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 Boden, district representative, Jay Neeley, Trustee and business 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, substantial 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 one 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 6 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.

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 will be 8 a.m.

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

On second or third shift, journeymen will not number more than 50 per cent of the number working the 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.

—Continued on Page 3

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

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—Continued on Page 3
Crusher Really Works

By HAROLD HUSTON

Visitors to the State Fair in Sacramento will get a chance to see the 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 as neat as any size of those Engineers are used to, but it really works.

Vic Burgess, Oroville, who has worked most of his life on crushers, has spent more than 800 hours and some $400 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' crushe," 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 working stack or 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 handcrafted.

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 cares cereal, truck drivers, operating engineers working under the negotiating committee of the AGC Association were added to the hourly rate.

In addition, the contractual vacation and holiday plan becomes effective on January 1, 1966. Another highlight of the negotiation was that it will not be considered a violation of the agreement if workers are withdrawing from the job. Such a withdrawal will 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 on an apprentice training program.

Education and training of apprentices will be governed by the Joint Apprenticeship Committee. Hourly wage rates for inducted apprentices will begin at 70 percent of the wages bargained 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 AGC Association. The hiring regulations were amended whereby they will be the same as those of California and Nevada. This gives the members working in that jurisdiction in which they can travel seeking employment when work becomes slack in a given area.

For instance, the Rock, Sand and Gravel industry are contracted and ratified by the membership. We still have additional contracts to negotiate in this industry in Utah. It is with this in mind that we negotiate the agreements that 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 50 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. Those were Joint Ventures between Local 3, representatives of AGC, BOCA and the San Francisco Department of Industry. We are proud that we are on the road where this 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 programs. Let us share the results of many others by improving the working conditions. Also using the safety program as leverage to improve working conditions by the exchange of good will and developing safer methods of the operation of larger and more complex machinery which is being used in the construction industry.

Our operating 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 employee-dominated overrides the Governor of Guam, we continue to oppose the project on the merits.

Continued from Page 16

Could Be Oral Cancer

Continued from Page 1

amounts of alcohol over an extended period of time. Doctors say that tobacco use 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 4,000 new cancer cases will be diagnosed in California this year. Since the early cancer is innocuous in appearance and often does not cause discomfort, the percentage of persons over 40 is desirable. Early detection is the most effective weapon for cure of this disease. Visit your dentist every six months.

FRIDAY OFFICE

Effective Jan. 1, 1966, employees will receive an increase of 7 cents an hour in fringe options, part of the over-all, 50-cent an hour increase.

Under this provision the Union 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 discharge 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 withdrawing 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.

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Local 3 Moves Up

"Operating a Skilled Labor Build-up," launched by Gov. Edmund G. Brown Jr. recently, gives local leaders of the public a good opportunity to get their names on the rolls. A recent survey of Labor-affiliated persons showed that 48 percent 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.

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 we certainly don't deserve 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 voice doesn't make any difference.

Don't be fooled by this foil. 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.

No matter who is elected, 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 trade union workers.

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 vote to work for the people who wish to govern.

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.

It is interesting to note that only the leaders 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 vote, they do it on the rolls. A recent survey of Labor-affiliated persons showed that just 48 percent 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.

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APPRENTICESHIP CORNER

We've Openings for Teachers

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 grandchildren into the program.

TESTS TUESDAY

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

The requirements of Enginee...
San Francisco report
New Bank-It's History

By A. J. (Buck) Hope and Warren Lebovitz
San Francisco-Come 1991, the location of the new 25-story Bank of America building will be
on to room make for a magnificent
35-story Bank of America Building, to act as world head
quarters 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 since this rectangular district was a target of develop-
ment. In the year 2000, the Bank of America, in the name of living history, will be the
westernmost landmark on the skyline of San Francisco.

CRATES GONE
Long gone are the crates and boxes that once dominated the twenty-five years and
that cluttered the area. The city's most mem-
erable spot was then the easternmost
at the time.

More recently, the Pacific Na-
ation has been developed and a 150-
foot park is now the scene of a
build.

The new world headquarters for Bank of America, will be a 75-story glass 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 the outset, San Francisco
is going to be a special place for us.
We want a building that will be
unique in its history, and will be
memorable for people.

From the standpoint of planning
for the building to be large and practical,
so that the bank's needs as world headquarters, but it was
also necessary that the building be authentically
consistent with the traditional architectural
outlines of the city.

HIGH PRAISE
From the outset, San Francisco
Bank of America, will be the
largest building in California.

This scale model of the new Bank of America will probably
be tallest building in California, will cost $35 million.

Oakland report
3-Year Freeway Project

By Jerry Blair, Tom Carter, Fred Gonales,
Bob Huesner and Tom Jones
Oakland-A slight upheaval in
employment has caused a
shortage of the work force in all
locations.

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 Green-Street freeway,
will employ about 30 Engi-
ners, with many more being em-
ployed by subcontractors.
The project is expected to run
three years.

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

N E A R L Y C O M P L E T E
Shell Refinery in Martinez is about complete. The Otis is,
works is mainly cleanup and modi-
fication work. Ralph Parsons Co.
is still working on a large
crew on piping. Work will continue until
late fall when the new unit is
piped into service.

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

High, Schuchardt and Harcon has
begun preliminary work on the
new Fibreboard paper mill at Anheuser.
The job is for the installation of a new
rolling mill, re-modeling and repair of the exist-
ing mill.

MID-AUGUST TARGETS
Work should get underway
about mid-August when the first
hauling equipment will arrive.
Brickyard Island's power plant job
has begun. The $18 million
project will be for about 150,000 yards of dirt,
for the erection of the power plant.

City of Oakland Viaduct.

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**FRESNO REPORT**

**Diversified Projects Add Spice to Jobs**

By CLAUDE GOMES, L.A. AUSTIN, KENNETH CLINE and STANLEY BERGMAN

FRESNO—A new freeway job will get under way here later this year adding employment opportuni-
ties 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. Finishing grading and paving contracts will be let at a later date.

At Mendota, Granite Construction is nearly 90 per cent com-
plete on the pipeline job.

