

Pump Operator

Self-Propelled,

Automatically applied

Concrete Curing Machine

(on streets, highways,

airports and canals)

Screedman

GROUP IV

Ballast Jack	Area 1	4.09	4.20	4.44	4.44	4.68
Tamper	Area 2(a)	4.84	4.95	5.19	5.19	5.43
Ballast	Area 2(b)		5.08	5.32	5.44	5.68

Regulator

Ballast Tamper—

Multiple Purpose

Front End Loader

(under 1 yd.)

Hoist Operator—

1 Drum

Heavy Duty Repairman

and Welder

(Permanent Shop)

Line Master

Lubrication &

Service Engineer*

(Mobile and

Grease Rack)

Slip Form Pumps

GROUP V

Air Compressor	Area 1	4.17	4.28	4.52	4.52	4.76
Operator	Area 2(a)	4.92	5.03	5.27	5.27	5.51
(two or more	Area 2(b)		5.16	5.40	5.52	5.76

compressors)

Batch Operator

(Asphalt Plant)

Motorman

Pavement Breaker

Operator (Emsco

and similar type)

Signalman

Shuttlecar

Small Rubber Tired

Tractor

Small Self-Propelled
pneumatic rollers
Towermobile Operator
Welding Machine
(two or more)
GROUP VI

RATES PER HOUR

Effective Dates

		7-3-66	1-1-67	7-2-67	1-1-68	7-1-68
A-Frame Truck	Area 1	4.40	4.53	4.79	4.79	5.05
and Tugger	Area 2(a)	5.15	5.28	5.54	5.54	5.80
Hoist	Area 2(b)		5.41	5.67	5.79	6.05

Concrete Saws

(self-propelled

unit on streets,

highways, airports

and canals)

Engineer, Locomotive

Fork Lift (construction

job site)

Kolman Loader

(and similar)

Maginnis Internal

Full Slab Vibrator

(on airports, highways,

canals and warehouses)

Mixermobile Operator

Pipe Bending

Machine Operator

Pipe Cleaning Machine

Pipe Wrapping Machine

Road Mixing Machine

Operator

Ross Carrier

or similar type

Side Boom Operator

Small Rubber Tired Tractor

(with attachments,

including backhoe)

Small Tractor with Boom

Surface Heater

(self-propelled)

Tractor Loader Operator

(one to two yards)

Tractor Operator

(Sheep's Foot and

compacting equipment)

Power Jumbo Operator

(setting slip forms, etc.

in tunnels)

Small Rubber Tired

Trenching Machine

GROUP VII

Asphalt Plant

Engineer

Bridge Crane

Chip Box Spreader

(Flaherty type

& similar)

(Assistant to Engineer

required)*

Concrete Mixer Operator

(paving or batch plant)

Deck Engineer (Marine)

Drilling Machine Operator

(well or diamond)

Dual Drum Mixers

(Ass't to Engineer

required)*

Elevating Grader Operator

Engineer, Crushing Plant

Fuller Kenyon Pump

and similar types

Front End Loader

Operator (2 to 5 yards)

Heavy Duty Rotary

Drill Rigs (such as quarry

master, joy drills or

equal) (Ass't to

Engineer required)*

Hoist Operator—2 drums

Instrument Man

Mechanical Finisher

Operator (asphalt

or concrete)

Mine or Shaft Hoist

Pavement Breaker,

Pavement Breaker with

compressor combination

Pavement Breaker,

truck mounted,

compressor combination

(Ass't to Engineer

required)*

Refrigeration Plant

Self-Propelled Pipeline,

Wrapping Machine

(Perault, CRC, or

similar types)

Slushing Operator

Trenching Machine

(Assistant to Engineer

required)*

Tractor-Compressor

Drill Comb.

(Assistant to Engineer

required)*

Tractor Operator

(Bulldozer, Scraper

or Dragtype Shovel

or Boom attach)

No-Joint Pipe Laying

Machine

Lull High-Lift

40 ft. or similar)

Roller Operator or

self-propelled compactor

Self-propelled Boom type

Lifting Device

(Assistant to Engineer

required except on

10 tons or less)*

GROUP VII-A

RATES PER HOUR

Effective Dates

		7-3-66	1-1-67	7-2-67	1-1-68	7-1-68
Heavy Duty	Area 1	4.61	4.80	5.12	5.12	5.39
Repairman	Area 2(a)	5.36	5.55	5.87	5.87	6.14
or Welder	Area 2(b)		5.68	6.00	6.12	6.39

Do-Mor Loader and

Adams Elegrader

Euclid Loader and

similar types

Tractor Operator

(Bulldozer, Scraper, or

Dragtype Shovel or

Boom attach) (200

Draw-bar H.P.

or similar)

GROUP VIII

Boom type

(Back-filling

Machine)

(Assistant to Engineer

required)*

Chicago Boom

(including Stiff Leg

and sheer pole)

Chief of Party

Combination Slusher

and Motor Operator

Concrete Batch Plant

(Multiple units)

Front End Loader

(5 yards and over)

Koehring Skooper

(or similar, up to

5 yards) (Assistant to

Engineer required)*

Motor Patrol

Mucking Machine Operator

Saurman Type Dragline

(under 5 yards)

(Assistant to Engineer

required)*

Self-Propelled Elevating

Grade Plane

Soil Stabilizer

(P & H or equal)

Sub grader (automatic

sub grader-fine grader)

Assistant to Engineer

required)*

Tractor (tandem scrapers)

Mechanical Trench Shield

Rubber Tired Scrapers

(under 35 cu. yd. M.R.C.)

Tri-Batch Paver

(Assistant to Engineer

required)*

Universal Equipment

Operator (Shovel,

backhoe, dragline, derrick,

derrick barge, clamshell,

crane, grade-all, etc.)

(up to 5 yards) (Assistant

to Engineer required)*

Tower Crane (Linden

type or similar designs

and capacity) (in the

erection, dismantling

Continued from Page 10—

Operator
(Signalman required)
Lift Slab Machine
(Vagtborg and similar types)
Locomotive (over 100 tons) (single or multiple units) (Assistant to Engineer required)*
Pre-Stress Wire Wrapping Machine
Cableman type dragline (5 yards and over) (Assistant to Engineer required)*

GROUP XI						
Automatic	Area 1	5.10	5.27	5.57	5.57	5.87
Concrete Slip	Area 2(a)	5.85	6.02	6.32	6.32	6.62
Form Paver	Area 2(b)		6.15	6.45	6.57	6.87
(Gradesetter, Screedman, and Assistant to Engineer required)*						

Koehring Skooter (or similar) (5 yards and over) (Assistant to Engineer required)*
Multiple Propulsion Power Unit Earth Movers (up to and incl. 75 cy "struck" M.R.C.)
Remote Controlled Cranes and Derricks (Assistant to Engineer required)*

Power equipment with shovel-type controls (5 yards up to 7 yards) (two (2) Assistants to Engineer required)*
Rubber Tired Scrapers (35 yards and over)
Self-propelled Compactor (with multiple propulsion power units)

Slip Form Paver (concrete or asphalt) (1 operator, and 2 screedmen when required)
Tandem Cats
Tower Cranes Mobile (Assistant to Engineer required)*

GROUP XI-A						
Multi-purpose	Area 1	5.70	5.87	6.17	6.17	6.47
Earth Moving	Area 2(a)	6.45	6.62	6.92	6.92	7.22
Machines	Area 2(b)		6.75	7.05	7.17	7.47
Two (2) or more Scrapers (over 75 cy "struck" m.r.c.)						

Power Shovels and Draglines (over 7 cu. yds. m.r.c.) (Assistant to Engineer required; an additional Assistant to Engineer is required if shovel or dragline is electrically powered)*

GROUP XI-B						
Operator of	Area 1	6.00	6.17	6.47	6.47	6.77
Helicopter	Area 2(a)	6.75	6.92	7.22	7.22	7.52
(when used in erection work)	Area 2(b)		7.05	7.35	7.47	7.77

* In each instance in which one (1) or more Assistant to Engineer is required, subject to the provisions of this Agreement, an Indentured Apprentice may be employed.
** When the Engineer needs assistance an Employee covered by this Agreement (Assistant to Engineer)* may be employed.

