

# Sand & Gravel Pact Best Ever

## ENGINEERS NEWS



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



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

Vol. 26 - No. 8

SAN FRANCISCO, CALIFORNIA

August, 1967



OPERATING ENGINEER Local 3 Scholarship winner, Mary M. Dadone, receives an embossed plaque signifying her accomplishment from Business Manager Al Clem, during a district meeting in San Jose. Miss Dadone, daughter of Mr. and

Mrs. Maurice M. Dadone of 3550 Soquel Ave., Santa Cruz, was also presented a check for \$500 by T. J. Stapleton, Local 3's Recording-Corresponding Secretary.

## District Meet Honors Scholarship Winners

SAN JOSE—Business Manager Al Clem, joined by other officials of Operating Engineers Local Union 3, and a large turn-out of brothers, honored Local 3 scholarship winners at the district meeting in San Jose.

Miss Mary Dadone, top award winner, and James Francis Scheimer, one of two first runners-up, along with their parents were on hand for the ceremony.

Business Manager Al Clem congratulated both young people on their accomplishments and presented each with a beautifully embossed plaque marking their scholastic achievements.

T. J. Stapleton, Recording-Cor-

responding Secretary, Local 3, then presented Miss Dadone with a \$500 check.

Local 3 Vice President Dale Marr, who chaired the meeting, invited Maurice Dadone, father of the winner, to say a few words to the brothers. Brother Dadone thanked the brothers for the honors given to his daughter and noted that "our scholarship program is one of the finest things we have ever set-up in our local."

Miss Dadone plans to attend the University of California at Davis this fall. She will major in life sciences, and hopes to do graduate work in genetics.

Another scholarship winner, Myron D. Cottam, and another first runner-up, Joe L. Walker, will be honored at the district meeting in Salt Lake City on September 9.

A check and plaque will go to Cottam, and a plaque will be presented to Walker.

Candidates for Local 3's Annual high school students who have or will graduate at the end of the Scholarship awards must be senior

Spring or Fall semester and whose parent is or will have been a member of Local 3 at least one year preceding date of application.

### Zip Carefully

In order to avoid excessive delay of correspondence with the business office of Operating Engineers Local #3, members are cautioned to carefully note the difference in zip codes for the post office box and mail coming directly to the office street address. The two addresses are:

Operating Engineers Local #3  
P. O. Box 5412  
San Francisco, California 94101  
Operating Engineers Local No. 3  
474 Valencia Street  
San Francisco, California 94103

## \$1.34 Package Spans Three-Year Period

SAN FRANCISCO—A wage and fringe benefit package that will total a \$1.34 per hour over the next three years has been negotiated with the Rock, Sand and Gravel Producers Association of Northern California by Operating Engineers, Local Union 3.

Business Manager Al Clem, in announcing the contract, said it represented the best contract ever negotiated with the Rock, Sand and Gravel Association on behalf of the membership.

"We not only negotiated a 'hard money' package, but we worked out a number of excellent employee protective clauses and a nickle floating fringe effective in October of 1969," stated Clem.

The agreement became effective the 16th of July, 1967, and extends to the 16th of July, 1970.

Changes (italicized) and wage scale include the following:

### SECTION 2. UNION SECURITY

a. Membership in good standing in the Local Union representing employees in the classification in which an employee works shall be a condition to being retained in employment (*in the case of Operating Engineers Local Union No. 3, the employee shall be a member in good standing of the parent local or appropriate subdivision thereof, as determined, from time to time, by Operating Engineers Local Union No. 3 by classification*); provided that in regard to an employee not a member of said Local Union the initial obligation of said condition shall arise on the thirty-first day of such employment or the thirty-first day following the execution date of this Agreement, whichever shall be the later. For the purposes of this section, "membership in good standing" shall mean the tender of the periodic dues and initiation fees normally required by said local union as a condition of acquiring or retaining membership. Upon written notice to the Employer from a Local Union of failure on the part of an employee to comply with the foregoing condition of employment, said Employer shall *immediately discharge such employee within 48 hours after receipt of such written notice.*

b. When an individual Employer needs new or additional employees, he shall follow the hiring procedure established in the applicable Hiring Addendum "or procedure as outlined" in "craft supplement." The Hiring Addendum for each of the Unions is attached hereto and hereby incorporated by reference herein. *It is hereby mutually understood and agreed that in the event any Employer covered hereby should open or begin operating a Rock, Sand, Gravel and/or Aggregates producing or processing facilities not open or being operated as of the execution date of this agreement, then and in that event those employees registered in accordance with the applicable Hiring Addendum or procedure shall be preferred for employment in or at such facilities to the extent lawfully permitted by the National Labor Relations Act as amended.*

c. In applying the above provisions, it is agreed that the parties will adhere to Sections 8 (a) and

See AGREEMENT on Page 6

### ELECTION COMMITTEES

Corresponding Secretary T. J. Stapleton announced this week that in accordance with Article XII, Section (e) of the Local Union By-Laws, relative to the election of International Convention Delegates, Election Committees shall be nominated and elected at regularly scheduled District Meetings during the fourth quarter preceding the election. (See "Meetings Schedule" on page 3.)

There will be one Election Committee member elected from each district by secret ballot of those members present whose last known address 10 days prior to the first District Meeting in October was within the area covered by the District.

Nominees for the Election Committee must be registered voters within the respective districts; must have been a member of Local 3 for one year preceding their nomination and shall not be a candidate or the nominator of a candidate for Delegate to the International Convention.

A Special Called Meeting for this purpose is scheduled to be held in Honolulu on October 4, 1967, at 6:00 p.m.

San Francisco and Honolulu meetings will be held simultaneously with telephone communication between officers in charge of the meetings so as to coordinate the nomination and voting for the Member from District 1. A Special Called Meeting for this purpose is scheduled to be held in Honolulu on October 4, 1967, at 6:00 p.m. The San Francisco meeting will start at 9:00 P.M.

## Remember Register Deadline

Northern California Operating Engineers members are reminded that registration on Lists A and B shall be valid for only eighty-four (84) days (12 weeks) from the date of registration. Members whose names have not been stricken from the list for cause, may maintain their place on the list by successive re-registrations. Such registrations must be accomplished between the 76th day and the 85th day after original registration or last re-registration, as the case may be, and each such re-registration shall be valid for an additional 84-days only from the last date of re-registration.

LOGGERS  
CHOOSE  
LOCAL No. 3  
details on page 7





## Collectively Speaking with Al Clem

It is the fervent hope of myself and the officers of the Union to continue organizing and negotiating contracts where we are able to secure job opportunities for the members of our Union who are unemployed.

Our various organizing drives are beginning to shape up throughout our jurisdiction as those workers who are unorganized have heard from the members of our Union of the conditions and wages which they enjoy.

While we hear criticism of this goal which we are trying to achieve, we have found through experience that the plants, shops, yards and industries that are not organized, or those who have been organized by other unions who will negotiate so-called sweetheart agreements which results in competition so fierce to the Fair Employer that when we go to the bargaining table, this is a major point of contention of the employers with which we have contracts when we are endeavoring to secure an adequate wage increase and benefits for the members of our Union and their families.

In the construction industry the organizing has practically come to a standstill with the exception of the State of Utah, and here again, we can use all the help from any source to organize the competition to our fair contractors in this State.

We know that the cost of moving a yard of dirt is at this date practically the same as it was 20 years ago, in spite of the increase in wages and benefits that we have been able to secure for the membership at the bargaining table.

In order to protect these gains, we must see that all the people in a given industry in a geographical area are organized and are signatures to a collective bargaining agreement if we are to continue to progress.

The great majority of the old timers of our Union are cognizant of all these facts. At this time, I would ask that the members who have not been in the Union for any length of time, to talk to the old timers and I believe by this method they can get a clearer picture of what chaotic conditions existed in the construction industry prior to its being organized.

Local 3 is in an enviable position for our jurisdiction encompasses that part of America which is growing at an accelerated rate; new people, new projects, new ideas and new industries moving in. By all working together as a team, I am confident that we will be able to retain the standard of living we have achieved at the bargaining table and make further gains for the entire membership.

During the past month, we concluded the negotiations in the Rock, Sand and Gravel Association. The ratification was held on Sunday, July 16 in Pleasanton where the membership accepted the contract by a substantial majority vote.

While we were unable to secure all the gains at the bargaining table many of the members hoped for, the negotiating committee felt that they were duty bound to recommend the acceptance of the proposed contract.

During the month we attended the Executive Board Meeting of the Western States Conference which was held in Seattle, Washington. Here again the question of reciprocity covering the pension plan was discussed at great length by the delegates and we are hopeful that we will be able to implement a reciprocity understanding with the Local Unions in the Western United States in the not too distant future.

We are still busy negotiating various agreements covering many phases of our work as well as negotiating agreements in the newly organized units in our jurisdiction.

We were successful in winning two (2) elections on a joint venture with the Teamsters in Redding covering certain logging operations. This is, indeed, a broad field for organizing because as many of you know, there is considerable construction equipment used in this industry, and some of the larger logging operations build miles of road providing job opportunities for many of our members.

Our next major negotiations will be with the General Contractors Association of the State of Hawaii which includes in their membership a great majority of the excavating and grading contractors in the State. The first of September is the expiration date of a four (4) year agreement.

## IUOE Talks On Safety

### Treating Burns

Some of the most common, and yet the most painful, injuries are burns. Fashions in treating these burns over the years have changed, but, usually they have involved the application of a greasy substance to the affected area. This treatment does little or nothing to reduce the pain and in the case of severe burns requires another painful session when the doctor cleanses the substance from the burned area before treatment.

Now, there's an almost painless way to treat a burn.

Immersion of a burned area in cold water or the application of cold, moist towel compresses using iced tap water, provides immediate relief of pain and seems to heal burned areas faster.

The desirable temperature of the water should be that which is comfortably cold. This is usually under 70° F (22°C). Ice cubes may be added since the heat from the burned part raises the temperature of the water.

Where it is impractical to immerse the burned part, as in the case of head, neck, shoulders, chest, abdominal wall or back—moist cold towels kept constantly cold by repeated transfer from ice water to the injured part are applied instead. In the beginning these towels must be changed almost constantly to maintain comfort.

It seems that the best results follow the earliest treatment after the burn and for this reason it is advocated as a first aid treatment to be carried out by the patient himself or by his first aid attendant.

Placing a sensitive burn under a cold tap or shower is not advised since the painful pressure stimuli of the stream of water may offset the relief obtained by the cold water. The patient himself helps determine the length of treatment in minor burns, using permanent absence of pain and swelling as his guide.