The Watsonville-based comp-
pany has worked Local 3 in providing employment for our members.

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

**TWO SHIFTS**

The twin 657s are being run on a two-shift basis; and "Forty-hour" work has been increased from 32 to 40.

Piddleworking crews are keeping ahead of the bridge builders.

The project is employing a full complement of H.D. mechanics, truck crane, graders, survey and helper crews.

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

Five scrapers have been run-
ing 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 longer weekends, the crews should continue late into the year.

Another 100 operators are em-
ployed at Huron and Granite at Kettleman City.

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

A snag has caused some juris-
dictional bickering on Prebiedrecket and Watkin's Ditch job, pro-
ject.

Half the work is in Local 23's jurisdiction, the other half in Local 12's. Some morning pro-
blems have arisen but efforts are underway to solve the problem.

**STEAK BEANS**

The rock, sand and gravel busi-
ness is either "stale or bountiful" depending on the location of the place and even on hamburgers conditions in between.

In Coalinga, long hours are the order of the day while workmen on the other side of the val-
ley have been told to invite a livelier life on the job.

Paving operators have been facing the same problem.

The San Joaquin Valley presently has projects under-
way.

Darsenwoll and Morrison-Kendall are moving dirt on Lit-

d the Paso Robles Dam west of Mende-

dos, with 30 operators moving 30 pieces of iron.

**A SLOWDOWN**

Soft, muddy ground has caused a slowdown at the Paracho Tunn-
el, but crews have a three-
shift operation going seven days a week with 20 Engineer on the project.

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

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

At the bottom portion of the dam, M and K sad Utah have been

paving, utilizing 59 Engi-

neers.

Standard Material, Los Banos, has been granted a contract for seven miles of State Highway 125. Work should begin immedi-
ately.

**ROAD WORK**

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

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

Traffic congestion during road construction has been a prob-
lem, but motorists have been

somewhat understanding.

We understand the old plaque at H Street and Tulare will re-
main, marking the site of Fros-

no's first school house.

Road construction in football areas is also promising, with some projects calling for Football Trainers and Apprenti-
ces.

**OLD, NEW**

At Raymond, the old and new stand by side where the new

bridge is now open to one lane traf

fic during daylight hours.

The new, 1,105 foot span to-

vers over the old 180 foot span in striking contrast.

Bagley in his hayday was known as "Boston's Mill," made famous during General C.J. Fre-

mont's campaign.

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 roving the area.

**NEEDED HELP**

The old Mexican soon realized if he was ever going to become a rich colossus with a big haci-
enda, he would have to help in

working his claim.

The old gent returned to Mexi-

co to seek help, but his boast-

ing, traveling ways were not

acceptable by a gang of bandits, who raided the ranch where the old man was staying, taking all he had save for his

fortune with him.

The bandits offered the old man, but were approached which the gold remained in a cave some-

where 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, AIL DAVENPORT, JERRY ALLGOOD, and JERRY MARTIN

SACRAMENTO—Construction in nearing completion on the Slab Creek Dam, a major part of the American River Project, Sac-
ramento Municipal Utility District.

With most of the blocking having been topped, only a few minor

pools, the intake gate 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 di-
ricted into a five-mile tunnel at White Rock with the outlet at the site where American Bridge Co. is putting in the powerhouse to the White Rock powerhouse.

The powerhouse, being con-
structed by Gunther, Shirley and Lane is progressing as planned with lower concrete already poured and with installation of several casings, discharge gates and lower powerhouse sec-

ctions being performed.

Preparations are being made to install the powerhouse in the tunnel in 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 dur-

ing off hours. Fish haven't been abundant on this project as they have on others. When all facili-

ties are complete, a road will provide access to the reservoir on the American River. Pleasure fishing will also be possible in the near future.

Up at Loon Lake, a 1,200 foot rêi

ning being driven by Gal-

be and Fox. The project has caused some problems, but the slant is the same as plans.

**LINE BEGINS**

The transmission line being constructed by Wyman and

Beckart from Camino to Folsom is just getting underway. Exca-

vation for tower footings is be-
geing done by Rich Brothers.

Loon Lake is about eight miles west of Lake Tahoe near the head of Donner Valley. Only access into the area is on foot.

This area is in the high Sierra. Loon Lake was built by Chi-

nese laborers in the 1860s 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 Grizzly Creek to Robins Point tunnel and Power-
house construction will also be done by Utah Valley Lake will complete the system.

**LAKE ADVERTISED**

The district advertised the

Loon Lake to Grizzly Tunnel and Machino Hill the later part of July and bids will be opened in late August.

The second unit of Camino Powerhouse is scheduled to be-

in the late Spring of 1967.

In the high country, Norman L. Fadel is progressing satisfac-

tory 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

SIDE.
MARYSVILLE REPORT
Best Mission Contract Negotiated

BY HAROLD HUSTON, W. E. WEEKS, WILLIAM E. METTE, and BOB WAGNER.

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

Probably the best contract of its kind ever negotiated has been unraveled by the Engineers who work for the Material Dealership, M D Y Co., under the able direction of Jack Ready Mix, Mid Valley Ready Mix, Orville Ready Mix, Fudd's Ready Mix and Max Ready mix companies.

The team worked together in these negotiations, the kind that keeps our Union strong.

We are presently negotiating with the open shops and plan to complete our reports in the September issue of the Engineer News, knowing full well that we have the 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, but it's strictly a man's job to safeguard America's security.

The Ninth Strategic Reconnaissance Wing, Road Air Base, is currently flying the high secret, high flying SR 71, a tremendous 200 times the speed of sound, and will be getting the help of the Orville Ready Mix in carrying out its missions.

The Army Corps of Engineers has obtained a $1,200,000 contract from Stotlite, Inc., Oakland, for construction of a water power facilities, good lights, a security alarm system, and engine test stands building alterations to existing buildings and fuel transfer and storage modifications.

Shelle-Santa Fe, joint venturers, have the original "Blue Light" contract for modifications and additions to the bridge, which will accommodate the SR 71s and supporting forces.