NOTES:

A. Operators, assistants to engineer and Indentured Apprentices on equipment with booms, including jib and/or leads of more than 80 feet, including jib, shall receive additional premium pay according to the following schedule:

Booms in excess of 80 feet, up to and including 130 feet	15c
Booms in excess of 130 feet, up to and including 180 feet	30c
Booms in excess of 180 feet	45c

In the application of the above, the length of the boom shall be measured from the center of the heel pin to the center of the head sheave pin, the length of the leaders shall be the length of the leader column.

B. When an individual Employer employs seven (7) or more Heavy Duty Repairmen on any shift he shall designate one (1) such Employee as a Heavy Duty Repairman Foreman and his basic straight time wage rate shall be that of Group X.

C. On all types of heavy, highway and engineering construction, when Individual Employer is required by contracting authority to furnish his own field survey service or when Individual Employer at his own dis-

cretion hires Employees to perform field survey work, then in such instances, such work shall come within the classification herein mentioned.

D. An Employee performing field survey work, who is required to work suspended by ropes, shall receive 12½c per hour premium addition to the regular rate of pay.

E. For any field survey work beyond the direct control of the Individual Employer, the referred to classifications and conditions shall not apply.

F. The Union will cooperate with the Individual Employer in the placing of student engineering trainees, so long as it does not materially effect the normal employment of regular Employees.

G. This Agreement does not cover inspectors.

ADDENDUM B STEEL TANK ERECTION

III. WAGE SCALES WAGE CLASSIFICATIONS

I. COVERAGE

This Addendum shall cover all work of the Individual Employer in the State of Utah, that comes under the recognized jurisdiction of the Operating Engineers when servicing the following crews when they are performing work that comes under their recognized jurisdiction: International Association of Bridge, Structural and Ornamental Iron Workers Union; International Brotherhood of Boilermakers, Iron Shipbuilders, Blacksmiths and Helpers; or United Association of Journeymen and Apprentices of the Plumbing and Pipefitting Industry of the United States and Canada.

B. Overtime

1. Except as hereinafter provided, double the straight time rates shall be paid for all work performed outside of the regular shift, during the established meal period, for all work on Saturdays, Sundays, and for all work on the following holidays:

New Year's Day, Decoration Day, Fourth of July, Twenty-fourth of July, Labor Day, Thanksgiving Day and Christmas.

Holidays falling on Sunday shall be observed on the following Monday.

On single and double shift work Sunday shall be the twenty-four (24) hour period commencing at 12 midnight Saturday. On three shift operations Sunday shall run from 8:00 a.m. Sunday to 8:00 a.m. Monday. Holiday hours shall be reckoned on the same basis as Sunday hours.

Rates per Hour—Effective

	7/3/66	7/2/67
GROUP 1	\$4.89	\$5.125
GROUP 2	5.08	5.335
GROUP 3	5.59	5.875
GROUP 4	5.70	5.985
GROUP 5	6.09	6.40
GROUP 6	6.33	6.65
GROUP 7	7.14	7.51

A. Subsistence

1. Employees covered by this Agreement shall be compensated at the rate of \$9.00 per each working day as subsistence pay (in addition to their regular compensation, when employed on any job more than fifty (50) miles from the Employee's "basing point." The Employee's "basing point" shall be the nearest Employment Office of the Union, provided that when an employee is transferred to a job or project his "basing point" shall be the permanent yard or shop of the Individual Employer to which such Employee is regularly assigned. Such compensation shall be paid for the duration of the job.

BOOMS—Operators, assistants to engineer and Indentured Apprentices on equipment with booms, including jib and/or leads of more than 80 feet, including jib, shall receive additional premium pay according to the following schedule:

Booms in excess of 80 feet, up to and including 130 feet	15c
Booms in excess of 130 feet, up to and including 180 feet	30c
Booms in excess of 180 feet	45c

In the application of the above, the length of the boom shall be measured from the center of the heel pin to the center of the head pin, the length of the leaders shall be the length of the leader column.

2. On jobs subject to A(1) of this Section, travel time at the rate of 40 miles per hour from the Employee's "basing point" to the job shall be paid only for going to the job for the first day of employment there, and for returning from the job on the day employment there terminates; provided that all travel time, except equipment transportation—which by the direction of the Individual Employer is performed during overtime hours, shall be computed at straight time.

C. TRAVEL EXPENSE

1. Where the Employee is transported to and/or from the job on equipment furnished by the Individual Employer, travel expense shall not be due.

2. On jobs subject to A(1) of this Section, Employees shall be paid travel expense from the yard or shop to job and return on the first and last days of employment there, respectively, at the rate of 9 cents per mile, and

the Individual Employer shall also pay any bridge, ferry, or toll road fares involved.

Travel time and travel pay shall be due "going and returning" only in the case of Employees who work to the completion of the job or who are terminated by the Individual Employer. An Employee who quits the job prior to its completion shall be due neither travel time nor travel expense for "returning."

Subsistence, travel time and travel expense (when due under Addendum B) shall be paid by separate check, at least once each month, and Employee shall be furnished with a sufficient statement thereof.

NOTE: Wages commencing July 1, 1968 shall be the same as those negotiated between the Union and the Employers in Northern California. Effective July 1, 1968, ten cents (10c) of the negotiated wage rate shall be deleted from the wage rates and applied to Vacation and Holiday Plan for Utah.

(THIS WAGE RATE SHALL APPLY TO BOTH STEEL AND TANK ERECTION AND PILE-DRIVING.)

ADDENDUM C PILE DRIVING

WAGE CLASSIFICATIONS

I. COVERAGE

This Addendum shall cover all work of the Individual Employer in the State of Utah that comes under the recognized jurisdiction of the International Union of Operating Engineers and is performed in conjunction with Pile-drivers, Bridge, Wharf and Dock Builders (U.B. of C.&J. of A., AFL-CIO).

B. Overtime

All Employees shall be paid double their straight time rate for all work before the shift starts and after it ends, and for all hours worked on Saturdays, Sundays, and holidays.

An exception to the above is repair work: For all repair work (including boiler washing) performed before a shift begins and after it ends and on Saturday, one and one-half (1½) times the regular hourly rate shall be paid.

In addition to the above provisions of these Working Rules, Section II, if an Employee performs work covered by this Agreement in conjunction with another craft that receives overtime for any period of the time between 8:00 a.m. and 4:30 p.m., Monday through Friday, such Employee shall be compensated on the same basis.

C. Holidays

The following days shall be classed as holidays: New Year's Day, Washington's Birthday, Decoration Day, Labor Day, Fourth of July, 24th of July, Thanksgiving Day and Christmas Day. Holidays falling on Sunday shall be observed on the following Monday. Pay for all hours worked on the aforementioned days shall be at overtime without regard to whether such work immediately precedes or follows work on an Employee's regular shift. No work shall be performed on Labor Day except to safeguard life or property.

D. On off-shore work, where the amount of time spent in travel from shore exceeds fifteen (15) minutes, men are to travel on Individual Employer's time.

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

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

G. For raising steam on any equipment before a shift begins, except as otherwise provided, effective July 3, 1966, \$4.59; effective July 2, 1967, \$4.825; effective July 1, 1968, —.

Rates per Hour—Effective

	7/3/66	7/2/67
GROUP 1	\$4.64	\$4.875
GROUP 2		
(a) Operator of tugger hoist (hoisting of material only)	5.23	5.50
(2 to 6)	5.35	5.625
GROUP 3	5.50	5.785
GROUP 3A	5.68	6.01
GROUP 4	5.94	6.25
GROUP 5	6.09	6.41

BOOMS — Operators, assistants to engineer and Indentured apprentices on equipment with booms including jib and/or leads of more than 80 feet, shall receive additional premium pay according to the following schedule:

Booms in excess of 80 feet, up to and including 130 feet	15c
Booms in excess of 130 feet, up to and including 180 feet	30c
Booms in excess of 180 feet	45c

In the application of the above, the length of the boom shall be measured from the center of the heel pin to the center of the head sheave pin, the length of the leaders shall be the length of the leader column.

UTAH REPORT

NORTHLAND GETS \$50 MILLION VACCINE

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

SALT LAKE CITY—The long, hot summer, typical for Utah, hasn't curtailed construction but men on machines have been uncomfortable at times. The elements haven't interfered with progress this season, but there hasn't been the normal dirt work load.