However, if the surfaces are raw, a single layer of petroleum jelly gauze covered with a light dry dressing can be applied. Many cases will require little else. Severe burns will of course need the highly skilled services of a team of doctors in a general hospital.

The cold water treatment was begun originally as an emergency measure for immediate relief of pain but the effect on the burn seems in most cases to have lessened the damaging results expected.

## Labor Writer Moving Up

WASHINGTON—Jack Howard, first administrator of the Neighborhood Youth Corps and since last March head of the Labor Dept.'s Bureau of Work Programs, has been named deputy administrator of the Manpower Administration, Labor Sec. W. Willard Wirtz announced.

A former San Francisco newspaperman and a onetime vice president of the Newspaper Guild, Howard has held several key manpower posts since joining the agency early in 1963. In his new post, he will be a top aide to Assistant Sec. of Labor for Manpower Stanley H. Ruttenberg.

## EDITORIAL

# Let's Either Fish —Or Cut Bait!

While in the midst of the so-called "heavy work season," we are still finding unemployment in many classifications throughout the jurisdiction of Local 3.

At the same time there is a national hue and cry in all the communications media for the construction industry to furnish job opportunities for new workers and for the Union to cooperate in this effort.

There can be no cooperation in a vacuum.

And there is a vacuum. It is a void created by the failure of those who make policy at both state and national levels to understand that the basic aim of any union is to provide *total* employment for its own members.

Armed with this simple fact it should become obvious to even the most starry-eyed government official that government and industry must join hands in a massive public works program aimed at total employment for those skilled workers already enrolled in the construction trades.

Then, and then only, will the unions be able to assume their classic role of apprenticeship training and enrollment of new workers. A role they have always played with exceptional diligence and without regard to race, color or creed.

It would be a tragic mistake indeed for the freely enfranchised leadership of this nation to bypass the need for full union participation in any program to create new jobs. They would sow a whirlwind of disgruntled, unemployed trades craftsmen and reap a harvest of reactionary voters.

The government employee, at best—a captive union member, at worst—self-complacent and slightly-tinged with anti-unionism in his easily obtained seneure, is not the answer.

The answer lies in the time-proven coalition of government, industry and labor working to provide full employment of every member in every segment of our society. To seek less than this would be to betray the very principles on which this great nation was founded. . . . Al Clem

## HEW Wars On Med Costs

A warning to health professions: *Improve health care or it will be improved for you!*

A tide of change in the pattern of America's health care is rolling in and it isn't likely to be stemmed. The real question is not change, but who will devise the changes.

This was the warning sounded by Secretary of Health, Education & Welfare John W. Gardner in winding up the two-day National Conference on Medical Costs in Washington recently.

"We cannot go on as we have in the past," the Secretary said.

"New patterns will be necessary. Those who entertain some apprehension as to what the new patterns will be had better plunge in and experiment with their own preferred solutions. Standing back and condemning the solutions that others devise won't stem the tide of change."

He called for a deep probing of the efficiency, the productivity, even the logic of the nation's health care.

In opening the conference, Gardner warned that steadily rising medical costs is "one of the most formidable barriers to health care."

A sober report on just how steady that rise has been backgrounded his statement. Between June, 1965 and March, 1967, physicians' fees climbed 12 per cent; daily hospital service charges were up 27.3 per cent. Overall medical care services increased 12.5 per cent.

In the same period, consumers' prices rose 4.4 per cent. The price level for all consumer services was up 7.4 per cent.

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## Washington News Desk

From the International Union of Operating Engineers



A highly dangerous gap between the condition of the United States Merchant Marine and the nation's defense and economic necessities has been permitted to develop by succeeding national administrations, including that of President Johnson.

This is the opinion not only of labor officials but also of industry and government representatives, especially a number of members of the Congress.

The maritime gap affects every American worker, whether he comes from the Operating Engineers or the Seafarers. Most important, it is a matter of national security, if, indeed, not national survival. In addition, building ships in America produces tax dollars for the building of schools, hospitals, highways and houses. Obviously, then, every citizen of the United States has a vital stake in the status of their merchant marine.

In 1946, the United States had the world's largest merchant fleet, both in numbers and tonnage—4,861 ships out of the 12,445 vessels in the total world fleet and they handled almost half of the 71-million gross tons world merchant total.

Twenty years later, the United States had dropped to fifth place in the world tonnage (169-million) and sixth in the number of ships (2,191). Worse than that, the bulk of our ships were World War II vintage, in many cases not even fit for safe use.

In 1946, the United States led the world in ship-building. Last year we were down to fourteenth place among the world's fifteen major shipbuilding nations. In fact, since 1964, American yards have delivered only 44 new ships.

The Maritime Trades Department of the AFL-CIO, with which the International Union of Operating Engineers is affiliated, recently published a 20-point maritime program that it is vigorously promoting. Three of the primary goals are these:

- Increase the size and update the present merchant fleet.
- Building new US ships in US yards with US labor.
- Establish an independent federal Maritime Agency, not dependent on or tied into other departments or divisions.

General President Hunter P. Wharton of the Operating Engineers took part in the most recent of the day-long seminars the Maritime Trades Department is holding in Washington each month for government, industry and labor representatives.

Wharton called for a "new, more vigorous, future-oriented program" for the revitalization of the US merchant fleet. He pointed out that there was a "vital urgency" to develop a modern American-flag fleet to protect both the national defense and trade needs of the nation. So far, he added, the federal administration has not made such a proposal.

Wharton said that in the searift to Vietnam "we send our men, with goods and materials, to meet and counter naked aggression and we send them in the rusty remains of the hastily-built fleet we acquired at enormous expense to meet a similar aggression more than 20 years ago."

How many lessons will it take for the message to register in the American memory that unpreparedness always exacts stiff penalties, many paid by blood and pain?" Wharton continued.

Unless the American-flag merchant fleet is quickly replenished, he warned, the day will soon come when the US will be totally at the mercy of foreign countries for the sea-carriage of our trade and military cargoes.

"The prospect of an America dependent on the will or whim of other nations for her sea communications is not one I can face with an easy mind in today's troubled world," Wharton said.



### More Working Mothers

In March, 1966, there were 9.9 million working mothers with children under 18 years of age. This was the highest number ever recorded. More than 1 out of 3 mothers were in the labor force—persons 14 years of age and over who are either employed or seeking work—in March, 1966, as compared with less than 1 out of 10 in 1940.

# Labor Study Lists Reasons 53 Million Aren't Looking

SAN FRANCISCO—Nearly 53-million Americans aren't working or even hunting for jobs.

Why?

Some interesting answers have come out of a Labor Department survey on "Nonparticipation in the Labor Force."

A good deal is already known about the employed who are working for pay, and the unemployed who are anxious to.

But research has been slim on what has come up as a vast number of Americans who just aren't participating in the labor force at all—52.8 million persons 16 and over who are neither at work nor looking for it.

Chief finding in the Labor Department survey on these people is that 90% of them did not want a regular full-time or part-time job. This added up to 47.5-million of the 52.8-million over 16 who were neither employed nor hunting work.

The remaining 10% of "non-participants in the labor force" (above 5.3-million of them) said they wanted to work, but many gave qualified responses or were indecisive about their intentions for the year ahead.

Here's how the 47½-million "voluntary nonworkers" divide up, in rounded numbers:

- Housewives, 32.7-million.
- Students, 6.3-million.
- Men over 65, 4.5-million.
- Persons unable to work for various personal reasons, 2.5-million.
- Retirees or others who didn't need or want to work, 1.2-million.

The involuntary nonworkers cited poor health, school attendance, and family responsibilities as the chief reasons preventing them from getting a job.

One of every seven of them "believed it would be impossible to find work."

Some of their problems: No transportation, racial discrimination, low pay.

Other reasons (and 57% of the 5.3-million fall into this group) were that they couldn't find or

didn't believe a suitable job was available, they lacked skill, education, experience or training, or had language difficulties.

For them, training and placement assistance appeared to be a possible help.

The Labor Department is designing its current manpower, employment and training programs for just these kinds of groups, where the need is greatest. A unique effort developed by the Department at President Johnson's direction is the "Concentrated Employment Program" (CEP) now authorized and funded in 21 U. S. cities. In the West, programs have been approved and are getting underway in slum areas of Oakland, San Francisco, Los Angeles and Phoenix.

The key elements in these "Concentrated Employment Programs" were spelled out by Labor Secretary W. Willard Wirtz recently:

1. They are set up in small areas where unemployment and subemployment are worst.

2. They are devised to draw out and deal with only the *hardest* cases of people who are poor and jobless.

3. They are dealt with on a basis that recognizes that the unemployment involved is more personal than economic to the individual; there is a strong individualization of the training and job referral functions.

4. There is a substantial enlistment of private employer (and labor union) interest and participation.

5. The entire project is worked out in a single agreement with the local agency involved, although the components may come from the Department's Manpower Development and Training, Neighborhood Youth Corps, Special Impact, New Careers, and Operation Main Stream authorizations and appropriations.

The aim of CEP is to reach the really hard-core cases, many of whom are presently counted as "involuntary nonworkers."

## Set World Meet

MONTREAL—The First World Conference on Education in the Labor Movement will be held by the Intl. Confederation of Free Trade Unions here, Aug. 16 to 25.

The conference will be marked by ten lectures on various phases of the role of trade unions in education to be given by internationally known figures in the labor movement. They include representatives from Italy, France, West Germany, Sweden, Great Britain, Canada, Asia and Africa.

Representing the United States will be Walter G. Davis, AFL-CIO director of education who will speak on "Trade Union Training—A Prerequisite for an Efficient Trade Union Movement." Davis will be accompanied by three members of his staff.

Other American representation will come from the education departments of 19 trade unions in addition to speakers from the labor centers of Rutgers, Ohio State, California and Wisconsin.

Within the framework of the centenary celebration of Canada, of which the ICFTU Conference is a part, will be the Fifth International Labor Film Festival. Object of the festival is to compare films on labor topics produced in the free world.

## MEETINGS SCHEDULE

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

1967—Schedule of Meetings Dates

### SEPTEMBER

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

### OCTOBER

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

### Special Meeting

Honolulu—Wed., Oct. 8, 6:00 p.m.

### NOVEMBER

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

### DECEMBER

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

### Meeting Places

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

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



## Dredging



By AL HANSEN

The House Committee on Appropriations approved \$300,000 in construction funds for the Corte Madera Creek Flood Control Project.

Other projects in Marin County also approved by the committee include \$45,000 for a study of flood control on Novato Creek and its tributaries, and \$55,000 for a study of a proposed small craft harbor at Pt. Reyes.