The original contract amounted to "something over 97 million."

ROCKS, ROCKS

The invitation went out, and the response has been delightful. When the term of the contract is complete, it will be as cosmopolitan as far as its content goes of date in the country. The "Friends of Oroville" have been standing 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 Calbuun Dam in their country with them for inspection in the Orville Dam.

A piece of drill core once site of the old dam site from Robert J. Pafford, Jr., regional director, Bureau of Reclamation, a hole bored from the walls of the Columbia River Bridge, was also brought down by officials and resident at the Palisade Irrigation District contributed a group from the recreation site.

NO BLAVNY

It wasn't the Blarney Stone, but from the Barry Land of the British Isles came another collection of rocks which the AW Project in Scotland, David R. Miller, project director for the AW Project, and Michael Ball, Consultant in the UK, was the contractor.

TUNNEL CLOSED

One diversion tunnel at Oroville Dam has been closed, the first 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 3,331 million acre feet of water for farms and factories and 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 connections with the powerhouse. 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 plan calls for delivery of water to Cuscle 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 of the "first kind" steel penstocks, a tunnel hydraulic operators, to be located 300 feet underground, will be used at the Oroville power plant.

Under a $1.5 million contract, the gates will be built by Yuba Mountain, Realco.

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

The crane for gate withdrawal, also designed by Yuba, will have the biggest hoist drum ever used. The drum will weigh 50 tons and measure eight feet in diameter and 20 feet long.

The roller gates will close per second, assuming the actuator will measure 48 feet with hydraulic cylinders 23 inches in diameter. The ram gate operator is designed for 2,000 pounds per square inch oil pressure and for external water pressure of 123 pounds per square inch.

NEW HOSPITAL

The Butte County Board of Supervisors have awarded a $1,261,000 contract for construction of a new hospital. Bid winner was Peterson and Robbins 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 structures a 46-bed facility, will be built by the present hospital on Live Oak 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 $1,752,500 with the county sharing $1,172,527, with contributions of $494,973 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.

PGE 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.

Road and Gravel has its plant operating at capacity and in setting up a crusher in the area.

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, Davies Bros. has three shifts working in a test hole for a proposed tunnel. The test hole will be 5,800 feet long.

The proposed tunnel is designed for transferring water from the Bel 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 running round the clock.

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

A 180 acre site is being prepared for a new Tweeter plant. The site is in southern Butte County just off Beale Road.

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

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

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

SHIPS NEEDED: JEFFERSON

"The marketing of our produc-" tions 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 that commerce.

* * *

WILLIAM E. METTE:

Washingon—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, 1948—a year earlier than the date set in the House-passed bill.

The vote was 16-0.

Last May, the House narrowly adopted a stretched amendment delaying the $1.60 wage floor until 1963. 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 suppliers of the wage-hour bill by surprise, was greeted on the House floor by Representative G. Clayten Powell, D. N. Y., as a compromise. It carried by a narrow 200-194 margin.

This compromise has made some changes in the House bill, but the main provisions were retained.

Both versions would bring the federal minimum to a $1.40 per hour floor by Feb. 1. Nearby covered workers would be brought under "a 4 wage floor near Feb.

Their minimum would be advanced 15 cents to $1.30 for farm workers and $1.40 for other groups. The bill, new groups to be covered include retail employees, laundry workers, employees of hospitals, and nursing homes, housewives, restaurants, 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 time employee requirements for hand-crafted persons in sheltered workshops, with a provision that the Secretary of Labor may authorize at a lesser minimum proportion to the worker's productivity.

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

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

By RAY COOPER and
JOHN D. YORKE
EUREKA — A bit of history will fade into the past when Cleveland Whiting 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, any road construction during that time was long and tedious.

“Hitchcock Bridge was started in about 1935 and the road from there to Crescent City was finished in about 1935,” Scotty said.

Hitchcock Bridge was started in 1935 and the road from there to Crescent City was finished in about 1935, Scotty said.

He added construction from Hitchcock to the Oregon border was done in fitful jerks, with construction taking from 1935 to 1939.

“This was the famous low level bridge that was proposed and non-existent highways in Del Norte County have no name to me any more. Any bridges are logging the stakes,” he quipped.

But the 1964 flood added its blessing. Had it not washed out these two "Model T" bridges, we would be driving over them for the next 30 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 1960 is out of his skull, Copy to the Governor,” End of Jen-

kis’ Opinions.

HAS APPROACHES

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

On the South Fork and Put-

rick 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, log-

ging trucks will add to the difficulty con-

structing the road. Consequently, so engineers will have to keep roads clear and usable at all times.

WEST SIDE 27 SITES

A total of 27 sites will require clearing and dredging.

Acme Paving Co., at Fish Lake Campground, will have a job and at Big Flat Campground on the South Fork of the Smith River, will get underway, and will employ a number of Engi-

ners, shortening the out-of-

season.

Eugene Lurh in Orick has be-

en made up to rock at the Klamath Beach quarry.

Two shifts are on theanggaline and are planning rock in the channel.

Another bridge removal job, involving work on the Paul E. Kegcutt Memorial Bridge north of Zio Dell and the Richard Fincher Memorial Bridge north of Scotia, has been awarded: America Building Wrecking, West Sacramento. The job will be completed before the winter rains begin.

ROAD ACTIVITY

Nominal activity has been stirred up on Highway 30, Peters-

son Construction, and V.P. Mallins has been awarded con-

tracts in that area, and expect to begin construction shortly.

Merser - Fraser's project on Highway 101 has been turned over to a total of 24.8 miles with a safety surface of non-skid material. The work should be completed by late summer.

Armco Steel Erectors have been successful in getting con-

tracts in the area. We welcome them and look forward to work-

ning with them.

Work on the Colleges of the Redwoods has begun, Wright and Weygandt Construction. Santa Rosa, was low bidder for con-

struction of five buildings on the campus. Glad to see the colleges-

get underway.

If the good weather which moved early this year con-

tinues, prospects for continued good roads should continue, so all rain dancers go elsewhere.