In northern Utah, more than \$50 million in non-residential construction is underway or scheduled. Although that figure is not a record, Ogden's economy is getting a substantial inoculation. Largest packages are the \$17 million highway construction, \$15.5 million for new buildings and improvements at Weber State College; \$8,198,000 for the David O. McKay Hospital and the \$4.1 million Internal Revenue Center.

Jack B. Parsons Construction Co. was recently awarded a \$717,000 contract for three Interstate projects by the Utah Highway Department to include drainage and hard surfacing of I-80 ramps at 31st St., Riverdale Road and Syracuse Road, to be completed in 90 days.

PAVING PACT

Another paving contract at \$483,000 involving construction of a four-lane divided highway from Uintah Junction to Washington Terrace on U.S. 30S was also awarded Parsons, and is to be complete in 150 working days.

By mid-September the 11.3 mile stretch of I-15 from 31st Street in Ogden to South Layton should be open to traffic, the first interstate highway in Weber County. Project cost was \$6.5 million, and is part of an estimated \$14.6 million in state highway construction underway in Ogden.

Grading on the \$2.2 million roadway from 300 North to Ogden Hot Springs is about 75 per cent complete. Drainage and sur-

facing will not begin until next spring.

I-15 SURFACING

The section of I-15 from north of Brigham City to Perry is being surfaced and will be complete this summer at a cost of \$1.4 million. A four-lane access road from 12th Street and Wall Avenue west to I-15 will be advertised for bids later this year.

The four-lane extension of Harrison Boulevard from 12th to 20th Streets is scheduled for completion this fall by Fife Construction Co. at a cost of \$550,000 and the stretch of Harrison Blvd. from 12th to 7th Streets should be completed late this year at a cost of nearly \$500,000.

Bids for the new approach to Ogden Canyon on 12 Street from Harrison Boulevard east to the mouth of the canyon should be advertised late in August. Construction on primary roadways will include the completion of U.S. 89 from Uintah Junction to Cherry Lane at a cost slightly in excess of \$1 million.

FEW CHANGES

In Provo and southwestern Utah, few changes have been noted in job opportunities. A repaving project on I-15 was let at Beaver consisting of approximately 100,000 tons of plant mix asphalt. L. A. Young Co., low bidder, was getting low on work and had started a layoff.

Fife Construction Co. is laying gravel at Orton Junction north of Panguitch. The hot plant has not yet been moved in.

V. C. Mendenhall Co. has begun work near Minersville. Two equipment spreads will be tried rather than a two-shift operation. Most of the crew are steady operators who were moved back from Penn. Doyle Caltam is superintendent and Jim Lindsay is the steward.

FEW OPENINGS

We have had inquiries concerning Geneva's Ammonia plant. A pre-job conference was held with D. M. Weatherly Co., contractor, who said most work consists of

small piping and only one or two Engineers will be required.

At Canyonlands, H. E. Lowdermilk was successful bidder on 1.05 miles of relocation for Denver and Rio Grande Railroad at a bid of \$343,574.50. The project will involve moving some 250,000 yards of material with a channel change included. The project is located just south of Helper and will employ some 15 Engineers.

BIG CUT

The company has moved in an 84 B from Price Canyon and will have a 988 working with it in the big cut.

Brothers Junior Christensen, Ray McCourt, Joe Baker of 630s; "Frenchie" Moyer, Vern Tucker, Layton Foster, Dave Rich on dozers; Jerry Fowkes, patrol; Jim Hulet, Jake Ledbetter, crusher; "Cub" Stewart, mechanic and Dean Mitchell, greasing, are presently employed on the project, to run about two months. Superintendent is Frank English and foreman is Harlan Gibson.

Carbon Plumbing and Heating is busy relocating Price City's water line. Rugged terrain has made this a difficult project. The company also has a subcontract with Lowdermilk to relocate the city water main on the railroad job.

Wages, fringes, vacation and apprenticeship training contributions will be steadily increased over the three-year period to greatly help all members and their families.

LAY MATERIAL

Strong Co. is putting down select material with pulls on I-70 near Green River. The firm also has an adjoining I-70 project which is near-complete.

Stratton Brothers Co. has completed its contract with the Forest Service and has moved to Hatch Point.

Brother Merle Davis is laying road mix with the patrol. The company was successful bidder on street work in St. George and will move a crew there when Hatch Point work is complete.

SAN MATEO REPORT

Roads Offset Housing drag

By BILL RANEY, MIKE KRAYNICK and GEORGE BAKER

SAN MATEO—The infamous "tight money" market has been blamed for the slowdown in subdivision work this year.

The home and apartment building boom over the years had created above average employment.

Some people blame the developers, builders, speculators, pro-institutions who purportedly motors, banks and other lending institutions who purportedly were after the proverbial "fast buck" for the frenzied drive which they say created a heavy demand for craftsmen.

A BALANCE

But there generally seems to be a balance. Highway, bridge and government spending on heavy construction in the area has compensated for many problems.

some \$8 million in new highway work has been let in the past 30 days.

National economic indicators show corporate profits, farm profits, dividends and personal income and spending higher than they have been for years.

Add these factors to government spending in the Viet Nam conflict and the sum equals continued prosperity.

SLIGHT RECESSION

Should the Viet Nam situation suddenly end, (and let us pray it does) we would face a slight recession, but returning military personnel would increase the demand for housing and again, a balance of the scales.

On the present job scene Peter Kiewit has begun extensions of the 19th Avenue freeway. The project is budgeted at \$6 million.

A million yards of dirt will be trucked from the upper end to

Foster City and another million yards moved by scrapers.

Seven structures will provide a free traffic flow on and off the freeway. The structures will conform to the San Mateo-Hayward Bridge approach.

RANCH ADDITION

Pacific Coast Builders picked up a \$1 million project calling for facility additions at the Log Cabin Ranch School for Boys.

County officials say a \$2 million grant-in-aid is expected from the federal government to enlarge park facilities adjacent to San Mateo's Memorial Park. The grant would be added to the present \$2 million county fund, which is earmarked for large earth dam and 4,100 additional acres.

New innovations keep cropping up in the industry requiring re-training of operators.

NEW TRAINING

It is reported Brother Johnny Dorton, steward on the Redwood City pile job for Resonant Pile Corp. is being sent to Providence, R.I. for a five week course in operation of the Bedein Sonic Pile Hammer.

Engineers and designers have indicated this new silent system is, no doubt, the major innovation in the pile-driving field.

As this new device becomes more popular and in demand, we'll use Johnny's services in re-training other operators.

Good Luck, Johnny. We'll look forward to your return.

Brothers Pete Deros and Pete Cruse are finally getting some iron onto the San Mateo Creek Bridge job at Skyline and Crystal Springs Roads. Kaiser has the contract.

Brother A. Leerburg is steward on the Caputo segment of the bridge.

The state has advertised for bids on 6.6 miles of freeway between San Mateo and San Bruno.

'We All Walked Away'

SAN JOSE—His luck had been all bad until he returned from Lake Tahoe aboard a light twin-engine craft, but he showed none the worse for wear the next morning.

Leonard Penrod, 34-year-old Operating Engineer, who has worked 11 years for Reed and Graham Inc., San Jose, and eight other persons walked away from the crash of the craft, that narrowly missed the Civic Center and seven-story Swenson Office Building on a loss-of-power approach to the airport.

Penrod said he thought little of the plane's circling above the fog the morning of Aug. 4, and sat back when the pilot, Charles F. Williams, broke through the fog at about 1,000 feet altitude.

NO INDICATION

"I don't think anyone on the plane thought there was any trouble until we hit the first tree, and by then, I think we were on the ground," Penrod said.

He said the engines sounded as if they were throttled back.

"They came back very smoothly, as if the pilot had cut power for a landing, then he said 'Brace yourselves,' and we banked sharply to the left. The plane

started to bounce around when we hit, and I'm sure it was just seconds when everyone was out of the plane," he said.

We stopped about 100 feet from the freeway overpass, and about 400 feet from the towers. The pilot just sneaked under some high-tension wires before impact.