The appropriations, along with the recently concluded agreement with the U.S. Corps of Engineers on Marin's payment of land enhancement charges, will allow construction of "this much needed project to get underway this fiscal year," announced Congressman Don H. Clausen.

The entire flood control project extending from the bay to the Sir Francis Drake Boulevard bridge at the north city limits of Ross will cost an estimated \$4.1 million, according to Eugene Hawkins, S.F. district liaison officer for the Corps.

Contracts for the first phase, reaching from the bay to Bon Air bridge, have been sent out for bid with an Aug. 15 deadline, with about \$600,000 of federal appropriations committed.

Construction plans on the first phase were for a time delayed until county officials won corps agreement that land enhancement costs to Marin jurisdictions could be stretched over the several years of the project.

The appropriation assures completion of the first phase and about half of the second phase of flood control from Bon Air bridge through the College of Marin campus.

About \$1 million have already been spent or appropriated locally for land acquisition and enhancement in the flood control zone.

OLYMPIAN DREDGING COMPANY job running with their "Holland" at 7th Street, Oakland. This is all they have going at the present time, and they are looking forward to having a few more jobs in the future.

HYDRAULIC DREDGING has started up at Benicia Industrial Park with the "Papoose" and the "Twoamash" as a booster. If everything goes good, they should be out of there some time in September.

CHARLES HOVER DREDGING COMPANY not doing too much—had a little job down at Paradise Cay—have finished up and at present have their rig back at Days Island.

DUTRA DREDGING has all their rigs working at the present time, "California" — "Sacramento" — "Stockton" — "Liberty." They are working all over the bay and keeping very busy.

ASSOCIATED DREDGING started their job at Loch Lomond Harbor. They have around 80,000 yards to pump with their Dredge "Truckee" running two crews at the present time. The "Delta No. 1" and "Pacific" are tied up for time being—both should be going out real soon. The "Orton" is still working all around the bay.

SHELLMAKER COMPANY Dredge "Gypsy" tied up at the present time, expecting to go out real soon. They have the Dredge "Vanguard" working up at Sacramento, which should be there for some time. The "Explorer" is still in Los Angeles and they will be moving out in the near future, coming up the coast into Moss Landing for a job they have there.

UTAH DREDGING still going strong at Bay Farm Island with their Dredge "Franciscan" and keeping a good crew busy. The Dredge "San Mateo" is still working for Trans-Bay seven days a week, should be done around September some time.

TRANS-BAY are keeping the "Thelma" busy on their job across the bay between San Francisco and Oakland, with two crews going also.

UNITED SAND & GRAVEL has finally started hauling sand for Trans-Bay for the Tubes—they should be busy the balance of this year. Mrs. Bill Townsend is out of the hospital, and wishes to thank all the members for their cards and best wishes. Her husband Bill is Leverman on the "Franciscan."

SHELLMAKER CO. has a new Yard located at Black Point—this is a permanent yard.

DO YOU KNOW some of the San Francisco Points of Interest? That the Ferry Building on the Embarcadero, at the foot of Market Street, modeled after the famous Giralda Tower of Spain's Cathedral of Seville—this was one of the few buildings to survive the earthquake and fire. It was the terminal for Trans Bay commuter ferries from 1898 to 1936 when the Bay Bridge was completed. Now the home of the World Trade Center, it is dedicated to promoting the economic development of the nations of the Pacific. Here more than 100 importers and exporters display goods from all over the world; Rhine wines, oriental arts, Italian sport cars, Swedish steel, Japanese bicycles. Some firms sell retail, and this is a good spot to find an unusual gift.

SHERATON-PALACE HOTEL, Market Street at New Montgomery—as originally built in 1875 by William Ralston—this was said to be the most lavish hotel on earth. Wealth and royalty from all over the world came to see and marvel at this caravansary. The glass-roofed garden court and the mellow happy valley bar gave some hint today of the Palace's former opulence, rebuilt after the 1906 earthquake.

## 700-Pound Hippie Seen

## Upswing In Big Foot Area

By RAY COOPER  
and LEONARD YORKWORK INCREASES IN  
"BIG FOOT" AREA

The work tempo has begun to increase in this area. Granite Construction Company has started their Klamath project, Gibbon & Reed Company—Hughes & Ladd Inc. has started their project at Big Flat near Gasquet, California and Hughes & Ladd Company—Gibbon & Reed Company have begun their work on U.S. 101 near Benbow, California. These three jobs are relieving the high out-of-work list that has plagued us so far this year.

We are happy to welcome Bud Ryerson and Paul Benson of Ryerson Logging Company into the Union and to wish them good luck on their project at Laird Meadows. Their project is located in the area where the legendary wildman "Big Foot" was repeatedly seen. If you have not heard of Big Foot we will briefly give you the particulars as recorded by the Hoopa Valley Chamber of Commerce and as they say "take a look at some of the evidence—and draw your own conclusions."

On the morning of August 27, 1958 a cat skinner was "pioneering" a new access logging road in the wilderness beyond Bluff Creek when he found a series of continuous sixteen inch (16") footprints which he at first thought was a practical joke, but later reports of tracks; giant human footprints that indicated a creature weighing from six hundred (600) to eight hundred (800) pounds with an average stride of fifty (50) inches, were found in rough terrain which would have discouraged anyone from perpetrating an elaborate hoax.

A prominent New York zoologist investigated and resulted in a series of articles in national publications.

In late October of 1958 two workmen traveling in the area at night reported seeing a gigantic human-shaped, hairy creature squatting by the road which vanished into the undergrowth in leaping strides.

Other reports include: two doctors who claimed to have met Big Foot on U.S. Highway 299. In November of 1958 a well known logging contractor found that Big Foot had followed his tractor for more than six miles which was evidenced by footprints frozen in the snow.

## SOME BIG HIPPIE?

All told, seven persons have claimed to have had a fleeting glimpse of Big Foot and provides a composite picture of a massive human-like creature covered with long hair . . . about seven (7) feet tall and weighing about seven hundred (700) pounds. Local Indian families tell of knowing for generations that there were "big people" and big tracks in the hills but believed they were scared away by so much activity of the gold miners in the '49 gold rush. One thing is certain: If Big Foot is real, and a primeval man, he was smart to hide in the largest primeval area in the United States.

So all we have to say to this is;

Bud Ryerson and Paul Benson, keep your eyes open and alert—good luck?—One thing is for certain, we will keep ourselves alert to any large tracks we may see in that area. It is a fabulous legend and that particular area is beautiful country with numerous small lakes and nice campgrounds.

## CAMP-OUT ON FISH LAKE

Nally Enterprises Co. is working on the Bee Mountain near Fish Lake and the men are camped-out near their job at a swell lake for fishing. Rocky LeRoy, one of our Grievance Committeemen is operating a scraper on that job so with him around Big Foot doesn't have a chance because Rocky would probably have him signed into the Union as a Journeyman Trainee.

Pete Childers, Foreman for Nally Enterprises Company has certainly been doing a good job, between him and Earl Nally they have taught two Apprentices and one Journeyman Trainee some valuable aspects of our craft which will help these men in the future, to secure and successfully hold better paying jobs.

John Peterson's crew, supervised by Albert Anderson is making very good progress on Friday Ridge Road.

We are happy to report every major Forest Service project in Humboldt and Del Norte Counties is being performed by Union Employers.

The fishing season is here again and while servicing the Oscar C. Holmes project on the South Fork of the Smith River last Saturday, Art Morris, H.D.R. and Welder and I were standing on the bank of the river, and the water was so clear you could see trout approximately ten to twelve inches long. We can imagine the temptation the Engineers must endure while working along such a beautiful river.

The Mill Park job is progressing and Joseph LaMalfa has the entrance road just about completed. It is a pleasure to ride over the new road, as all Business Agents were forced to walk into Mill Park, a distance of three miles, during the winter.

## NEW CAT 633 MOVES IN

Eugene Luhr Company has moved some new equipment into the area, two Caterpillar 633 padlewheel scrapers this is a great improvement over some of the old Super C's and Cobra's.

One thing is very evident, the operator must be constantly alert and thinking at all times with all the levers, foot-controlled levers, throttle, brakes—etc. On the padlewheel alone, the operator controls the speed of it by either a two-position lever near the crowd lever or a two-position foot-control.

It is a complicated operation when compared to some of the old rigs where there were only two levers, a clutch, brake and shifting lever. The throttles were only a T-bar and each bump hit resulted in a series of jerks as the operators foot bounced up and down on it.

## OTHER JOBS MOVE ALONG

Morrison Knudsen Company have opened up another quarry on their Avenue of the Giants job

and progressing well on the highway sections.

Green Construction Company is making finish grade by miles per day with the CMI auto-grader on both their Scotia and Garberville freeway jobs. Mercer Fraser will be laying the black-top on these projects very soon.

Hughes & Ladd Company — Gibbon & Reed Company have opened their \$7 million freeway job from Garberville to Benbow with a few dozers and 641 scrapers.

Absco Paving and A. B. Siri Company have their crusher and hot plant going at Shelter Cove and expect to complete the paving of 45 miles of roads and streets on their sub-division this year. They are presently working on nearly a quarter of a million dollars worth of storm damage to section of the roads.

Redwood Empire Aggregate has been low bidder on a number of small county projects that will keep their plant and paving crews busy for the season.

Kirkwood-Bly has a number of back-hoes on their water distribution line over near Samoa and with the easy digging in the sand they are progressing very rapidly.

KEEP E.P.E.C.  
DOLLARS MOVING

It would be well to note that every job we have serviced we have been successful in securing from each member a contribution of \$1.00 to E.P.E.C. and in most cases from management also. As each of you know the \$1.00 is for our very existence as Union members, so make certain everybody has contributed.

We would like to say "thanks" so far in this endeavor to each of you again.

## Looking for Lost Buddy!

Brother Joe Doolin of San Jose would like any of the brothers who know the whereabouts of Brother Jim Bowers, a dozer operator from Wheatland, California to contact him. Seems he has lost all trace of his old friend over the past few years. You can reach Brother Joe at 294-1196 by phone or write him at 552 Bradley Ave., San Jose 95128.

\$1.75 Million in  
Housing Bonds

The San Francisco Housing Authority has authorized sale of a \$1.75 million bond issue at 3.875 per cent interest, the highest rate the agency has ever paid.

Agency aides said that the "tight market" had gradually driven the cost of borrowing to the new high. The bonds provide tax-exempt income to purchasers.

The bond issue will be used to pay the costs of the new Woodside Gardens project, a 110-unit development for the needy elderly on the Laguna Honda Hospital grounds. It is due to open early next year.