Nonsense

Who's to say things are bet-

ter than they were years ago? Could it be they just sound better.

With Lady Bird's drive to beaut-

ify our nation's highways, and to hide the Jeeps which have wrecked yards, perhaps it would be better if we changed the name, also, to something like Arts Disassembly Area.

Another of the things that may need our attention is go along with the change.

The old problems remain just as the junkyards remain, but now we have titles for old problems - such as -

nervousness - anxiety tension dopamine, decreasing families of children, and, of course, big debts - installment buying, rough jobs - challenging tests stress, and, alas companions to George do it - delegating authority.

brushing teeth - dental hygiene

homework - house-making

old people - senior citizens'

belfry - add indignation
I've been cheated—now what?

KNOW YOUR LEGAL RIGHTS

If you have been cheated, what do you do? The best protection for any buyer is to avoid getting cheated in the first place. Be a careful and knowledgeable 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 $250 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 used.

SEE AN ATTORNEY

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

If you are being sold 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 obtain 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 to your efforts to assist you. 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 complainants 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 Postal Office.

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

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 Better Business Bureau, 1060 S. 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 credit 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.

SAFETY DRIVE PRIZED

Continued from Page 1—

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

"Local 3 was one of the first such organizations to employ a full-time safety staff," he said.

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

In 1965, there was a dramatic downsawing 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 Legislative Washington, some things of interest to all were brought up, such as air conditioned cars on all cars. 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 a major concern, and manufacturers are working on new designs to cut down on noise.

NEED SEEN

"Manufacturers have seen the need for new designs. They have reason they can't continue to put a 25 seat on a $100.99 car and expect efficiency from the operator," he said.

Al Cien, 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 a made a special effort to attend these safety meetings. This is a common ground to reverse a common problem. Now, we have a lot of apprentices in the field who need guidance and assistance 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," Cien said.

Master of ceremonies F. O. Then Walker, Local No. 2 Trustee and Safety Engineer, said at the conclusion of the meeting it takes $10,000 to kill an Engineer. Killing an Engineer also leaves a wife and too often, a family fatherless.

Ralph DeLancey for a UNION tire deal featurin...

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NEVADA REPORT

Motorists Wait Better Routes

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

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 $30,000,000. The job includes a short strip of roadway just east of Frenchman which was completed in 1980 and some 80 miles of new highway through mountainous country, which will provide better access for motorists between Reno and Eureka.

At Bradley Hot Springs, Bob Helens Construction has begun a two-shift push on the freeway. The contract totals $32,000,000.

LESSER JOBS

In other areas of less magnitude, M. M. Smith Construction has several Operating Engineers involved in expansion of the Ains- wanda Copper plant at Yerington and L. E. Dixon’s Arlington Towers highrises are on schedule.

Building is underway on the new WeidMack-Hale shopping center, Albert Brown is the contractor.

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

The new steam-generated plant at Wulzinka, 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 in vision in the near future. The export line to 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. Ferrich and Son Co. is doing the paving.

Teacher’s pipe work on several subdivisions should continue throughout the season.

Tunnel construction for tourists—natural gas will soon be added to the niceties at Lake Tahoe, Hood, Calhoun and Wells Fargo Corporations are the major employers in the project.

DIVERSION DAM

At Gardnerville, Ken Hellwinkel will soon begin work on the $50,000 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 Gehmann 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 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 labor on this project.

At Deeley, Larry Gandolfo is the walking boss on the scraper road for Nevada Rock and Sand. Two shifts have been utilized on the tracks.

Cahoon Construction is well underway on the bridge while at Helack 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.

Searing Construction has begun work on the fish hatchery at Lake Tahoe. This is a small job totaling a limited amount of equipment.

Penny’s Paving is nearly complete with surfacing of Jefferson Pass, Nevada Rock and Sand will have a small crew doing clean-up for about three weeks.

Roofer’s and Rogers is right on schedule with the mill erection.

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

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

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

SAN RAFAEL REPORT

City In Marin To Rise

By WAYNE (LUCKY) SPARKLE

On the silent, wind-swept hills beyond and below the Golden Gate Bridge 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 Sondagh, who report present crews have been employed. The access roads will be built under a $400,000 contract, to be finished in 60 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 Gold Oil.

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

Frouge said he appreciated the interests of Operating Engineers Local 5 officers, such as Business Manager Al Olin, Financial Secre- tary A. J. “Buck” Hope, Business Representative Al Hasen, District Representative Wayne (Lucky) Sprinkle and 11 former District Representative Al Jen- nings for their interest in the project.

Tom Storer, Marin County Board of Supervisors, told the Engineers News July 6th the tie- breaking vote in approving the development.

NO QUESTION

“Once I had studied the evidence, there was no question in my mind that this was good for our county. It will provide jobs for our people, it will help our economy, we shall be able to increase our income, but there will be an element of risk,” he said.

He said once he had heard all the arguments, his vote was an easy decision.

He said industry will be “clean” industry, such as small plastic plants, research frit and 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 Marinelle, and significance of the groundbreaking was that at last that which has been planned for Marinello 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, much more than a sea of rooftops, much more than a sea of asphalt.

“We mean a city where developers have not been forced to put utilitarian undergrounds, but came voluntarily with that inten- tion.”

SPACIOUS CITY

“We mean a city where space is planned for, is planned in a city, where the roads that surround the gates 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 Cut which broke ground for the project. The ceremony signified beginning of construction of the roads which will serve the community, but full scale construction will be slow starting.

Leo Finch, editor of the Marin County News, is the editor of Operating Engineer who lives in San Rafael.

Ivan Kneipig, San Pablo another Operating Engineer, demonstrated a 440 scraper for interested persons. The rig is the property of California Toteor, Union City.

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

Most opposition came from conservation activists and former persons who felt the city would destroy a natural wildlife hab- itat.

OTHER AREAS

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

Gilchrist Bros. completed the 4th Street job over the weekend—a 2,000-foot paving job done in one week with two crews. The company was also low bidder on widening the San Pedro Boul- evard with a bid of $72,925,600.