BELT TESTIMONIAL

"This is just another classic example of the necessity of seat belts. The man who got his back injured (Otto Wildhirt, 63), had his belt loosely fastened, and was slumping down in his seat. When the plane hit the tree and spun sideways, the seat broke loose, and that must have been when the man got hurt," he said.

PRETTY LUCKY

"We were pretty lucky, and everyone aboard felt the same way. There was one thought running through the minds of all of us, and that was to get out as quickly as possible. There was no panic, and everyone moved in an orderly fashion.

"This is one time when my wife knew exactly where I was. I called her from the hospital and told her I was okay. We decided to go back to the crash



Nine persons walked away from the wreckage crashed in the midst of buildings, roads and power lines. One passenger was Bro. Penrod.

site, and from there to work, but after I got a look at the remains of the plane, I just said to hell with it, and went home. I didn't feel like working."

But Leonard was back on the

job the next morning, running his loader. He is a steward at the plant.

How did he come to be aboard a small engine plane rather than a scheduled airliner?

"We had called Pacific for reservations, but they were full, so we were looking elsewhere, and saw an ad in the paper. We decided to try it, and it was the closest I've ever come to ending it all—much too close," he said.

Personal Notes

SANTA ROSA

Congratulations are in order to Don Ellis and Barney Lane whose wives have presented them with baby girls. Watch the safety pins, guys.

MARYSVILLE

Sincere condolences to the families of Brothers Emil J. Enich and Forrest Beckley who passed away in July.

Blood bank days will be the second Tuesday of each month at the Marysville Elks Club from 11 a.m. to 1 p.m. and from 2 p.m. to 6 p.m. Blood can also be given Mondays at the Chico Center on Cohasset Road.

SACRAMENTO

We extend our sympathies to families of Sherman Cleveland and Walt Forsland who passed away recently.

FRESNO

Sympathy is extended to the family of Clay Fletcher. Brothers Al Cummings and Art Britton are in St. Agnes Hospital. W. H. Kelley is in Veterans Hospital in Fresno. All would appreciate visits from members.

SAN JOSE

Sincere thanks to Brothers Mike Conklin, Fred Sales, Adam Weber, William Southerland, Charles Roggasch, Ed Soares and Bob Long who donated blood for Brother Bernard House.

Best wishes for a speedy recovery to Leonard Fitzgibbons, Carl Schaffer and Walter Hoffman who have been on the sick list.

Our condolences to families of late Brothers Charles Foust and Bernard House and of late retired brothers W. F. Kramer and Bill Lema who passed away recently.

STOCKTON

Brother Roy Pierce dropped in to say "hello" and "good-bye" on his way to Venezuela for Kaiser.

Our sincere sympathies to families and friends of Dan Munn. Though not a member of Local 3, many Engineers have been saddened by his passing.

We also extend our sympathy to the family and friends of Herbert J. Hansen, retired, who passed away recently.

Under doctors' care are Wilfred Howard, Arnie C. Dugan, J. A. Boatman and John Francis.

SAN MATEO

Red Hazelwood was in the hall the other day, still in his heavy cast but showing signs of recovery from his bout with the double engine scraper. Didn't just turn it over, says Red—he flipped it twice—endways. The only thing that saved him was the safety belt.

Heard Red Rowan flipped a cat in Daly City. He hopes to be able to move from St. Joseph's Hospital in San Francisco to Sequoia Hospital in Redwood City.

Best wishes for a speedy recovery to Brother Ralph Prince who was injured at home while working on his car. He is now a firm believer in using blocks instead of a jack while doing repairs.

UTAH

Sincere sympathy to the family of Brother Glen Holt who passed away recently.

A speedy recovery to Brother Glen Lloyd who suffered a heart attack.

Regret hearing Brother Lee Gilman is back in hospital with an ailment. Hope he soon recovers and returns to work.

Congratulations are in order to Brother Mark Williams and his wife upon arrival of a new baby, born in Price.

We don't know whether to offer congratulations or sympathy to Brother Art Painter who recently got married in Moab. But best wishes to you both.

SAN RAFAEL

Congratulations to Brother Roy Hinkley Jr., Associated Dredging, on his recent marriage.

Our deepest sympathy to the family of late Brother Joe Brown who passed away July 14 after a serious illness. He had worked for Olympian Dredging.

Happy to see Brother Walt Tracy back to work. He had been hospitalized for a short time. Arnold Silva is also back on the job after a short illness.

Congratulations to Al MacLeod and wife on arrival of a baby boy.

Best wishes for a speedy recovery to Brother Alton Morgan, confined at Marin General Hospital.

Condolences to the family of Steve Jones who passed away on July 13. Steve last worked for Morrison-Knudsen Co. on tunnel reconstruction in San Rafael.

Received letter from Brother Bob Young in Saigon, who is working for R.M.K. on a new parallel runaway. He sends his best to all brothers.

SAN FRANCISCO

Al Clem's secretary, Shirley Donovan, is recovering from a back injury. She had to have two discs removed. Our best to her for a speedy recovery.

STOCKTON REPORT

'ENCOURAGING' IS WORD FOR THE SEASON

By WALTER TALBOT,
AL McNAMARA and
JACK BULLARD

STOCKTON—The word for the season is "Encouraging."

A glimmer of light has crept into the shadows, bringing with it some new contracts.

Although many projects presently being awarded by state and local agencies are of short duration, some in the \$1 million and \$2 million category have come to the surface offering excellent employment prospects, with future opportunities promising.

Fredrickson and Watson, low

bidder at \$2 million on freeway structure work on Highway 99 at Ripon, was also low bidder on the new two and four-lane freeway, an extension of Highway 132 at Vernalis to the new Tracy bypass, to be constructed near Chrisman Road.

IN PROGRESS

Both jobs are presently in progress, and with the bulk of structure work involved, Engineers should gain some winter work. The Vernalis job bid was \$1.7 million.

Thomas Construction Co., Fresno, with a bid of \$1.6 million, re-

ceived a contract from the Bureau of Public Roads for construction of five miles of access to the new Melones Dam site. Construction will begin near the O'Byrnes Ferry Road in the south side of the Stanislaus River. The approach will be from the west.

Morrison Knudsen presently has two shifts working on the dike leak repair at Comanche Dam.

SPECIAL EQUIPMENT

Some special-type equipment is being used to keep the excavated channel full of clay-type grout as the dragline continues excavation to a depth of 80 feet.

In other developments, A. Teichert and Son has been awarded reconstruction of Copperopolis and Clements Roads, bridges and concrete structures at Lynn, Pearson and Sheldon Roads.

Total bid price was \$376,000.

Stanfield and Moody, Tracy and Stockton, continues in successfully gaining contracts. The firm was low bidder on reconstruction of Arch Road and repairs on Highway 50, both near Tracy.

NEAR COMPLETE

Wunderlich Co. has nearly completed excavation on the California Aqueduct in San Joaquin County. Wet and dry concrete batch plants, the trimmer, the paver and repair shops are still in operation on that part of the project.

Gallagher, Burk and Stolte is nearing completion of excavation on the Tracy bypass and will be in the paving stage as soon as excavation is complete.

Western Contracting Corp. has kept a good employment level on all three California aqueduct contracts, even though some personnel reductions were made when excavation neared completion.

LOW BIDDER

George Reed Co., Sonoma, was successful bidder on the O'Byrnes Ferry Road. The road will run from the Tullock Dam bridge to the asbestos plant entrance.

Mittry and Craft Corp. is doing the excavation and Reed will do the paving.

Claude Wood Co. has a sizeable crew on reconstruction of Jack Tone Road in San Joaquin County.

Other projects, reported in last month's News continue at the same pace with little change in personnel.

CALL BIDS

Bids will be called Aug. 17 for grading and surfacing of six and a half miles of four-lane freeway and construction of five bridges between the Stanislaus County line and Chrisman Road in San Joaquin County. Bid price is expected at \$3.5 million.

San Francisco is expected to open bids August 18 on the third leg of the San Joaquin pipeline No. 3. The project is also estimated at \$4.5 million and will complete the third pipeline from Waterford Road to the outlet portal near La Grange Road.

A contract is also expected to be let for the sewer outfall line from the south Tahoe area to Diamond Valley in Alpine County. The project will probably be let in two segments.

Suppliers, Medics Probe Human Environment Factors

By DALE MARR

I attended a safety meeting on July 6 at our International headquarters in Washington, D. C., that was a first in our industry.