### Land-Going Dredge

## Utah Construction SF Built "Altis" Keeps 15 Jumping

Pictured at left is the "Altis," a land-going dredge used by the Utah Construction and Mining Company's operation located at Cedar City, Utah. The Altis handles a crew of five engineers per shift, with this plant working a three-shift operation. There is a total of four crews assigned to the dredge with one crew off to the mountains snapping up the "great ole bigguns."

The Altis is electrical powered and the operation of the plant is controlled from the house amidships. The hopper shown trailing behind was added recently to the plant along with the 110 ton truck, known as the "Blue Goose" for a more efficient operation. The Blue Goose has replaced two 65-ton Haulpaks which the company has put into operation at their stripping and ore hauling pits. When the truck pictured is off to the mill with a load of ore the hopper is continually piling up ore for its return trip.

A 7-yard Marion dragline is used to feed the Altis and is constantly gnawing out a cavity into the earth of depths of 20 feet or more. It is shown dumping a load of muck into the grizzly, and from there the plant will process the material and cast the waste back into the same excavation by means of a stacker belt shown between the plant and the hopper.

Not shown is a D9C out ahead of the operation building roads for the plant and dragline, and various other duties.

Altis was manufactured in San Francisco and shipped to the remote regions of Southern Utah where it was assembled and put into operation by "Dryland Sailors" of Operating Engineers Local No. 3.

## Copper Strike In Utah Blurs Building Picture

By ASTER WHITAKER, JAY NEELEY, TOM BILLS, BILL METTZ and JACK SHORT

Main topic of conversation at this time is the Kennecott Copper strike and the big question—"how long will it last." No one has the answer but the picture looks gloomy.

Utah has had a hard time this year, construction wise, as have many other states, and although some late starting jobs are underway, we still have a large out of work list for this time of year.

Healey and Hess are moving equipment in on the Knolls project . . . and what equipment. We daresay it is the first air-conditioned machinery ever worked in Utah. To the lucky ones—what a luxury. There were some misgivings on this one as the contract was bid so low it was doubtful it would go; however, they seem determined to get the "show on the road."

The University of Utah is one step closer to making its dream of a new athletic plant a reality when the Board voted to accept a \$9,417,000 bid for construction. Low bid was submitted by Jacobsen Construction Company which was \$747,000 more than the architect's estimate but lowest of five submitted. Provided the complex remains uncut it will contain five buildings:

1. The activities center with two large gymnasiums, six handball courts, wrestling, weight-lifting and gym rooms, dressing and locker rooms for all intramural and intercollegiate sports except basketball.
2. A 15,000 capacity special events center for basketball with offices for the athletic department and locker and dressing room facilities for the basketball teams.
3. A natatorium with three swimming pools.
4. A men's physical education building.
5. A women's physical education building.

One of the most "going" jobs in the State is the first phase of the Great Salt Lake Chemical Complex.

As mentioned before the joint venture trio consists of Gibbons & Reed Co. of Salt Lake City, Asbury Contractors and Chadwick & Buchanan, Inc. of Los Angeles, California.

Purpose of the operation is the extraction of four basic mineral families from the lake brine which consists of building access channels and 12,000 acres of solar ponds in the Bear River Basin of the Great Salt Lake.

The contract is the first phase of a \$28.2 million complex being developed by the Great Salt Lake Minerals & Chemicals Corporation for the purpose of extracting four basic mineral families from the lake brine. GSLM&C is comprised of the Lithium Division, Gulf Resources & Minerals Corp.; and

Chemsalt, Inc., a wholly owned subsidiary of Salzde-furth, A. C., Hannover, West Germany.

At this point it would be hard to evaluate the progress on the project since there has never been anything to compare with it in this country. The Dead Sea of Biblical fame and now part of the State of Israel is the only other spot in the entire world where similar conditions exist. There the Israelis have solar mined the Dead Sea with considerable success, but 4,000 miles is a pretty wide bridge to gap for comparing notes. It would appear construction has remained pretty well on schedule despite the unseasonable weather conditions.

The wettest June on record left standing water and unstable conditions all over the 16 square miles of project site between Little Mountain (20 miles west of Ogden) and Promontory Point. The Bear River, which bisects the site before dumping into the Great Salt Lake is presently 1.5 miles across at a time when it was expected to be little more than a shallow stream. The median depth is estimated at 4 feet.

All phases are under some type of construction beginning at the west end of the job where the brine first comes under GSLM&C control. There are two basic construction processes underway. One is a fill and borrow process for the roadways—the other is the dike construction by draglines. First has been the roadway construction that would get men and machines out onto the marshy salt flats.

Faced with closed end construction, some 99 rear-end dumps have been hauling imported materials from a pit in the side of Little Mountain. Running up to the end of the 20 ft. wide header, the dumps unload, then dozers and graders take over the job of pushing out further into the flats. The roadway or mat is generally two to four feet in thickness, but as the contractors quickly found out, it can demand considerably more with the wet conditions they have been experiencing. Water can boil up through the middle or cause a collapse from the outer slopes. Fortunately such failures haven't been numerous, but one classic example lies near the edge of the Bear River flow.

The problem area runs better than 250 ft. long and at its worst point required 300 cu. yds. of material per running foot. Once the mat has been stabilized, the dragline is moved into position atop the imported material and scooping alongside builds the dike core from local material. It then retraces itself, pulling up the mat behind it to cap the dike. The dikes vary in height anywhere from 3 to 11 feet.

Because most of the work is concentrated in dikes for the pond areas, and since even the majority of the canal footage is above existing ground level, this has been the construction procedure for nearly the entire project.

### WEST WILL BOOM SAYS LABOR

Labor force projections for the West will increase 36 per cent over the next decade, according to Labor Secretary Willard Wirtz.

Six of the western states, Nevada, Utah, California, Arizona and Colorado are expected to show labor growth rates of some 30 per cent by 1980. Nevada and Arizona can look to labor force growth of some 50 per cent.

Largest increase will come in the 14 to 24 year old age group and is expected to rise by some 94 per cent in the West.

### 39 New State Roadside Rests

SACRAMENTO—Thirty-nine Safety Roadside Rests are now in use along California State Highways—13 of which are scheduled for future improvement. Another 14 are under construction, and 75 more are programmed for construction by the State Division of Highways.

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# Rock, Sand & Gravel Agreement Set

Continued from page 1

(3) and 8 (b) (2) of the Labor Management Relations Act, as amended, and the Fair Employment Practices Act of the State of California and relevant Federal Acts covering employment, so long as such sections and Acts remain in effect.

d. *List of Employees.* The Employer agrees to furnish to the Unions a seniority list of the employees subject to this Agreement not more often than twice each year upon the request of the Local Union.

## ii. . INTRA-CRAFT TRANSFER

The transfer of Employees within a bargaining unit shall be unrestricted, provided that an Employee shall receive the rate of the highest classification in which he works for the entire day. However, any Employees so transferred shall not perform the duties of a vacationing Employee in addition to his normal duties.

## SECTION 4. WORK SCHEDULE

a. *Work Week*—Five (5) consecutive eight (8) hour days from Monday through Friday inclusive shall constitute a week's work.

All New:

1. No less than eight (8) hours at the applicable rate shall be paid for any work performed on any one shift, except that on any day that work is suspended on account of weather conditions, not less than four (4) hours at the applicable rate for any work performed and any time thereafter shall be reckoned by the hour and on days on which there is a major breakdown, Employees that are affected by such breakdown shall be paid not less than four (4) hours at the applicable rate and by the hour for any work performed thereafter.

All New:

*Starting Times*—Starting times on a single shift operation shall be between 7:00 a.m. and 8:00 a.m. Starting times on a two shift operation shall be between 5:00 a.m. and 7:00 a.m. on the first shift, and the second shift shall begin no more than one (1) hour following the conclusion of the first shift. Starting times on a three (3) shift operation shall be between 7:00 a.m. and 8:00 a.m. on the first shift.

All New:

*Overtime*—All work performed before the regular starting time or after the regular quitting time during an employee's regular day or shift shall be paid for the applicable overtime rate. However, such regular working hours may be changed from time to time by mutual agreement between the employer and the unions, whenever a legitimate reason therefor exists, but shall not needlessly be changed. Each employer shall establish regular working hours so that each shift in a specific unit of work shall commence work daily at a designated time.

A regularly established starting time shall apply to work performed on Saturdays, Sundays and Holidays, except maintenance work.

b.1. *Shift Work* — When two shifts are employed for five (5) or more consecutive days, eight (8) hours shall constitute a day's

work for the day shift and seven and one-half (7½) hours shall constitute the day's work for the second shift, for which eight (8) hours' straight time shall be paid. When three shifts are employed for five (5) or more consecutive days, eight (8) hours shall constitute a day's work for the first or day shift; seven and one-half (7½) hours shall constitute a day's work for the second or swing shift, for which eight (8) hours' straight time shall be paid, and seven (7) hours shall constitute a day's work for the third or graveyard shift, for which eight (8) hours' straight time shall be paid. Shifts shall run consecutively for five (5) days or more to completion of job. No Employee can work more than one (1) shift in any consecutive twenty-four (24) hours.

Starting times when operating two (2) shifts shall be by mutual agreement between the employer and the unions concerned.

All New:

b.2. *Shift Work—Effective beginning July 16, 1968*—When two (2) shifts are employed for five (5) or more consecutive days, employees starting the day shift prior to 7:00 a.m. shall be paid eight (8) hours' pay for seven and one-half (7½) hours' work. Such employees starting at 7:00 a.m. shall be paid eight (8) hours' pay for 8 hours' work. Second shift employees shall be paid eight (8) hours' pay for seven and one-half (7½) hours' work.

When three shifts are employed for five (5) or more consecutive days, Employees working the first shift shall be paid eight (8) hours' pay for eight (8) hours' work. Employees working the second shift shall be paid eight (8) hours' pay for seven and one-half (7½) hours' work. Employees working the third shift shall be paid eight (8) hours' pay for seven (7) hours' work. Shifts shall run consecutively for five (5) days or more to completion of job. No Employee can work more than one (1) shift in any consecutive twenty-four (24) hours.

Starting times when operating two (2) shifts shall be by mutual agreement between the Employer and the Unions concerned.

c. *Lunch Period* — A regularly scheduled lunch period of not less than thirty (30) minutes nor more than one (1) hour shall be given each employee starting no earlier than four (4) hours and not later than five (5) hours after he starts to work. If the employee is required to work through his lunch period, he shall be paid at the applicable overtime rate for such lunch period, and he shall be allowed time to consume his lunch on the employer's time after completing such necessary or emergency work during his lunch period. The employer shall not reduce time of the lunch period on the last half of the shift because of work through the lunch period.