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

Shields Construction started on a small storage reservoir and Bu- stop Brothers are putting in driveways while Ruff Publication have contracts for miscellaneous work.

Post Pacific Enterprises, Valle- jo, recently gained a contract for construction of additions to West Marin School at Point Reyes. A pre-job conference was held July 8th.

C. Norman Peterson has been awarded a contract totaling $17- $62,000 for construction of a sewer at Petaluma, Many Broth- ers should be dispatched to this project.

Maggie-Gilchrist has emerged a low bidder to hand top soil to the Veterans Memorial site at the Martin County Center, where 112 acres are to be leveled to the Noriega Shopping Center de- velopment in the Auditorium.
**ADDENDUM A**

**WAGE CLASSIFICATIONS**

**AREA DEFINITIONS:**

Before entering any area, a worker shall be familiar with the duties and classification of each of the following areas.

1. All of Daggett County.
2. Those areas located a distance greater than a radius of twenty-five (25) miles from the courthouse of the towns of Vernal, Duchesne, Price, Castle Dale, Loa, Kanab, Monticello, Moab, and Cedarville; 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.

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**ADDENDUM B**

### STEEL TANK ERECTION

#### WAGE CLASSIFICATIONS

**I. COVERAGE**

The Agreement 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 classes when they are performing work that comes under their recognized jurisdiction:

- International Association of Bridge, Structural and Ornamental Iron Workers, International Union of Ironworkers, electrical system work, and Ornamental Ironworkers, Body Builders (U.B. of A. - C.A.);
- United Association of Plumbers and Pipefitters, the Plumbing and Piping Industry of the United States and Canada.

**II. NOTES:**

1. As hereinafter provided, double the straight time rates shall be paid for all work performed outside of the established meal period for all work on Saturdays, Sundays, and for all work on the following holidays:
   - Holidays falling on Sunday shall be observed on the following Monday.

2. On single and double shift work Sunday shall be the two consecutive working days following the two working days falling on the previous Sunday.

3. Pay应在 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.

**III. WAGE SCALES**

**Rates per Hour—Effective**

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**A. SUBSIDENCE**

1. Employees covered by this Agreement shall be compensated at the rate of $0.90 per working day as subsistence allowances.

2. The Associate Engineer, when considered necessary, may be employed.

**NOTES:**

1. Operators, assistant engineers and Independent Apprentices on equipment with two, or more of the belt, will be paid the same rate as the individual Employee.
2. When the Engineer needs assistance of the Employee covered by this Agreement (Assistant Engineer) may be employed.

### ADDENDUM C

#### PILE DRIVING

**I. COVERAGE**

The Agreement 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 in performing work on machinery such as: Drills, Bridge, Wharf and Dock Builders (U.B. of A. - C.A. - C.J.);

**NOTES:**

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

2. All employees shall be paid double their straight time rates for all work before the shift and after it ends.

3. The rates for work performed on the aforementioned days shall be at overtime in accordance with the provisions of the working rules for overtime work.

4. The rates for work performed on the aforementioned days shall be at overtime in accordance with the provisions of the working rules for overtime work.

5. All employees shall be paid double their straight time rates for all work before the shift and after it ends.

6. The rates for work performed on the aforementioned days shall be at overtime in accordance with the provisions of the working rules for overtime work.

7. All employees shall be paid double their straight time rates for all work before the shift and after it ends.

8. The rates for work performed on the aforementioned days shall be at overtime in accordance with the provisions of the working rules for overtime work.

9. All employees shall be paid double their straight time rates for all work before the shift and after it ends.

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11. All employees shall be paid double their straight time rates for all work before the shift and after it ends.

12. The rates for work performed on the aforementioned days shall be at overtime in accordance with the provisions of the working rules for overtime work.

13. All employees shall be paid double their straight time rates for all work before the shift and after it ends.

14. The rates for work performed on the aforementioned days shall be at overtime in accordance with the provisions of the working rules for overtime work.

15. All employees shall be paid double their straight time rates for all work before the shift and after it ends.

16. The rates for work performed on the aforementioned days shall be at overtime in accordance with the provisions of the working rules for overtime work.
**SAN MATEO REPORT**

**Roads Offset Housing drag**

By BILL RANEY, MIKE KRATENICK and GEORGE RANZ

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

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

Some people blame the developer, builders, speculators, professional institutions who purportedly profit from land speculation... but there's not a panacea for the situation.

A BALANCE

But there is a general consensus that the market has not been as brisk as it has been in the past.

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

National economic indicators show corporate profits, farm goods, dividends and personal income and spending higher than at any time since 1950.

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

With the Vietnam situation suddenly ended, (and let us pray it does), we would see a slight recession, but returning military personnel would increase the demand for goods and spending in the balance of the scales.

The problem facing Peter Kivirtz has been expanded the 15th Avenue freeway. The project is budgeted at $6 million.

A million yards of dirt will be trucked from the upper end and to Foster City and another million yards moved by scrapers.

The project itself will generate a free traffic flow and off the freeway. The structure will connect to the San Mateo-Hayward Bridge approach.

RANCHO ADDITION

Pacheco problems were picked up a $1 million project calling for faculty and student facilities in the Rancho San Mateo Memorial Park.

State officials say a $2 million grant-in-aid is expected from the federal government to go into park facilities adjacent to San Mateo Memorial Park.

The grant will be added to the $2 million county fund, which is earmarked for large parks and 4,100 additional acres.

Some innovations keep cropping up in the industry requiring retraining of operators.

**NEW TRADING**

It is reported Brodhead Brothers, Street on the Redwood City pile job for Ranmate PCorp, is being sent to Providence, R.I. for a five-week course in operation at the Beidler Industrial Pole Plant.

Engineers and designers have indicated this new silo system is no doubt, the major innovation for pole installations.

As this new device becomes more popular and in demand, we do not expect Brodhead’s services to be in short supply.

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

**We All Walked Away**

SAN JOSE — His clock had been set all but until he returned from leave. "Slot machines played a big role in his world," said one of the three.