For some time now, Hunter P. Wharton, general president, and Allen Burch, safety director of the International Union have been discussing the need of meeting with major equipment manufacturers to probe changes in design to provide greater safety for our members.

We held the first of these meetings with two representatives of Letourneau-Westinghouse, Peoria, Ill. We discussed with them the problems of heat, dust, noise, inadequate seats, poor visibility and other health problems and found the company well aware of most of the problems reported in recent health studies as reported by the

California Department and U. S. Department of Public Health.

These representatives discussed the work they are doing in engineering designs to cope with the problems that we brought to their attention, and they assured us they will work closely with us in the future.

We were pleased with the results of this meeting and are hopeful of meeting soon with other manufacturers.

We are confident that most of the problems facing the Brothers on equipment can be relieved by proper design in "Human Engineering" that has been so badly neglected in the past.

We feel this meeting was one of the most important steps we of the Operating Engineers have been able to take as far as promoting safety for Operators is concerned.

THINKING OF BUYING A NEW CAR?

Is there a new car in your future? This is the month for better buys—before the new models show up on the show room floors.

And for financing? be sure to see your Credit Union.

At the Credit Union you know you're dealing with friends—after all, as a member, you are one of the owners. You can be sure of getting a fair deal, and the straight facts. No double-talk and no fast-talk.

What's that? you're not a member? It's easy to become a member. You can get the details from your Business Representative or District Office, then it's just a matter of applying and driving away in that new automobile.

You'll be pleased with the way your officers do business.

We're growing ---
why not grow
with us?



SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE

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

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

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

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

WATER TRUCK FOR SALE—Peterbilt, 4,000-gal. tank, excellent condition, reasonable. Call 897-1851, John Price, 1032 Simmons Ln., Novato. Reg. No. 826877.

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

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

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

1-BDRM. HOUSE AND LOT, will consider camper or \$800 for equity. Loan balance \$4,500, located near Bella Vista. Bert Orman, 5230-B Concord Blvd., Concord, Calif. Phone 689-5630. Reg. No. 892706.

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

DESPERATE: Must sell or have repossessed FHA appraisal \$24,350 home. Will sell for \$21,000, or \$3,500 below appraisal. 1885 Moor Mont, across from Cottonwood Mall, Salt Lake City. Jerry Hicks, 567 E. Portal, Manteca, Calif. Ph. collect, 323-3652. Reg. 1121833.

BACKHOE, CASE 530 w/front loader, good condition, \$3,750. Call 224-1801, Napa, Calif. Frank Von Druka, 1346 Milton Rd. Reg. 579349.

3 BDRM HOUSE, fenced, shady lawn, garden spot, concrete patio, quiet rd. close to town. Assume loan, pay equity. L. Mundinger, Rt. 1, Box 194G, Lodi, Calif. Reg. 863978.

COOK SEMI TRAILER, 18 yd. demo side to 40 yds. Excl. 1100x20 tires, new brakes, comp. w. hyd. tank, pump and pto. box good. \$3,100. Rick Seim, 701 Pepper Dr., San Bruno, Calif. Ph. 589-1225. Reg. 977680.

OWENS CRUISER, 1959. Depth sounder, head, sink, stove, fire ext., full canvas, \$2,800. Curtis Marlin, 80 Cypress Dr., Fairfax, Calif. Ph. 454-7815. Reg. 854-269.

WANTED: One working head with or without pump for 2" line. G. M. Cooley, Box 161, San Carlos, Calif. Reg. 588707.

1955 ALJOA 8x20-foot trailer house, good condition, \$1,000. See at Volta, across from school, Hubert Thompson, P.O. Box 225, Los Banos, Calif. Ph. 826-1444. Reg. 1141954.

HEAVY DUTY 1/2 H.P. bench grinder, \$50. 12-volt Bon Air Auto Cooler, \$25. Bill Meisenheimer, 360 Judah St., San Francisco, Calif. Ph. 661-4519. Reg. 486183.

3 BDRM. house, carpets, drapes, water softener, built-ins, large lot, 1/2 landscaped. Appraised at \$18,850, will sell for \$16,850. Home in Granger, Utah. Contact Parley White Investments in Salt Lake City, or Keith Burris in San Francisco, 431-1568. Assume 6 per cent commercial loan.

4-W drive 1953 Jeep station wag. Good cond. Reasonable. Ph. 443-0467. W. Coppler, 5282 Miner Rd. Livermore, Calif. Reg. 911132.

1964 Kit-Trejan 18x65 2-bdrm. expando, \$4,000 equity. Will trade equity for acreage, take over pmts. \$87.83 a month. John M. Eckstein, 645 Stanford Way, Sparks, Nev. Ph. 358-0729. Reg. 1117454.

Boston Whaler Boat, trailer, 65 Merc. motor. Take over pmts., free equity. James K. Whitman, 13353 San Pablo Ave., Space 48, San Pablo, Calif. Ph. 234-3751. Reg. 1053883.

2 B.R. HOUSE lot 100 x 150 at 2531 Oro Garden Ranch Rd., Oroville. \$5,500 with \$500 down payment. Foy Williams, PH: San Leandro 589-0126.

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

'62 FORD PICKUP—4 wheel dr. 1/2-ton, good tires, cond. \$1,500. P.O. box 145, Cedar Ridge, Calif. Ph. 273-4009. Reg. 1082350.

'63 CHEV. TRK., 2 1/2 ton, 3 axle, dovetailed to haul equipment, 4 new tires, eng. exc. Les Renfro, 7561 Windsor Rd., Windsor, Calif., phone: 838-2494. Reg. No. 1181874.

LOT, Lake Tahoe, southshore, 104 by 104, two blocks off highway 89, mile from Tahoe Valley "Y". All utilities, \$7000, terms or \$6500 cash. Dallas Worden, phone: Area 707, 933-3253 in Sonoma, Calif. Reg. No. 1123476.

GENERATOR, Briggs & Stratton, self-starting, 12 v. 30 amps. Good for boat or ranch. \$75. Theo W. Hoppe, 545 Wayland, San Francisco. Phone: JU 5-5785. Reg. No. 494282.

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

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

DRIVE-IN with dining room, Forbestown, Calif. Living quarters in back. One trailer space, 10 miles from Bullards Bar. John Zachary, Forbestown. Phone: 675-2583. Reg. No. 833716.

FOR SALE—14-FT. Mansfield Boat, canvas top and electric starter with trailer and 45 H.P. Mercury. \$695. Phone: 686-1845, Rex Turner, 4846 Spaniel Ct., Concord. Reg. No. 295839.

FOR SALE—1965 Pontiac Grand Prix, AM-FM Vibrasonic radio. Power steering and brakes, 4-speed tri-power, 18,000 original miles. Many more extras. Rueben Lee, 27819 Decatur Way, Hayward, Calif. Phone: 782-9231. Reg. No. 395830.

TRACTOR, BACKHOE, M-F bucket. R. Beddal, 4500 Reith Rd. Rte. 3, Sacramento, phone: 421-6219. Reg. No. 693751.

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

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

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

3 BDRM. HOME, 2 baths, elect. kit, fireplace, w/w carpets, drapes, dbl. garage. Immaculate. Raymond A. Aguilar, 2840 Loyola Ave., Richmond, Calif. Ph. 223-9276. Reg. 977708.

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

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

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

LARGE LOT, 400 ft. from Donner Lake, access, year round, 5,000 gal. septic tank, water, elect., phone jack, graded for split level apt. and home. \$8,200 invested, consider any reas. offer. Nicholas F. Sardo, 115 Greenfield Ave., Vallejo, Calif. Ph. 642-2362 after 6 p.m. Reg. 1036021.

TV-RADIO test equip. valued \$700, will consider small house trlr. Audley W. Maxwell, 9398 Aragonne Way, Forestville, Calif. Ph. 887-2590. Reg. 625884.

4 VIEW LOTS, Redwoods, overlooks Austin Creek, 5 mi. to Monte Rio, good fishing in Russian River. Water, elect. avail. \$150 dn. \$50 a month. R. A. Wise, 358 Alida St., No. 35, San Francisco, Calif. Ph. 588-2264. Reg. 408155.