## SECTION 5—OVERTIME

a. . . No Change.  
b. . . No Change.  
c. . . No Change.  
d. . . An Employee shall be notified previous to quitting time on his last shift of the regular work week if he is to report for work on Saturday.  
e. . . Overtime shall be reckoned by the hour and half hour

except as otherwise provided in Section 5.

f. *Show Up and Call Back*—Any employee ordered to report for work by an employer and not being put to work shall receive an amount equal to two (2) hours' pay at rate applying on the job. If work is suspended on account of weather conditions the Employee shall be entitled to show-up time only if he remains on the job-site for two (2) hours pending abatement of such weather, unless sent home earlier by the Employer. If work is to be suspended the Employee shall be notified at least two (2) hours before being required to report for work on his shift. The Employee shall keep the Employer advised of his correct telephone number. When an Employee has no telephone he shall not be entitled to show-up time in the event he reports for work on a day of inclement weather unless he has previously called the Employer.

Any Employee who is recalled to work by the Employer after he has completed his regular shift and left the Employer premises for home shall be guaranteed three (3) hours' pay at the overtime rate for three (3) hours or less of work. Time shall be allowed from the time of call-back for travel from home and back to Employee's home, and the pay shall cover beginning of his regular starting time not to report to work.

## SECTION 9—JURY DUTY

A. Where an Employee who has established seniority is unable to report for work on his regular shift by reason of Jury Duty, he will, upon furnishing written proof of such service, be paid the difference between the jury pay and the amount he would have been paid if he had worked an eight (8) hour day.

Employees who are called for examination for jury duty or who serve on jury duty by being impanelled in a jury box and actively serving as a juror, shall be reimbursed the difference between jury pay and their straight time pay lost up to a maximum of thirty (30) days per year under the qualifications set forth below.

1. Day shift Employees called for jury duty or examination and excused by the court prior to 12:00 noon shall return to work for the balance of their day shift and shall be paid the difference between the jury pay or examination pay, if any, and their straight time pay lost.

2. Swing or graveyard shift Employees called for jury duty or examination and excused by the court prior to noon shall report for their regular swing or graveyard shift and shall not be eligible for any jury pay under this Section.

3. Swing or graveyard shift Employees (except as provided in paragraph 2 above) shall not be required to work on jury duty in the day time and work swing and graveyard shift on the same calendar day, and shall receive the difference between their jury pay and their straight time pay lost.

4. Employees will present proof of service, including time served and the amount of pay received. Jury duty shall not apply in any case where an Employee voluntarily seeks jury duty.

5. Employees in a layoff status shall not be eligible for pay under this Section.

## SECTION 10. EMPLOYEE QUALIFICATIONS AND DISCHARGE

The individual employer shall be the judge of the qualifications of his employees and may on such grounds discharge any of them. No employee shall be discharged without just cause. No employee shall be discharged or discriminated against for activity in or representation of the Union. A discharge for cause shall be subject to the grievance provisions of Section 13.

## SECTION 11. SENIORITY

(a) As to reduction in work force, it is recognized that during prolonged rainy periods where the employer has significant drop in the volume of business, or for other business reasons, it may be necessary to reduce the number of employees regularly reporting to a plant for employment.

(b) Under these conditions, employees with the longest length of continuous service within each craft in that plant will be selected to remain with the reduced working force. Call back shall be in reverse order of layoff with the last senior man laid off being the first man recalled according to length of service.

(c) Persons retained or recalled because of seniority must be willing and qualified to perform the work remaining to be done.

(d) For the purpose of this Section, a layoff is defined as a period in excess of five (5) working days.

(e) An employee shall not attain seniority until he has completed a probationary period of

30 days in the employ of the employer after which time his seniority shall date from his date of hire.

All New:  
(f) Continuous service shall be broken and recall right forfeited by:

1. Discharge for cause.
2. Voluntary quit.
3. Lay off of twelve (12) continuous months except that employees with less than six months of service shall lose recall rights after a lay-off of six (6) continuous months.

4. Failure to report after being recalled from layoff within 3 days of receipt of notification at the employee's last known address provided that inability to report because of bona fide accident or illness shall not result in loss of seniority rights.

If the Employer is unable to contact the laid off employee or if a laid off employee refuses to report or fails to respond to the recall, the Employer shall send written notification to the employee with a copy to the local Union.

## SECTION 16—TERM OF AGREEMENT

This Agreement shall be effective as of the 16th day of July 1967, and remain in effect until the 16th day of July 1970, and shall be renewed from year to year thereafter, unless either party to this Agreement shall give written notice to the other party of a desire to change at least sixty (60) days prior to the date of expiration of this Agreement.

## SECTION 12—HEALTH & WELFARE, PENSIONED

- A. Health and Welfare.  
B. Pensioned Health and Welfare.

## HEALTH & WELFARE AND PENSIONS

- C. Pensions.  
D. No Change.

### FRINGES

H & W	P-H & W	Pension	JRN-APP	Total
23c	1c	20c	1c	45c
2c-8-1-67		10c-1-1-68	1c-8-1-67	
2c-8-1-68	1c-1-1-69	10c-1-1-69		
3c-8-1-69		10c-4-1-70		
5 cents floating fringe effective 10-1-69.				

g. If subsequent to the date of execution of this Agreement an Employer becomes a member of the Association, said Employer shall become covered by the terms

and conditions of this Agreement; provided that Employer has no existing dispute with a Union signatory hereto.

### WAGE SUPPLEMENT

Group	Present	7-16-67	1-1-68	7-15-68	1-1-69	7-15-69	1-1-70
1	4.115	4.265	4.415	4.565	4.715	4.865	5.015
2	4.14	4.29	4.44	4.59	4.74	4.89	5.04
3	4.295	4.445	4.595	4.745	4.895	5.045	5.195
4	4.59	4.74	4.89	5.04	5.19	5.34	5.49
5	4.95	5.10	5.25	5.40	5.55	5.70	5.85
6	5.04	5.19	5.34	5.49	5.64	5.79	5.94
7	5.205	5.355	5.505	5.655	5.805	5.955	6.105

1—No change; 3—No change; 4—No change; 5—No change; 6—No change; 8—Operation of Hot Plants.

Classifications	7-16-67	1-1-68	7-16-68	1-1-69	7-16-68	1-1-70
Plant Engineer	5.10	5.25	5.40	5.55	5.70	5.85
Box Man	4.665	4.815	4.965	5.115	5.265	5.415
Fireman	4.665	4.815	4.965	5.115	5.265	5.415
Oiler	4.555	4.705	4.855	5.005	5.155	5.305



# Loggers Choose Local 3 In NLRB Tests

## New Bids Hold High Hopes For Dwindling "A" List

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

Work in District #9, while still under par for this time of the year, has increased favorably during the past month. We still have over 100 Operators on the "A" List, and hope that with the new bids that have been let, these Brothers will be working, too.

Most of the Underground Contractors are working at full capacity. Ebert-Spartan, Pisano Bros., Bilardi, Steve Eachus, Sanco Pipe and West Valley can be seen all over the area, working in Sub-Divisions, Street Work and putting in new storm drains.

Madonna-Harms were the low bidders on a \$96,000 contract for the new Airport in Hollister and work is expected to start about August 1st.

Thomas Construction are showing good progress on the Chittenden by-pass job.

The Paving & Grading Crews are busy in Santa Clara County. Piazza Paving are doing the street work in "The Villages," in the Evergreen area. This job will keep these Brothers busy through-out the summer. A. J. Raisch have their paving crews well occupied on the San Tomas Freeway and on the new San Jose Mall. The total cost of the new Mall in San Jose will exceed 20 Million dollars, which will include a Hilton Hotel, Library, Bank, etc.

Wheatley-Jacobsen are the Prime Contractors on the New Corporation Yard for the County to be located on the Old Oakland Hiway. This yard will be the pool for the County equipment and house the County offices. A. J. Rasich will do the paving on this project, with San Jose Steel doing the steel structures.

Freeman-Sondgroth have started work on their \$2,551,000 Central Expressway Contract in Mt. View; also doing the curbs and gutters in a large Sub-Division in Palo Alto and another in Sunnyvale.

A. J. Raisch Paving Co., Freeman-Sondgroth and Oscar Holmes were the low bidders on a Million plus contract on the Junipera Serra Freeway. This job will start in Santa Clara County and join the existing Freeway in San Mateo County. Completion of this job is expected sometime next year and will keep many of the Brothers busy. The job is to start about August 1st.

Wattis Construction were the low bidders on a \$76,543 contract for surfacing of the Towne & Country Parking lot in Sunnyvale. This firm is also working on Lawrence Station Road to Hiway #9 in Sunnyvale, with George Hall doing the clearing.

At Stanford six large buildings are being constructed with O. C. Jones grading for the seventh to be built. Working on this job site are Engstrom-Nourse, Howard J. White, E. A. Hathaway, Williams-Burrows and Wheatley-Jacobsen.

Granite Construction is almost complete on moving the dirt on the Rio Del Mar job; Lew Jones is starting the structure work.

Shellmaker, Inc., have completed their dredging job at Santa Cruz and expect to start their dredging job at Moss Landing in August, with 50,000 yards to dredge.

Granite Construction have started work on their By-Pass job at Watsonville under the supervision of Brother John Lawrence. Lew Jones are nearly complete on the structures on this project.

Phil Calabrese is employing a few of the Brothers on the Fort Ord job completing the new tactical Rifle Ranges. He is getting underway on his road job at Crazy Horse Canyon.

Granite Construction are busy in Salinas on several good-sized Sub-Divisions and were the low bidders on the Corral De Terria County Road south of Salinas.

Young, Vickery, Connelly & Napier are almost finished on the King City By-Pass job and a few of the Brothers have already been laid off.

Ted Watkins are working on their bridge job at Big Sur.

## Four-Lane Freeway Set For Yolo, Colusa Counties

Construction will begin in September on a four-lane freeway section in Yolo and Colusa Counties generally paralleling old U.S. 99W. This is a 10.9 mile extension of Interstate 5 northwest of Sacramento. Granite Construction Company was the low bidder at \$5,343,185.

The project will begin in Yolo County about three miles south of the junction of Interstate 505 with the existing two-lane highway and extend a mile and a half north of the Yolo-Colusa County line.

It will connect there to a 13½ mile freeway project which is expected to be ready for traffic later this year.

The new unit of freeway will include four major traffic interchanges and four bridges.

This should keep a few of the Engineers busy for some time.

### HIGH COUNTRY

The snow in the high country has finally conceded to summer weather. The roads into Jackson Meadows and Faucherie Dams are finally open. The recreation projects at these sites will be finished in a few months.