Leonard Petrich, 24-year-old Open House Engineer, has worked 11 years for Reed and Graham Inc., San Jose, and eight others, a group of young men, walk away from the crack of that narrow raised causeway in San Jose, and the seven-story Swenson Office Building on a love of power plants.

Petrich said he thought little of the plane that crashed Wednesday afternoon in the morning of Aug. 4, and ask back when the pilot, Charles F. Green, had been flying, but said at 1:45 a.m.

FELT TESTIMONIAL

"This is just another classic example of the normal of real estate. The man who got his back injured (Otis Williams, 62), had been Trần honesty and was slammed down in his seat. When the man hit the tree and spun around, the seat broke loose, and that must have been when the man got shot," he said.

PETTY LUCKY

"We were pretty lucky, and everyone always going along. There was one thought that we didn’t have, but we didn’t want to get hurt. I don’t think anyone was hurt, but we didn’t want to get hurt."

"This is the first time we’ve been in a plane. My wife knew exactly where I was. I called her from the hospital and she said I was okay."

"It wasn’t so bad. We decided to go back to the crash site, and there was no trace of the plane, but I got a lot at the remains of the plane, and I just said to hell with it, and went home. I didn’t feel like working."}

By BILL RANEY, MIKE KRATENICK and GEORGE RANZ

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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.

MARYSVILLE

Sincere condolences to the families of Brothers Emil Jung and Forrest Beckley who passed away in July. Both had been active members of the Local for many years. Thousands of dollars in funds have been raised to assist their families.

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 still in Agnes Hospital. H. W. Kelley is in Veterans Hospital in Fresno. All would appreciate visits from members.

SAN JOSE

Sincere thanks to Brothers Mike Cooklin, Fred Sales, Adolphus, and Bill Hudec to Brothers Ed Soares and Bob Long who donated blood for Brother Bernard Card. Best wishes for a speedy recovery to Leonard Pligibbons, Carl Schaffer and Walter Hoffman who have been on the sick list.

Reno: Congratulations to families of late brothers Charles Foust and Bernard House and of late retirees brothers W. F. Kramer and Bill Lema who passed away recently.

STOCKTON

Brother Roy Pierce dropped in to say “hello” and “goodbye” on his way to Vancouver for Kaiser. Our sincere sympathies to families and friends of Dan Jones. Though not a member of Local 5, many Engineers will remember Dan for his hard work. We also extend our sympathy to the family and friends of Herbert J. Hassen, retired, who passed away recently. Under the direction of Howard Howard, Artie C. Dugan, J. A. Rostman 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 scrap. 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 car in Daly City. He hoped to be able to move from St. Joseph’s Hospital in San Francisco to St. Vincent’s 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 Loyd who suffered a heart attack.

BRENTWOOD

Regret hearing Brother Lee Gilman is back in hospital with an ailment. Hope he soon recover 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 Paliter who recently got married in Price. But best wishes to you both.

SAN RAFAEL

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

We extend sympathy to the family of late Brother Joe Brown who passed away July 14 after a serious illness. He backed away the Olympics. Happy to see Brother Walt Tracy back to work. He had been hospitalized for a short time. Arnold Silva is also back on job after a short illness.

Congratulations to Al MacLeod and wife on arrival of a baby. Best wishes for a speedy recovery to Brother Al Morgan, confined at Martin General Hospital.

Brothers who passed away July 15. Steve last worked for Morrison-Knudsen Co. on tunnel reconstruction in San Rafael.

SAN FRANCISCO

Al Glenn’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 McVeigh, Al Monmara 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 appearing.

Fredrickson and Watson, low bidder at $8 million on freeway structure work on Highway 99 at Ripon, also low bidder on the new two and four-lane freeway, an extension of Highway 183 at Vernalis to the new Tracy bypass, to be constructed near Christine 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 $1.5 million, received a contract from the Bureau of Public Roads for the construction of five bridges of missile alignment to the new Mendota Dam. Construction started the first week in July. The O’Byrnes Ferry Road in the south side of San Joaquin County. The approach will be from the west.

Morrison Knudsen presently has two shifts working on the Blue Oak Dam project in Unalaska Dam.

SPECIAL EQUIPMENT

Some special type equipment is being used on the new Maze highway and channel full of clay-type gravel as the drainage continues excavation through the hillside.

In other developments, A. Tschirch and Son has been awarded reconstruction of Copperopolis and Clemonts Roads, bridges, and concrete structures at Lynn, Pearson and Stockton Roads.

Total bid price was $170,000. Stanfield and a Moody, Tracy and Robinson, continue in successfully gaining contracts. The firm was low bidder on reconstruction of A-22, also on excavation and repairs on Highway 50, both near Tracy.

Near Complete

Wunderlich Co. has nearly completed the construction of a portion of the California Aqueduct in San Joaquin County. Wet and dry concrete barriers have been completed for the paver and repair shops are still working on completion of that part of the project.

Callagher, Bork and Stolte is nearing completion of excavation on the Tracy bypass and will complete the paving and repair shops on the paving stage as soon as nature will permit.

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

Low Bidder

George Reed Co., Sonora, was successful bidder on the O’Byrnes Ferry Road project. The contract was awarded the Tuolumne Dam bridge to the pumpkin seed plant entrance.

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

Claude Wood Co. has a sizable crew on reconstruction of Jackson 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 a road and a half miles of four-lane freeway and construction of two bridges between the Stanislav County line and Christine Road in San Joaquin County. Bid price is estimated at $43,000.

San Francisco is expected to open bids for the contract on the third leg of the San Joaquina pipeline No. 3. The project is also estimated at $43,000, the third pipeline from Waterman to El Dorado County will complete the third pipeline from Waterman to El Dorado County will complete the drainage town on the outlet portal near La Grande Range.

A contract is also expected to be let by the California Department of Water from the south Tahoe area to Diamon Valley in Alpine County. The project is expected to be let in two segments.
SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE

SACRAMENTO AREA CLASSIFIED

FOR SALE - Metal Clamps, new to old, different sizes, numerous parts, 350 N. 12th St., Sacramento. Phone: 252-8088. 