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

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

TD-6 TRACTOR with hyd. T.H. dozer, very good cond. 1923 1-ton model T truck. Robert A. Dias, Star Rt., Lawrence Rd., Danville, Calif. Ph. 837-5942. Reg. 758228.

WANT TO BUY—Mini bike in good cond. Ed Meatek, 248 Sycamore Dr., Antioch, Calif. Ph. 767-3215. Reg. 636394.

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

977H POWER SHIFT CAT LOADER, avail. for rent. Equipped with side dump, bucket, straight bucket, rippers and canopy. Fully maintained and operated. \$23. Edward A. Curtis, Ph. 686-1869, Concord, Calif.

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

MAGNAVOX penthouse with AM-FM stereo with Garrard A plus 60 changer. Cost \$260, will sell for \$150 or best offer. John Madsen, 149 Jackson Ave., Apt. 302, Ph. 365-6092. Reg. No. 1136480.

1964 FORD pickup, 1/2 ton, long bed, hvy. duty bumper w/hitch ball front and back. 4-speed w/3-speed brownie, custom cab. Tach., flasher lights, air horn and compressor, aux. tank. Mrs. Robert Carden, 2080 E. Yale Ave., Fresno, Calif. Ph. 222-1439. Reg. 601786 (husband deceased). ALSO—1964 Kenskil 29-ft. house trailer, beige, fridg., stove, dbl. bed, tandem axles, new tires, 25 gal. butane tank, tub-shower, 28-ft. sewer hose, carpet, cooler. Will sell extra—equalizer hitch, 25 gal. butane tank, wide mirror.

WANTED TO BUY

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

RULES FOR SUBMITTING ADS

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

MEETINGS

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

SEPTEMBER

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

OCTOBER

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

NOVEMBER

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

DECEMBER

Santa Rosa—Thurs., December 1
Fresno—Tuesday, December 6
Ogden—Friday, December 9
Reno—Saturday, December 10

SAN FRANCISCO
474 Valencia St. 431-1568

SAN MATEO
1527 South B St. 345-8237

SAN RAFAEL
76 Belvedere 454-3565

VALLEJO
404 Nebraska St. 644-2667

OAKLAND
1444 Webster St. 893-2120

STOCKTON
2626 N. California 464-7637

MODESTO
1521 K Street 522-0833

EUREKA
2806 Broadway 443-7328

FRESNO
3121 East Olive 233-3148

MARYSVILLE
1010 Eye St. 743-7321

REDDING
100 Lake Blvd. 241-0158

SACRAMENTO
2525 Stockton Blvd. 457-5795

SAN JOSE
760 Emory 295-8788

SANTA ROSA
3913 Mayetta 546-2487

RENO, Nevada
185 Martin Ave. 329-0236

SALT LAKE CITY, Utah
1958 W. North Temple 328-4946

PROVO, Utah
165 West 1st No. 373-8237

OGDEN, Utah
2538 Washington Bl. 394-1011

HONOLULU, Hawaii
2305 S. Beretania St. 99-0084

How To Buy

by Sidney Margolin

"MARRIED GIRLS NEEDED TO MAKE OVER \$200 A MONTH. No selling involved. No experience needed. Use your own home phone during your spare time to earn extra money. \$50 cash advance and bonus to accepted person. Free in your home training. Call 757-5414."

This ad ran in the help-wanted classified ad section of a leading Denver newspaper recently. It is an example of the latest, crudest of the many tricks used to sell working families high-priced vacuum cleaners and other goods on the so-called "referral plan."

In the case of this particular ad, here is what happened when the wife of a poultry-plant worker anxious to earn money called the number.

"The person who answered the phone wouldn't tell her what the job was about or what company was advertising, but arranged for someone to come to her home that day," reports Gerald Kopel, Colorado State Representative. "A man appeared at her home, identifying himself as an agent for a vacuum cleaner company. He told her all she had to do was make phone calls for the company, lining up appointments so he could get into homes to sell the vacuum cleaner. For every sale he made, he said, she would receive \$50. He waved a green paper in front of her on which was written 'fifty dollars.'"

"The agent brought in the vacuum cleaner and demonstrated how it worked. The housewife said she would try the job. The agent gave her the paper that had 'fifty dollars' written on it, and had her sign several papers. Just as he was ready to leave, he said, 'Here's another paper to sign. It's just a receipt to show you have our vacuum cleaner.'"

"The housewife said, 'But we already have a vacuum cleaner.' The agent suggested she just keep it in her home to demonstrate it. The paper the woman and her husband signed was blank. But the copies underneath weren't."

What the couple actually signed was a chattel mortgage for \$400 for a vacuum cleaner the couple didn't need, and which later was appraised at \$75.

For the phone calls the woman made, she received no payments, and she couldn't cash the "\$50 advance" the agent gave her. It said on the back that it was to be used for the endorsee's own purchase.

Not the least reprehensible of the parties involved in referral schemes are newspapers that accept fake employment and similar classified ads without checking to see if they are legitimate job offers.

Some of our readers have learned to protect themselves. A Los Angeles worker wrote us about how the referral scheme operates in the sale of TV sets, and how he avoided getting caught:

"A close friend says you could qualify for a TV set at no cost. You trust your friend. You accept the appointment with an agent. After an intelligent talk, he persuades you to sign an agreement with the promise that if you get six persons within six months, that TV set would be yours. But I checked with the Better Business Bureau first, and found out about this scheme. I preferred to buy a TV set myself rather than get any other people involved in this agreement."

In one of many cases brought to our attention, Luxor Carpets, Inc., of Washington, D. C., formerly operating as Factory Outlet Carpets, Inc., was forbidden by the Federal Trades Commission, from overstating the commissions received by customers from referral sales. The FTC complained that few if any participants receive enough commissions to get their own carpeting at little or no cost as the firm and its salesmen had claimed.



PLANNING?—Call the ERBCO Man!

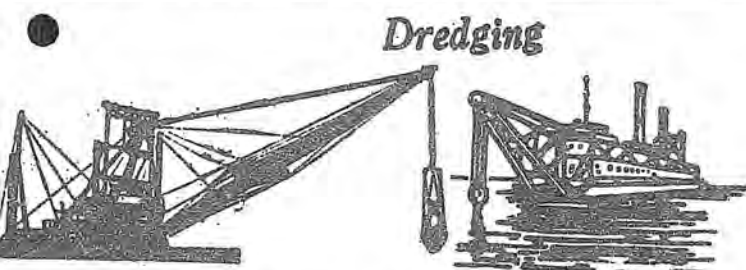
Now is the time to plan job methods and equipment applications for the jobs that are ready to go.

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

get it from

EDWARD R. BACON COMPANY
CONSTRUCTION EQUIPMENT

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



By AL HANSEN

Mankind Can Abet Nature, Livelihood

By AL HANSEN

Attention, "birdwatchers and conservationists" — Man, properly disposed, can abet nature while improving his living environment, and within the bounds of commercialism.

You don't believe it?

Just take a look at what will soon be Foster City near San Mateo shoreline.

The project is transforming an unused pasture into a model community and undoing some of the deplorable deterioration to the bay caused by indiscriminate dumpings of civilization's residue and from large scale earth removal from surrounding hillsides which has increased sedimentation and upset nature's delicate balance.

LIGHT'S RAY

Foster City's bay dredging for fill, its new, modern sewage treatment plant, its clean shoreline and lagoons constitute "a ray of light for the area. The fish are coming back, and the now-tidy shorelines, free from pollution, are beginning to foster growth of clams and crabs. And the lagoons are being populated with a variety of birds.

These lagoons to which the birds have come back, are a basic addition to the bay. They were excavated on Brewer Island to enhance Foster City's livability, and have created an added 230 acres of water. Nearly 11 million cubic yards of sand dredged from the bay have been used to raise the ground level of the island.

The dredging, done under a mineral lease with the State of California, is adjacent to the shipping channel and consequently, removes what has been a hazard to navigation. The shallow conditions which have prohibited ship passage will be dredged even more, to improve the waters and size of the bay for both commercial shipping and pleasure boating.

35,000 PEOPLE

T. Jack Foster, creator of the dream city, which will have a population of some 35,000, says a great deal more can be done to enhance man's pleasure in water sports, and he is prepared to risk the wrath of the preservationists to prove it.