Granite Construction Co. is moving rapidly on their Nevada City job. They have their plans set up at Shady Creek and are making their own rock and asphalt for this job.

Edwards-McCammon Corp. is finishing up the recreation on the Hell Hole and French Meadows Dams. This company was also delayed in starting this year due to the heavy snows.

Teichert is moving the big dirt on their Interstate 80 job at Auburn. This job has a considerable amount of dirt and underground and one over-crossing. This company also has their jobs going at Elk Horn Blvd. and at the new Metropolitan Airport.

The Rock Plants and Shops in this area have been doing relatively well. Chevereaux has two

shifts working at their Meadow Vista plant.

The work has picked up considerably in this area, but is not nearly as good as it has been in the past few years. This is due mainly to the fact that the large projects in the hill have been completed. We are hoping for some activity on the Auburn Dam job next year. This will be mainly exploratory drilling and possibly some access road work.

### LOON LAKE TUNNEL

Work by Walsh Construction Company in the tailrace tunnel is progressing on schedule with an average of approximately 375 feet being driven per week and is 50% complete.

The open cut excavation for the access shaft to the underground powerhouse was started. The shaft will be on a 45 degree slope and approximately 1,000 ft. deep to tie into the powerhouse. The exploratory shaft driven 1,200 ft. deep last fall will be enlarged and used for the intake to the powerhouse. A short intake tunnel from Loon Lake to intersect this shaft will be driven.

### WHITE ROCK POWERHOUSE

Most of the major equipment lost in the warehouse fire last December has been replaced and work is commencing on the installation of this equipment. This work will be completed by Gunther, Shirley and Lane.

### CAMINO UNIT NO. 2

American Machine and Foundry was low bidder for installation of Unit 2 equipment. A partition has been installed between Unit 1 and Unit 2 and the equipment is starting to be hauled from Diamond Springs to the site.

The engineering for the project is being performed by Bechtel Corporation under the direction of W. E. Stinchfield as project manager and C. L. Jeffs as Project Administrative Manager.

## Employment Service

Charles E. Odell, a veteran government and labor official, has been appointed director of the United States Employment Service by Labor Secretary W. Willard Wirtz. Odell was director of the United Auto Workers' Older and Retired Workers Department from 1957-66 before joining the Labor Department.

## Big Workers' Vote Aids Organizers

Workers at two of the largest logging companies in Northern California went to the polls in a National Labor Relations Board supervised election last month and voted overwhelmingly for Operating Engineers Local 3 as the union to represent them for the purpose of collective bargaining.

In making the announcement, Business Manager Al Clem stated that Emmitt Baugh and Cascade Logging Companies employees had chosen Local 3 "because of our outstanding record in obtaining top pay, benefits and working conditions for our membership."

Clem said that Local 3 is looking forward to "organizing all logging employees in the Northern California logging industry and expects to improve the working conditions and wages of thousands of men working in the dangerous logging operations in the mountains.

Business Manager Clem said that many hours of hard and diligent work by Local 3 organizers and the District Representative working with dedicated loggers "who sought a better way of life" had gone into organizing an industry that should have had representation in the labor movement years ago."

## Eye, Ear Tests Now Available

Business Manager Al Clem urged all members and their families this week to take advantage of two very important new fringe benefits obtained by your union officers—free eye and hearing examinations.

Health officials at the Bay Area Union Health Center, 715 Bryant Street, San Francisco, pointed out that early detection of eye disease is the surest safeguard against impaired or lost vision.

Both hearing and eye examinations have been paid for by your Union in advance for every member of your family. Tests for glaucoma, cataracts and amblyopia are the more important tests available without charge.

If glasses or a hearing aid is needed, they are available at greatly reduced rates.

Appointments should be made by telephoning 392-2020. Be sure and bring your personal membership card, or if you haven't received it yet and are a member in good standing with Local #3, check with the Bay Area Union Health Center.

## Rural Manpower

Rural unemployment problems will come under special study by a three-man Rural Manpower Services Task Force named by Labor Secretary W. Willard Wirtz. Dr. Varden Fuller, professor of Agriculture Economics for the University of California, is chairman.

## Key Parts Steel Pact In Effect

Several key phases of the Master Steel Erecting Agreement for Northern California, Northern Nevada, Utah and Hawaii that was negotiated in 1965 between the Steel Fabricators and Erectors Council and Operating Engineers Local Union 3 have gone into effect or will go into effect next month.

The new Wage Scale, effective September 15, 1967, follows:

Group 1	\$4.925
Group 2	5.135
Group 3	5.675
Group 4	5.785
Group 4A	5.93
Group 5	6.20
Group 6	6.45
Group 7	7.31

Key portions of the agreement dealing with holiday pay and the handling thereof went into effect in May and June. Brothers working under this agreement should check with their agents in the field or check the published agreement in their local business office if they have any questions on vacation and/or holiday pay.

## Listings

WASHINGTON—A new listing of AFL-CIO publications containing the material on a wide number of subjects is now available from the federation.

The listing contains brief descriptions and prices on about 50 current publications ranging from leaflets to books as well as information on reprints available from the AFL-CIO American Federationist.

Copies of the Publications List are available without cost from the AFL-CIO Pamphlet Division, 815 - 16th Street, N.W., Washington, D.C. 20006.

## Redding Beef

SAN FRANCISCO—Secretary of Labor W. Willard Wirtz has filed a complaint in U. S. District Court at Sacramento against Lee Hutchens Trucking of Redding on behalf of seven workmen seeking to collect \$4,194.04 in unpaid back wages.

The suit named Lee B. Hutchens, doing business as Lee Hutchens Trucking, alleging violations of the overtime provisions of the federal wage and hour law. The court was asked to award the workmen \$4,194.09 in unpaid wages.

Secretary Wirtz' suit was filed following investigation by the Labor Department's Wage and Hour Division under the direction of John M. Silver, field office supervisor at Sacramento, California.





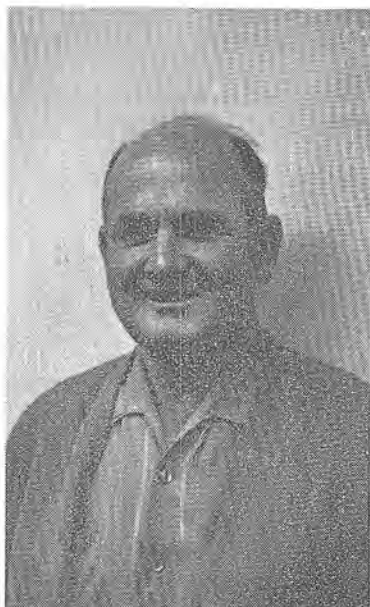
Brother Richard Beebe



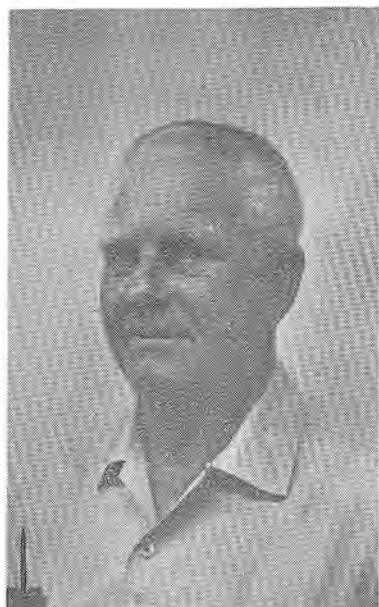
Brother Manuel Neves



Brother Billy Toombs



Brother Rex Richardson



Brother Tom Olives

## Job Stewards' Meetings Draw Big

Over 300 members attended seven job steward and safety meetings in San Francisco, San Rafael, Santa Rosa, Eureka, Redding, Marysville and Sacramento in recent weeks.

This included a well-attended meeting for dredgemen in San Francisco on Sunday, at which Brother Buck Hope, Financial Secretary and District 1 Representative, joined Brother Al Hansen and Apprenticeship Coordinator Bob Nugent on the Speaker's rostrum.

Additional meetings for the month of August are slated for

Stockton, Fresno, San Jose, Salt Lake City, Provo, Ogden, Vallejo and San Mateo.

Brother Jim Jennings, Steward Coordinator stressed three major phases in his presentations: 1) The important role that the steward plays in giving leadership and creating personal interest. 2) The job steward's role in liaison with the business agent, reporting contract violations when they happen. 3) Policing "job safety" by working conscientiously with both management and his union.

Also stressed in the meetings was the importance of the journeyman trainee programs, Jennings

pointed out that "this program upgrades the individual and will, if properly used, lead to more jobs for more members."

In pointing out the importance of working closely with local business agents, Jennings stated that JS's should not attempt to correct contract or safety violations themselves, but "report any such incident to the BA's. Let the agent take the brunt of the complaint, that's what he is there for. If he can't settle your problem, well, always remember that the 'buck' stops at the Brother Clem's desk."

Jennings pointed out that JS's should be careful about "making any side deals. Stick to the contract."

Brother Jennings also told the

JS's that there was much new equipment coming onto jobs and said, "if a new piece of equipment has a seat, engine and a throttle, don't try to name it—report it and your agent will get an operating engineer on the job."

Job Stewards were urged to encourage all members on their jobs to keep an up-to-date record of their time.

It was also pointed out by various speakers that Business Manager Al Clem was continuing to urge all members to attend not only the Job Steward and Safety meetings, but all meetings. And that an increase in the number of meetings to be held was expected to be announced in the near future.



DISTRICT Executive Board Member from Oakland, Ted Mason, spoke at Pleasant Hills and at Oakland Job Stewards and Safety Meetings.

An excellent selection of films was shown at the various meetings and Brother Jennings is planning to furnish a select panel of speakers from various agencies at future meetings.



DISTRICT TWO Representative Norris Casey and Brother Martin Radke are deeply engrossed during Job Steward and Safety Meeting in Oakland. Brother Casey gave JS's a rousing talk.



TREASURER and Special Representative Don R. Kinchloe talks things over with a couple of Brothers following his address to the Pleasant Hills meeting of the Job Stewards and Safety Meeting.



JOB STEWARD and Safety Meeting in San Francisco saw a good turn out of brothers to hear and question (top of conference table, l. to r.) Brothers Bob Nugent, Apprenticeship Coordinator; Al Han-

sen, Business Rep; A. J. "Buck" Hope, Financial Secretary and District Representative, and Bob Long, Business Rep from San Jose.



MEMBERS ENJOY some give-and-take during Oakland meeting of Job Steward and Safety group. A

film showing the construction of the Golden Gate Bridge was on the agenda.