HOME AND TOOLS - 4-speed Michaelis, tool chest, ladders, etc. $20.00. Rich Chadwick, 11161 Balboa Blvd., Los Angeles. 

OFFICE FURNITURE - Desks, chairs. ETC., 2 new, 2 second-hand. $25.00 each. 450 N. 11th St., Sacramento. Phone: 252-8088.

MANUFACTURED HOMES - 4-bedroom, new, 2-year-old, $18,000.00. 1901 E. 16th St., Roseville. Phone: 222-5121.


FOR SALE - Mobile Home, 20 x 50, 2 bedrooms, 2 bathrooms. Excellent condition. $10,000.00. 1501 E. 16th St., Roseville. Phone: 222-5121.

FOR SALE - Two bedroom trailer, 1963, in excellent condition. $3,500.00. 1201 E. 16th St., Roseville. Phone: 222-5121.

FOR SALE - Four bedroom trailer, 1962, in excellent condition. $4,500.00. 1401 E. 16th St., Roseville. Phone: 222-5121.

FOR SALE - Mobile Home, 1960, in excellent condition. $3,000.00. 1601 E. 16th St., Roseville. Phone: 222-5121.

FOR SALE - Mobile Home, 1962, in excellent condition. $4,000.00. 1701 E. 16th St., Roseville. Phone: 222-5121.

FOR SALE - Mobile Home, 1961, in excellent condition. $3,500.00. 1801 E. 16th St., Roseville. Phone: 222-5121.

FOR SALE - Mobile Home, 1960, in excellent condition. $3,000.00. 1901 E. 16th St., Roseville. Phone: 222-5121.

FOR SALE - Mobile Home, 1963, in excellent condition. $4,500.00. 2001 E. 16th St., Roseville. Phone: 222-5121.

FOR SALE - Mobile Home, 1964, in excellent condition. $5,000.00. 2101 E. 16th St., Roseville. Phone: 222-5121.

FOR SALE - Mobile Home, 1965, in excellent condition. $5,500.00. 2201 E. 16th St., Roseville. Phone: 222-5121.

FOR SALE - Mobile Home, 1966, in excellent condition. $6,000.00. 2301 E. 16th St., Roseville. Phone: 222-5121.

FOR SALE - Mobile Home, 1967, in excellent condition. $6,500.00. 2401 E. 16th St., Roseville. Phone: 222-5121.

FOR SALE - Mobile Home, 1968, in excellent condition. $7,000.00. 2501 E. 16th St., Roseville. Phone: 222-5121.

FOR SALE - Mobile Home, 1969, in excellent condition. $7,500.00. 2601 E. 16th St., Roseville. Phone: 222-5121.

FOR SALE - Mobile Home, 1970, in excellent condition. $8,000.00. 2701 E. 16th St., Roseville. Phone: 222-5121.

FOR SALE - Mobile Home, 1971, in excellent condition. $8,500.00. 2801 E. 16th St., Roseville. Phone: 222-5121.

FOR SALE - Mobile Home, 1972, in excellent condition. $9,000.00. 2901 E. 16th St., Roseville. Phone: 222-5121.

FOR SALE - Mobile Home, 1973, in excellent condition. $9,500.00. 3001 E. 16th St., Roseville. Phone: 222-5121.

FOR SALE - Mobile Home, 1974, in excellent condition. $10,000.00. 3101 E. 16th St., Roseville. Phone: 222-5121.

FOR SALE - Mobile Home, 1975, in excellent condition. $10,500.00. 3201 E. 16th St., Roseville. Phone: 222-5121.

FOR SALE - Mobile Home, 1976, in excellent condition. $11,000.00. 3301 E. 16th St., Roseville. Phone: 222-5121.

FOR SALE - Mobile Home, 1977, in excellent condition. $11,500.00. 3401 E. 16th St., Roseville. Phone: 222-5121.

FOR SALE - Mobile Home, 1978, in excellent condition. $12,000.00. 3501 E. 16th St., Roseville. Phone: 222-5121.

FOR SALE - Mobile Home, 1979, in excellent condition. $12,500.00. 3601 E. 16th St., Roseville. Phone: 222-5121.

FOR SALE - Mobile Home, 1980, in excellent condition. $13,000.00. 3701 E. 16th St., Roseville. Phone: 222-5121.


FOR SALE - Mobile Home, 1982, in excellent condition. $14,000.00. 3901 E. 16th St., Roseville. Phone: 222-5121.


FOR SALE - Mobile Home, 1984, in excellent condition. $15,000.00. 4101 E. 16th St., Roseville. Phone: 222-5121.

FOR SALE - Mobile Home, 1985, in excellent condition. $15,500.00. 4201 E. 16th St., Roseville. Phone: 222-5121.

FOR SALE - Mobile Home, 1986, in excellent condition. $16,000.00. 4301 E. 16th St., Roseville. Phone: 222-5121.

FOR SALE - Mobile Home, 1987, in excellent condition. $16,500.00. 4401 E. 16th St., Roseville. Phone: 222-5121.

FOR SALE - Mobile Home, 1988, in excellent condition. $17,000.00. 4501 E. 16th St., Roseville. Phone: 222-5121.

FOR SALE - Mobile Home, 1989, in excellent condition. $17,500.00. 4601 E. 16th St., Roseville. Phone: 222-5121.

FOR SALE - Mobile Home, 1990, in excellent condition. $18,000.00. 4701 E. 16th St., Roseville. Phone: 222-5121.

FOR SALE - Mobile Home, 1991, in excellent condition. $18,500.00. 4801 E. 16th St., Roseville. Phone: 222-5121.

FOR SALE - Mobile Home, 1992, in excellent condition. $19,000.00. 4901 E. 16th St., Roseville. Phone: 222-5121.

FOR SALE - Mobile Home, 1993, in excellent condition. $19,500.00. 5001 E. 16th St., Roseville. Phone: 222-5121.
**mankind can abet nature, livelihood**

By AL HANSEN

Attention, "browuthers and crows, please note..." What in the world is Foster City near San Mateo shoreline.