There is about one mile separating Foster City from what will be the northern end of the Leslie Salt Company's projected 4,300-acre Redwood Shores planned community of 60,000 people. Part of that stretch is little more than mud flats at present.

With Leslie as a partner, Foster plans to build levees and dredge-created "usable land and water areas" where none now exist.

He envisions a marina to serve perhaps 500 pleasure craft at

Belmont Cove, with accessibility through a deep water cove.

WHAT'S NEW

A petition representing 60 per cent of the property owners has been gathered supporting the proposed Richardson Bay channel dredging district. This is the second time such a petition has been circulated since March, 1964, when the Bay master plan was changed and the channel moved to the bulkhead line. Last year, property owners moved the channel back to Railroad Ave.

Petitions are being checked by the County and engineers to determine if those who signed the petition represent a sufficient percentage of the total land within the district.

The intent is that the district would, with cooperation of the Army Corps of Engineers, dredge the channel to make it navigable for small craft.

CANAL DREDGING CHORE

Marin County supervisors have adopted resolutions supporting formation of an assessment district and have agreed to call for bids for dredging Sausalito Canal.

Property owners in the area have petitioned for district formation, and the board could form a district without holding a public hearing.

Cost of the project, which would open the channel into Mill Valley's small craft harbor, would not exceed \$400,000, excluding dike work on lands requiring fill.

JOB RUNDOWN

Shellmaker Dredge's "Gypsie" at Glen Cove is near complete with its job and is getting ready to tow out. The "Vanguard" has moved from Las Gallinas Creek to Bahia off Petaluma Creek doing a job for Elmer Wendt.

Manson General is still hauling sand from Angel Island to the Oakland Mole on three shifts for Peter Kiewit and Sons. From the looks of things, the operation should remain strong the remainder of the year.

All Dutra Dredging's rigs are operating. The company has added two rigs to its fleet, a link-belt dragline crawler and Bucyrus Erie crawler. Crews are building a steel barge at Rio Vista to take the link-belt. The company will be able to do a lot of land or water levee work with these two rigs.

Utah Dredging is still modifying the "San Mateo," installing new engines, a new ladder and self-contained power. When complete, she will be able to tackle a lot of jobs.

"The Franciscan" will be up in about six weeks; will probably go to the shipyard then to Bay Farm Island.

Charles Hover Dredging is finishing up at Glen Cove, and will move to Ryder Island, back to Day's Island, then to drydock for a few repairs.

See you next month.

SAN JOSE REPORT

Brothers Do Road Work

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

SAN JOSE — Northern Santa Clara County has been able to capitalize on the Highway Division's construction projects for a boost in its economy.

Highways slated for work this summer include Interstate 280, part of the Junipero Serra Freeway, planned to connect San Jose with San Francisco by 1972. The work presently scheduled involved the segment through Los Altos and Los Altos Hills to Page Mill Road in Palo Alto.

\$2.8 MILLION

Route 85, a six-lane freeway will connect I-280 with the Stevens Creek Freeway and is also scheduled for construction as is the \$2.8 million freeway between the west city limits of Alviso and Barragans Avenue in Sunnyvale.

This project includes two overpasses and frontage roads.

Engineers will also be employed on the Dana Street separation over the Stevens Creek freeway and approaches.

In other areas, the Hood Corporation has started the number one and two units of the \$4.5 million Los Gatos purification water line project.

FOUR CREWS

As of August 1, four crews were at work on the job.

Underground Construction Co. has also started work on the number three water line.

Wheatly and Jacobsen is about 80 per cent complete on the science building at San Jose State College. Another campus project will follow, so present employees will remain on the payroll.

In Santa Clara County, contracts of \$1,518,711 for the four-story expansion of the county's juvenile hall, awarded Landes Construction Co.; \$299,000 for completion of the fifth floor shell of the new \$3.5 million superior courthouse; and \$499,575 for the Sunnyvale Municipal Courthouse, to include landscaping and completion of two courtrooms have been approved by the Board of Supervisors.

Other small jobs in the area include an overpass on Fair Oaks Ave. in Sunnyvale, awarded Can Caputo; widening of Kifer Road from Fair Oaks to Lafayette in Santa Clara with Pestana Brothers doing the underground work; and Stelling Road in Mountain View which was also awarded Pestana Brothers.

Housing construction has been stagnant, but work on the 50-acre Hewlett Packard factory is well underway. Joe Ramos is doing the underground work.

Freeman Paving and A. J. Raich recently bought the Sondgroth Company from Kaiser Industries, who had just recently acquired Sondgroth.

MERGE OPERATIONS

The company, to be known as Freeman-Sondgroth, will merge shop, grading and paving operations, and will be managed by Vern Freeman.

At Lockheed, one pad and a vehicle test site have been completed. The company has plans for three more buildings to be started in the near future.

In Monterey, Granite Construction has about 30 Engineers engaged on the \$11 million freeway.

Jim Gaither is superintendent with Don Granger as foreman on the dirt spread and Willie Long as foreman on the side streets.

W. H. Ebent and Sparton were low bidders at \$126,000 on the Monterey sewer. The project is well underway.

LOW BIDDER

E. A. Buttler from Salinas was low bidder at \$175,000 on the Mo-

tero bypass road at Castroville. Lyle Housley is foreman.

The Department of Housing and Urban Development has reserved \$533,600 in water and sewer facilities grant funds for Salinas. Funds award is subject to final review and approval of the Salinas sewer development project estimated at \$1.22 million. The project will include two trunk sewers and a pumping station.

Ted Watkins Construction Co., San Luis Obispo, was low bidder on a project at Fort Ord.

A road job at San Antonio from the campsites to the beach was awarded on a bid of \$100,000.

Granite has begun construction of the \$3.6 million bypass road at Watsonville.

REBUILD WALL

The Army Corps of Engineers has awarded a \$73,271 contract to Granite for rebuilding an extension of the shore protection wall at Moss Landing, which should be complete in 60 days.

Col. Robert H. Allen, San Francisco, District Engineer, said the project will require approximately 7,500 tons of rock and 2,000 tons of sand and gravel.

Fire halted construction on a bridge at Castroville.

State Engineers who estimated damage at \$75,000, said the west bound lane being built over a small slough would have to be completely rebuilt.

The fire destroyed the wooden framing on the bridge into which concrete had just been poured.

Indications are the fire was caused by a child or transient.



'The Dredgerman'

By CHET LYONS

You've seen them on the River
and almost everywhere,
But they're seldom ever heard about
'cause no one seems to care.

Now Dredging is the kind of
work that surely must be done.
But it's hell let me tell you
when the sucker starts to run.

The Cutter starts a-grindin'
the pump begins to go
And everyone's a-sweatin' in the
engine room below.

The Captain, he's a-cussin';
the engineer is sore
Cause the damned old dredge
can't pump a few yards more.

The Fireman, he's a-workin'
'cause the steam is gettin' low
For there's no such thing as stoppin'
when the dredge begins to go.

The Oiler, he's a-rushin'
with his old grease pot
It's hell on a man
when a bearin's gettin' hot.

The man in the leverroom
is yellin' out the door
That the pressure gauge is busted
and the vacuum ain't no more.

The pipe line is a-buckin'
and it's just about to part
The men have got to fix it
but they hate like hell to start.

Have you ever walked a pipe line
shootin' out it's dirty slime
And you slip, fall, no not quite?
boy, chills run up your spine.

Now mind you we're not kicken'
but it's hell this Dredger life
You never get a holiday
you've no right to have a wife.

But there's something strange about it
that I could never tell
That makes you love the Dredges
even though the life is hell.

Now I've told you 'bout the life
of a poor old Dredger Man
So when you run across one
just hold him all you can.