## JOB STEWARDS APPOINTED

Week Ending July 6, 1967			Week Ending July 6, 1967		
Dist.	Name	Agent	Dist.	Name	Agent
2	Ronald Ridgeway	G. Jones	1C	George Graves	A. Smith
2	Clinton Donovan	N. Cox	2	R. Thomas	N. Cox
2	Archie Chase	N. Cox	2	W. Phillips	T. Carter
6	Austin Melton	H. Huston	2	Jesse L. Hardy	G. Jones
6	Ebbert Legget	H. Huston	2	Gordon Bedford	R. Mayfield
6	Robert Perry	H. Huston	3	Bud Greer	W. Talbot
1B	Peter Fogarty	B. Raney	3	P. G. Morss	W. Talbot
1B	James Jensen	B. Raney	5	Leo H. Gunter	K. Green
3	J. C. Patzig	W. Talbot	9	Joe Catalano	R. Long
5	G. Perezchica	K. Green	1D	Robt. Punihaole	B. Nakane
5	John Merrell	K. Green	1E	John P. Torres	T. Sapp
7	Dennis Callahan	L. Barnes	2	Frank P. Joseph	G. Jones
7	Max Slaght	L. Austin	3	Lewis Segale	A. McNamara
10	Harper McLain	R. Swanson	6	Laverne Hocker	D. Carpenter
10	Chuck Pogue	R. Swanson	6	Robt. McLelland	W. Weeks
10	Bill De Spain	R. Swanson	6	Ben Sowell	D. Carpenter
10	Robert E. Mitchell	R. Swanson			

# Santa Rosa Job Picture Shows Marked Pickup

By RUSS SWANSON and BOB WAGNON

Since last month our work list has improved considerably, though we still have quite a few men out of work.

The greatest help to us is the Morrison-Knudsen job, going strong on highway 101 in the north county. They have two shifts running full blast. Also, we have had the pre-job with the Guy F. Atkinson Co. and all we are waiting for is for them to start ordering men. This job shouldn't employ an awful lot of men this year, except for the clearing phase which was subbed out to Shuster Enterprises. However, Guy F. informs us they will be doing some excavation work this year for the culverts and bridges and will be starting the fill if time permits. Here's hoping they get in a hurry.

Also, up in the north the Absco Paving Co. are busily engaged in doing all the overlay work they picked up recently. It is really a pleasure to drive over these highways after they have paved, as they do a fine job of smoothing them out.

Willamette Dredging Co. will be doing the dredging work up at Noyo Harbor, and the Eugene Lühr Co. will be doing the levee work in conjunction with this job. Further down the coast, at Sea Ranch, which is cool enough for a jacket most of the summer; the Arthur B. Siri Co. is going strong on their development. They have a good number of our engineers working on this project, which will take a good share of the summer to complete.

## SANTA ROSA LOOKS UP

Around Santa Rosa, Sousa Brothers, who were the low bidders on the brush creek job of clearing and realignment, have pulled in and are coming along fine. This is another job that should last all summer. Merz Constr. Co. on their channel jobs below town and also in the Napa Valley, are coming along well with exceptions of having some water problems. However, under the capable supervision of this

company, the water problem should straighten right out.

Reichhold & Jurkovich are going strong on their highway 12 job in Santa Rosa. The activity is only temporarily slowing traffic, but this will pay off in the near future. They have also picked up \$309,300 worth of work for surfacing 35 miles of several existing highways in the surrounding communities. Bragato Paving is coming along just fine on their paving of the new Santa Rosa Freeway through town. They just picked up \$315,905 worth of work on the Farmers Lane extension, so they should be busy for quite a while.

## WARM SPRING DAM OKED

Washington has just recently approved \$2,315,000 for work on the Warm Springs Dam this year. We owe a vote of thanks to congressman Don H. Clausen for pushing this logjam as we received \$500,000 above the President's original request. We are very happy to see this, as the bid was let July 25th for the road relocation work. This is a step in the right direction, as we can use the work and it certainly looks good for Flood Control.

## WIDE OPEN ROCK PLANTS

Our rock plants are running full blast. It seems the demand has really skyrocketed this year. Basalt at Healdsburg is on a two shift basis, keeping their orders filled. Windsor Sand & Gravel has part of their operation on a two shift basis, keeping a full crew of our brothers working. The rock plants up in the Ukiah area are about the same, nothing but grind, grind, grind. Both of the Berlund Tractor plants at Napa and Willits, having finally survived the long winter are back on a paying basis again. This company has about 30 men working at the main shop in Napa and about 15 in Willits. Everybody seems to be happy.

Blood donor for the month was Harry Sonnickson. Many, many thanks, Harry. Congratulations are in order to Mr. & Mrs. Vance Turley on the recent arrival of an 8 lb., 8 oz. baby boy!

UNTIL NEXT MONTH BE SAFE ON THE JOB AND AT HOME!

# Stockton-Modesto Tales

## Don Pedro Dam Bid Let

By WALTER TALBOT, AL McNAMARA and JERRY ALLGOOD

The job placement for operating engineers in the Stockton-Modesto district continues to lag behind that of a year ago at this time. This situation is due largely to two projects that have reached the completion stage on the excavation and concrete lining phases of their contracts.

The Companies, Western Contracting Corp. and Wunderlick Company now have only a small working force left to complete their California Aqueduct contracts.

Guy F. Atkinson Company of South San Francisco was low bidder at \$49.6 million for the construction of the New Don Pedro Dam on the Tuolumne River east of Modesto. The actual construction of the dam is not expected to get underway until fall, although the Company now has some equipment working on shop and office sites and access roads to these sites even though they have not officially been awarded the job.

Work in the mountains has picked up considerably since our last report. The work at the higher elevations, as most everyone knows, was delayed longer than usual due to the heavy snowpack.

O. K. Mitty & Sons and A. L. Craft has commenced their road job on Highway 4 from Bloods on the Calaveras-Alpine County line to Lake Alpine.

Claude C. Wood Company of Lodi has reactivated their rock plant at Camp Connell and are crushing aggregate for the many housing projects that are now in progress in this area. In addition to this, they are now busy in the Mt. Reba Ski Bowl development site and the construction of new road from Highway 4 to the ski bowl facilities.

Hood Corp. low bidder on the outfall sewer line for the South Tahoe Utility District between Luther Pass and Diamond Valley was able to prove an error in their bid of \$773,000 letting the second low bidder, Leo L. Davis Construction of Fort Jones with the job for \$883,000. However Davis has sub-contracted all the excavation work to C & M Construction Company of Newcastle.

In keeping with the rash of defaulting on low bids that has occurred this year, Drain Line Engineering Inc. of Redondo Beach was able to free themselves of their \$471,000 bid on the Forest Service Cottonwood road job out of Tuolumne City. The second low bid in excess of \$700,000 was submitted by Cooley Bros. of Victorville, who were awarded the job.

R. D. Watson Company of Yreka was low bidder of \$518,000 to construct the Indian Creek Dam and Reservoir near Woodford.

Lewis-Nickholson Construction Company of Eureka was awarded the contract to realign the Tuolumne County road into Beardsley Flat from Highway 108 for \$258,000.

George Reed Company was awarded a \$169,000 contract for the resurfacing of Tully Road and various streets in Modesto.

Burchett & Good of Virginia City has resumed operations on

their State Highway 88 job on Red Lake grade in Alpine County. With the late start it is doubtful if they can complete this contract before the weather turns bad again.

Fresno Paving, in addition to their West Side Freeway contracts, was awarded a \$140,000 contract to resurface Highway 33 at Patterson. The project will cover 28 miles of overlay on Highway 33.

Contracts totaling half a million dollars in road work in the northern part of San Joaquin County has been awarded to A. Teichert & Son, Inc. The contracts consist of the reconstruction of Liberty Road, Live Oak, Brandt, Hildreth Lane and the extension of 8 mile road from Thornton Road to the King Island bridge.

S. M. McGaw Company of Stockton continues to get city and county road jobs in addition to their work for the California Water Company which continues to keep many of the brothers employed.

Swinerton & Walberg has almost completed modification at the Libby-Owens Ford Glass Plant near Tracy affording work to several engineers on a three-shift basis.

M. J. Ruddy & Son of Modesto with Fredrickson & Watson are busy widening Highway 132 from the junction of Highways 132 and 33 to the city of Modesto.

A low bid of \$1,817,372 was submitted jointly yesterday by Lord & Bishop and Paramount and Pacific Inc., for the construction of a substructure to support twin Interstate 5 bridges across Stockton Channel. The project includes the construction of two concrete piers in the channel and six others on the north bank. The piers will serve as underpinnings for two four-lane spans across the channel.

These projects, in addition to numerous small miscellaneous jobs under the \$100,000 price range, have helped to relieve the pressure from the two large projects that laid off in excess of two hundred members.

For the brothers who derive their livelihood from the dredging industry, Utah Construction Company has purchased approximately 30 acres at the old Pollock Shipyard on the north bank of the San Joaquin River. From all reports, the Company intends to construct a permanent yard and harbor for their dredger operations.

## Credit Union Has Cash

By JAMES "RED" IVY

A Credit Union is a cooperative corporation, organized for the purposes of promoting thrift among its members and creating a source of credit for them at legal rates of interest for provident purposes.

The above is the first paragraph of the California Credit Union Law and most people will agree that the promotion of thrift is a worthwhile objective for any organization. One of the first steps in the promotion of thrift is to encourage the wage earner to save a part of each pay check even if it is a nominal amount.

The majority of Credit Unions in this country are sponsored by employers interested in the welfare of their employees. Members of employer sponsored Credit Unions usually have the benefit of Payroll Savings Plans allowing them to authorize the employer to withhold part of their wages and apply it directly to their Credit Union Share Account. This approach to a systematic savings program is not too practical for the majority of our members because of the seasonal nature of our work and the numerous employers involved.

With the adoption of the current Construction Agreements in Northern California, Northern Nevada and Utah, the members working under these agreements have been provided with a workable substitute. This is the Conversion Option in the Vacation Pay Plan which allows each mem-

ber to choose between having his vacation pay paid directly to him by the Administrator of the Trust Funds or having it credited to a Credit Union Share Account in his name.

Over 5,600 Engineers working under Northern California Construction Agreements took advantage of the convenient method of saving provided by this Plan, placing over \$1,000,000 in their Share Accounts.

Savings invested in the Credit Union earn both dividends and life insurance. The life insurance in most instances equal the amount of the members' investment up to \$2,000.