The project is transforming an asphalt wasteland into a natural and historic area and undoing some of the treacherous deterioration to the environment by removing waste dumps and eliminating the dumping of civilization's refuse and from large scale earth repair from surrounding hillside which has increased sedimentation and upset nature's delicate balance.

LIGHTS RAY

Foster City's bay dredging will fill 2,500 acres of plant, its clear shallow tidal lagoons constitute a ray of light for the bay. The fish are being fed, the wildfowl are spared, from pollution, and the new growth of plant and flowers are gratifying to all.

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 as new 250 acres of water. Nearby 11 million cubic yards of dredged material have been used to raise the ground level of the surrounding areas.

The dredging, done under a minor lease with the State of California, will add 200 acres to the shipping channel and consequently, remove what has been one of the main hazards to navigation. The shallow, low conditions which have prohibited ship passage will be eliminated. Even to improve the water and size of the bay for both commercial shipping and pleasure boating.

**30,000 PEOPLE**

T. Jack Foster, creator of the project, has a population of some 30,000, says a great deal more can be done to improve the bay, to include fishing sports, and is prepared to make the work a permanent community of 60,000 people. Part of that stretch is more than half of the present.

With Leslie as a partner, Poppe plans the levees and dredge created "ushale land and water areas" where none now exist.

He continues a mission to save perhaps 600 pleasure craft at Belmont Cove, with accessibility through a bay waterway.

**what's new**

A petition representing 80 per cent of the property owners has been gathered supporting the proposed Richardson Bay channel dredging project. This is the second time such a petition has been circulated since March, 1964, when the bay manure plant was changed and the channel moved to the ballpark Rim. Last year, property owners agreed to move the channel back to Railroad Ave. Petitions are being chosen by the bay manure plant to determine if those who signed the petition will make use of the channel for the benefit of the total land within the district.

The intent is that the district will, with cooperation of the Army Corps of Engineers, dredge and fill back to make it navigable for small craft.

**Canal dredging chosen**

Foster City is proceeding to make the new waterways and the bay will be opened to light traffic for small craft. The Army Corps of Engineers have recommended that the bay be opened to light traffic for small craft. The Army Corps of Engineers have recommended that the bay be opened to light traffic for small craft.

The dredge has 80 per cent of the property owners in favor of the project.

**Four crews**

As of August 1, four crews at work on the job. Underway Corporation Co. has also started work on the number thirteen water lane.

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

**Bridge**

In Santa Clara County, contract for $1,854,771 for the four-story expansion of the county's main courthouse and law enforcement, construction was awarded to the low bidder of $1,220,000.

**dredging**

The engineer is sore that the steam cutter starts a grimlin' and when the sucker starts to run, it's hell let to do.

**The dredger**

The man in the leverroom is yelling out the door.

The pressure gauge is busted and the vacuum isn't at zero.

The pipe line is a-breakin' and just about to blow.

The men have got to fix it but they hate like hell to start.

Here you ever walked a pipe line shootin' out it's dirty slime. And you ain't fall, no not quiet! boy, chillis run up your spine.

Now mind you we're not kickin' but it's hell this Dredger life. You never get a holiday you've got to work 30 some hours a week.

The Captain, he's a worms; and the engineer is sore

Cause the damned old dredge isn't a-pumpin' a few yards more.

The Fireman, he's a workin' and gettin' to low.

For there's no such thing as slippin' when the dredge begins to run.

The Oilier, he's a-tellin' with his old gross pot!

"It's hell on a man when a 'beefin' gottin' hot."

By ROBERT SEIDEL, JIM HALL, BERN MOORE, WH. HARLEY DAVIDSON and UCSF.

**SAN JOSE REPORT**

By ROBERT SEIDEL, JIM HALL, BERN MOORE, WH. HARLEY DAVIDSON and UCSF.

**brothers do road work**

SAN JOSE -- Northern Santa Clara County has been capable of capitalizing on the city of San Jose's construction projects for a boost in its economy.

Highway construction work this summer will include Interstate 280, part of the Junipero Serra Freeway, and is scheduled for completion as the $7.5 million freeway between the west city limits of Alviso and Barrows Bay in Sunnyvale.

This project includes two overpasses and frontages, and will be the northern end of the Leslie Salt Company's proposed mineral lease.

The project to build a 400-acre plantation in Sunnyvale, now underway, has been awarded to the low bidder of $160,000.

Grant's has begun construction of the $1.6 million baypass road at Watsonville.

**REBUILD WALL**

The Army Corps of Engineers has awarded a $72,371 contract to dismantle and rebuild an existing development project at Moss Landing, which will be complete in 30 days.

**Foster City Construction**

By ROBERT SEIDEL, JIM HALL, BERN MOORE, WH. HARLEY DAVIDSON and UCSF.

**dredging**

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MANAGER'S MEMO

Continued from Page 2—

Guam, we have appealed to the President of the United States to extricate his authority to disapprove this Right to Work bill. We have gone about that through the 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 misspent 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 trade, 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 that in two states which have called Right to Work laws, when negotiations are carried on under these adverse conditions they are to say the least, extremely difficult to bargain in. We believe in our individual liberty, as well as freedom in expressing our individual thoughts, but we also believe in democracy. When the employees are in that unit vote that it is their decision to have a union shop their wishes should be accorded 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 changes shown on the cards which were recently mailed to them, setting forth the hours as reported by the individual employees for Census, IF and WP. As time goes on, this will become more important to you, inasmuch as the contributions to these funds, as ratified by the membership, become the basis of what 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 and that your hour card will always be alert and make certain all the hours you have worked correspond with the hours on the card. We are looking forward to the future.

A report showing the number of hours reported by your various employers to the Trust Fund Office for the second quarter of 1966, in case you can continue this teamwork we will protect the legitimate contractors and employers from those small minorities who have the tendency to chiropractorize what we feel is the membership of this Union by neglecting to report the full number of hours that each of your members worked.

Have you registered to vote in the forthcoming election? Let us each be on guard to protect our democratic rights in carrying out the vote. It is the only way to avoid letting someone else decide for you. So, register today. The ballot is not the only ballot. It is the only ballot for the working man.