Obituaries

JULY, 1966

Name	City	Init. Date	Deceased
Beckley, Forrest, Colusa, Calif.		12- 1-57	7-16-66
Booth, Dwight L., Castro Valley, Calif.		9- -42	7-30-66
Bowerman, Milton, Concord, Calif.		11- 5-49	7-26-66
Brooks, Raymond, Walnut Creek, Calif.		7- 7-48	7-23-66
Brown, Joseph, Rio Vista, Calif.		11- 1-41	7-15-66
Burk, Raymond, Livermore, Calif.		10- 2-54	7-15-66
Campbell, Glade, Standish, Calif.		9-13-59	7-21-66
Cleveland, Sherman, Woodland, Calif.		8- 4-56	7- 2-66
Collins, Raymond, Sacramento, Calif.		9- -64	7-27-66
Cruz, Peter, Salt Lake City, Utah		2- -65	7-24-66
DeBacker, Charles, Crescent City, Calif.		7- -66	7-22-66
Fletcher, Clay, Atwater, Calif.		11- 1-58	7- 4-66
Forslund, Walter, Auburn, Calif.		4-18-41	7- 6-66
Foust, Charles, Los Altos, Calif.		9-16-62	7-11-66
Hanley, W. H., Kneeland, Calif.		9-10-55	7-25-66
Hansen, Herbert, Stockton, Calif.		1- 7-50	7-14-66
Holt, A. Glen, Springville, Utah		8- -46	7-23-66
Insee, Alfred Jr., Berkeley, Calif.		5- -66	7-12-66
Jackson, Curtis C., San Francisco, Calif.		8- 4-56	7- 3-66
Johnson, Frank, Redding, Calif.		12- 2-50	7-13-66
Jones, Steve, Cloverdale, Calif.		2- -66	7-14-66
Kramer, William, San Jose, Calif.		2- 6-43	7-11-66
Landerman, J. A., Marysville, Calif.		2- 7-42	7- 6-66
Lema, William, Santa Clara, Calif.		3- 3-51	7- 6-66
Mazzera, David, Stockton, Calif.		6- -65	5- 7-66
McGuire, Alfred, Roseville, Calif.		7-11-64	7- 4-66
Parsons, James, Sparks, Nevada		3- -58	7-23-66
Seiders, David, San Francisco, Calif.		10- 6-34	7-29-66
Smock, Clarence, Santa Clara, Calif.		10- 4-64	7-30-66
Spair Burl, Pittsburg, Calif.		9- -56	7-12-66
Sudmeier, E. J., Sunol, Calif.		9- 6-47	7-17-66
Floyd, (Alex) Tarlton, San Francisco, Calif.		6-16-41	7- 2-66
Zang, Richard, Brisbane, Calif.		9- -51	7-12-66

NO INDUSTRIAL ACCIDENTS

77 Deceased Members May-July 1966

7 Industrial Accidental Deaths

MANAGER'S MEMO

Continued from Page 2—

Guam's veto, we have appealed to the President of the United States to exercise his authority to disapprove this Right to Work bill. We have also prevailed upon the Nevada AFL-CIO, Utah AFL-CIO and the State Building Trades Council of California who have joined us in appealing to the President. We fail to see why this misnamed law is placed upon the books of any state or territory. It does not create ONE additional job, but only causes chaos at the collective bargaining table and tends to depress the wages and working conditions in any area where it is in effect. The record speaks for itself. Those of you Brothers who travel throughout the United States know the wage rates and working conditions in those states which have Right to Work laws and we can tell you from experience, having jurisdiction in two states which have so-called Right to Work laws, when negotiations are carried on under these adverse conditions they are to say the least, extremely difficult. It goes without saying, we all believe in our individual liberty, as well as freedom in expressing our individual thoughts, but we also believe in democracy. When the employees in the specific bargaining unit vote that it is their decision to have a union shop their wishes should be acceded to, for that is the way of life in America.

A case in point is our negotiations with the Little King Mine at Coalinga, where the employer objected to a Union security clause and the employees were equally adamant that this should be a part of the collective bargaining agreement. We sincerely hope that in the near future there will be a meeting of Minds on this important issue.

At this time we would like to take the opportunity to thank the entire membership for the cooperation extended to the officers and the administrative staff of the local Union in reporting the discrepancies shown on the cards which were recently mailed to them, setting forth the hours as reported by the individual employer for Pension, Health and Welfare. As time goes on, this will become more important to you, inasmuch as the contributions to these funds, as ratified by the membership, will become larger. In order that we may be able to protect all the rights and benefits that are due you under the terms of the various collective bargaining agreements, you should always be alert and make certain all the hours you have worked correspond with the hours on the cards you will be receiving by mail in the immediate future. A report showing the number of hours reported by your various employers to the Trust Fund Office for the second quarter is due to be mailed soon. I am sure if we can continue this teamwork we will protect the legitimate contractors and employers from these small minorities who have the tendency to chisel on their obligations to the membership of this Union, by neglecting to report the full number of hours that each of you have worked.

Have you registered to vote in the forthcoming election? Let us each be on guard to protect our democratic rights in casting our votes on all issues, for only by exercising this most sacred right can you protect your individual liberty of selecting people who will serve you best in all elective offices, for the secrecy of the ballot box is a bulwark to retain our democratic process.

OLDTIMER'S CORNER

It's been a long time since anyone used a scraper with steel wheels and no apron in front.

But one young man who remembers such equipment is Brother Dave Hanny, Santa Rosa, who says contractors came from all over the country to inspect the big earth movers, pulled with 60 gas cats.

Dave was a cat skinner in 1931, as were "youngsters" Won Turner, Jim and George Murray and Chub Rincoff.

It was on a job five miles south of Carmel, California, on Highway 1 that R. G. LeTourneau came out with his first rubber-tired carry-all. It had no tailgate, and when operators released the dumphine the apron came forward on rails and ran up the goose neck.

The apron pulled through the scraper dumping the dirt out the back, Dave explained.

The carry-all was not efficient so LeTourneau pulled it back to Stockton and came out with the G-12 carry-all, many of which are in use today.

Dave said his pay during that time was 75 cents an hour with



no overtime, even if he worked 12 hours a day, seven days a week. "I have no desire to go back to the 'good old days,'" said Dave.

His Life-The Engineers

Glen Dobbins, who lives in Leisuretown in Vacaville, California, spent 19½ years as a business representative for Local 3, in which time he saw some startling changes and developments take place. He retired in March of this year.

"When I was a young man, unless operators knew how to run a piece of equipment, he could not become a member of the Operating Engineers. He had to be qualified or the representative wouldn't send him out on a job.

He said if there was a man on the out-of-work list, the Union wouldn't take applications.

"Today, the Union has the Apprenticeship program, which I think, is one of the nicest things it has done for its members.

"A boy can become an apprentice, spend two or three years on the job with a great opportunity to learn," he said.

Glen started as a business representative in Oakland in 1946, with Al Clem, who was also a business representative at that time.

He began his career on a switch engine in a smelter during World War I, and became a foreman on the Santa Fe Railroad, but the job didn't last long. Men were returning from the war, and with their seniority, had preference on the job scene.

Glen left the central states and moved to Portland, Oregon where he went to work as a fireman on a dragline on the Ellensburg Canal, then came to San Francisco, where his first job was on the Waldo tunnel.

"They needed a mixer man on graveyard shift. I took the job. But the engine lost its timing with two yards of concrete inside. We had quite a time getting the engine tuned, and the concrete out before it set up. I got fired," he chuckled.

Glen was member number 404,

back in 1934. Today, the organization has in excess of 32,000 members.

"In years past, boys knew how to work before they decided to get into a skilled field. They had chores to do, a lot of cows to milk and so forth. Today, a youngster doesn't necessarily know how to work, and for some, it's just plain laziness. Those boys will eliminate themselves."

He said today's Engineer will have to show some initiative if he will get the job running the more demanding automated equipment.

Glen reminisced a bit, talking about the day he and Al Clem were walking down a railroad track on Treasure Island. At the time, Victor S. Monson was business manager.

"Clem turned to me and said he was going to run for office. I said he was crazy, because Monson was doing a good job. I asked Al if he expected to win.

"Al said if he didn't beat Mon-

son, at least he'd get his name before the members.

"I asked him what he would use for campaign material, and he told me if he ever became business manager, within two years, there would be a pension plan of \$100 a month for every one retired or old enough to retire, and I thought he was nuts.

"Pension plans were rare except in railroad jobs, but as I look back now, it took Al just about two years to establish the pension plan. I think he sat up nights thinking things out, because he always had the answers," Glen said.

Now that he's retired and getting his pension check every month, Glen said he'd like to hook up the trailer and head for Alaska, then spend some time in Mexico around the first of the year.

"If the checks continue and I can save a bit, I'd like to spend some time in the Islands," he added.

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