The Credit Committee has expanded its activities in an effort to put this new capital to work in Provident Loans to members as rapidly as possible. Daily meetings are now being held by the Committee and special meetings have been called when the situation warranted. Loans have been granted in a matter of minutes when all the required information was available.

Credit Union financing enables the buyer to negotiate a purchase on the same terms as the buyer with cash. This has made it possible to make purchases, especially in the automotive field, at discounts that often equal or exceed the entire cost of financing.

If you are interested in learning more about the benefits of belonging to the Credit Union Plan, attend one of the quarterly Credit Union meetings in your area.

## CREDIT UNION

### Operating Engineers Local Union No. 3 District Meetings 1967

September			October		
1	11th	2	10th		
4	19th	8	11th		
7	20th	9	18th		
6	21st	3	25th		

All meetings are scheduled to convene at 8 PM at the address listed below for the respective district.

- San Francisco, 478 Valencia St.
- Oakland, 1444 Webster St.
- Stockton, 2626 No. California St.
- Eureka, 2806 Broadway
- Fresno, 3121 East Olive St.
- Marysville, 1010 E. E St.
- Redding, 100 Lake Blvd.
- Sacramento, 2525 Stockton Blvd.
- San Jose, 760 Emory St.
- Santa Rosa, 3913 Mayette St.
- Reno, 120 West Taylor St.
- Salt Lake City, 1958 West No. Temple
- Ogden, 2538 Washington Blvd. (Dec. 7th)



# Slides Slow Work On Oroville-Quincy Road

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

We had hoped in this month's issue of the Engineers News to report work had picked up at a tremendous pace and most of the brothers were all working. However, this is not the true picture of work in this district at this time. Even with the many brothers who have been called and sent to work on the various jobs, we still have over 700 of our brothers still registered on the out-of-work lists. The reason we want this information in the newspaper is because so many of the brother engineers from the various districts throughout Local #3 have written and called us inquiring about job opportunities. We are doing our best to get all the brothers who are registered on the out-of-work lists to work as soon as possible. Nothing would make your business representatives any happier than to see everyone working.

The month of July in Marysville-Yuba City has tied the record high for the year with a temperature of 105 degrees. We know to the many brothers who are operating the equipment the temperature was a lot hotter than that. If there is any way we can help improve your working conditions on the job, please feel free to call us at any time. We appreciate the many calls from the brothers who had a problem with the drinking water. If a drinking water problem ever again exists in the future, please call us again. *We appreciate your calls!*

We have recently had the parking area at the Marysville District Office paved and enlarged and had the building re-painted inside and out. We know you are as proud as we are of this much needed improvement. A big thanks to all the brothers who have commented to us of how happy they are with the changes that were made.

## PROBLEMS ON OROVILLE-QUINCY ROAD

Earth slides have continued throughout last winter to cause problems for the state, county and Piombo Construction Co. in their efforts to relocate a 3.9 mile section of Oroville-Quincy Road north of the Bidwell Bar Suspension bridge. The project is now expected to cost more than 5 million dollars due to the many earth slides that has plagued this section of road work. Officials feel that if the earth was allowed to remain it would have created a hazard when Oroville Lake is full.

The water would saturate the earth, and the roadway would possibly cave in. Since the project was initiated, it has been necessary to process approximately 40 change orders. Most have been made necessary by slides. They are expected to push the total cost of the project to a figure in excess of 5 million dollars. The state is paying for the relocation as part of the construction of Oroville Dam. This is because water behind the dam will cover the old section of Oroville-Quincy Road.

The big concern is whether the road will be completed by the time the second tunnel is closed next October, and the dam begins to hold water. Completion is possible

but it may require that the state spend more money to expedite the project. Present plans are the road will be passable to traffic at the time the tunnel is closed. This has been a good job for many of our brother engineers and the additional work due to the many slides has done a lot to help decrease our out-of-work list. Completion of the project is expected next winter.

## LINDO CHANNEL BRIDGE BIDS

C. O. Bodenhammer of Mountain View submitted a low bid of \$174,748 on a State Division of Highways' contract to replace the existing bridge across Lindo Channel on Route 32 a mile and a half west of Chico. The new structure will be wider than the present bridge and will be built in the same location with no change in alignment. The new bridge will be constructed half-width at a time and traffic will be permitted to pass through the work zone without interruption. The project will require six to eight months. Last summer Butte County realigned and straightened North Lindo-Nord Avenue and Glenwood-West Lindo Avenue on each side of the channel.

## BIG BEND AREA PROJECT

The State Department of Water Resources advertised for bids recently to relocate U.S. Forest Service roads northeast of Oroville. Bids for the work will be opened August 9. Cost is expected to be about \$225,000.

The job involves grading and installation of minor drainage structures in constructing two U.S. Forest Service roads about 15 miles northeast of Oroville in the Big Bend area of the North Fork of the Feather River. The roads will be unsurfaced and will total approximately 4.3 miles in length. The work, a result of contracts necessary to construct the State Water Project, is scheduled for completion in Sept., 1968.

## YUBA CITY PROJECT

Yuba City's long awaited water improvement project may fall another two months behind schedule because the low bid on the major part of the project came in well above the engineer's estimate. The total of the low bids submitted for the two phases of the project was \$3,683,365.90 which is \$433,365.90 more than the \$3,250,000 in funds allocated in a water bond issue approved by the voters of Yuba City.

Yuba City Councilmen, expressing disappointment about the failure to have an accurate engineer's estimate and an acceptable bid on the water project, have authorized engineers to revise plans which will result in another four month delay in the project.

Larry Rugaard, representing consulting engineers Roy Trotter and Associates of Berkeley, proposed changes in the program which he said would result in a \$700,430 savings in the project.

The council authorized the revision of the plans and authorized advertising for new bids to be opened in September. Work might begin late in September or early October.

The \$3,116,500 bid received last month on the major portion of the project was nearly \$1 million

above the 2.3 million originally estimated for the water treatment plant and pumping facilities. It was pointed out the revision of the plan not only holds up the water project another four months, but also creates problems with the Butte House Road-Gray Avenue improvement district.

City Engineer Robert Mote said a problem develops because the street improvement project will be ready to get underway soon and one of the major trunk water lines is to be put in Gray Avenue.

The council decided that it could negotiate with Lentz Construction Co. of Sacramento on the distribution system part of the project to have the line down Gray Avenue constructed before the street is improved, although the other parts of the system wouldn't be completed until the rest of the project proceeds after the award of a contract.

Lentz Construction has agreed to hold off on the contract for the distribution system for 120 days or until bids can be received again. The councilmen indicated it was their intention to award Lentz the contract. Lentz had a low bid of \$566,865.90 on the distribution system. The bid was within the estimates.

The \$700,430 savings estimated by the revision of the plans on the water project involve the reduction in size of a storage tank, moving the lift station which will withdraw water from the Feather River closer to the river and simplifying it, raising the raw water line from the river and revising associated facilities, deleting landscaping and irrigation at the treatment plant and reducing paving and yard drainage at the plant.

The changes also includes deleting a grit basin, moving a drain sump, deleting mechanical equipment, reducing the housing around the main pumping system and changing a filter gallery. The main change in the treatment facilities is the elimination of one type of sedimentation tank for a circular-type system which will require more direct operation by the treatment plant operators.

The council rejected the low bid on the major part of the project, ordered the Lentz bid held in abeyance for 120 days, authorized the engineers to proceed with revising plans and ordered the engineers to advertise for bids on the revised plans.

## \$965,000 TO YUBA COUNTY

The Yuba County Water Agency has received a check for \$965,000 from the Corps of Engineers, the first payment on about \$13 million the government will contribute toward the Bullard Bar dam and reservoir project. The flood control construction payment was made Friday in Sacramento as Col. Crawford Young, Sacramento District Engineer, presented the \$965,000 check to Colin H. Handforth, Yuba County Water Agency manager.

The authorization for Army Engineers to assume nearly \$13 million of the cost resulted from Public Law 89-298 under the Flood Control act of 1965. The dam and reservoir is expected to bring substantial flood control benefits to the Marysville and Yuba City rich agricultural areas.

The federal interest in the proj-

ect concerns flood protection to be provided through coordinated flood control efforts of the new Bullards Bar Reservoir, the proposed Marysville Reservoir, the Oroville Reservoir, and the existing levee system.

When completed the Bullards Bar Reservoir will assist in providing flood protection to some 150,000 acres of land with a population of over 60,000. It is estimated that had these dams and reservoirs been in operation during the December, 1955, flood that the loss of 40 lives and \$53 million in damages would not have occurred. They would have eliminated the December, 1964, flood damage of \$4,100,000, corps experts say.

Handforth said that the construction is going along on schedule and that the dam should be completed before the June 1970 contract termination date. Handforth pointed out that the \$180 million total cost of the project is over twice the assessed valuation of Yuba County.

The new Bullards Bar Dam is located about 30 miles northeast of Marysville and about 1.5 miles downstream from the existing Bullards Bar Dam, which will be completely submerged.

The new 645 foot high concrete arch dam will create a reservoir with a storage capacity of 930,000 acre feet for flood control, irrigation, power generation, recreation and fish and wildlife programs.

The reservation for flood control will be 170,000 acre feet and the Colgate and Narrows powerhouses will have capacities of 284,000 and 46,700 kilowatts respectively. Construction is by Perini Yuba Associates and International Engineering Co.

## BIDS ON BUTTE ROAD JOB

The State Department of Water Resources has advertised for bids to realign and improve Butte County roads in the Oroville division of the State Water Project. Bids will be opened August 2. The work is expected to cost about \$100,000.

The job includes realignment, regrading and paving approximately .9 miles of Glen Drive, which is located about two miles east of Oroville in Butte County, and widening approximately 500 feet of Oro Dam Boulevard to provide a left turn on to Glen Drive.

Installation of culverts and drainage structures is included. The work is scheduled for completion in December 1967 and will provide better access to headquarters building of the State Water Project.

## NORTH STATE PROJECTS SET

The State Division of Highways has announced it will open bids during August on several highway construction projects in Northern California. The projects, by county:

**COLUSA**—Bids will be opened August 2 with \$616 million available on grading and surfacing 10.9 miles of Interstate 5 freeway between 2.9 miles south of Route 505 and 5.3 miles south of Hillgate Road Undercrossing at Arbuckle.

**GLENN**—Bids will be opened July 19 with \$339,000 available on widening the existing county

highway and building a bridge on Newville Road in the vicinity of Hambright Creek west of Orland.

## LIVE OAK ROAD WORK

The low bid of Mathews Ready-mix, Inc., of Gridley for reconstruction of Pennington Road was accepted by the Live Oak City Council. Mathews bid was \$79,360.50. The project extends from about Larkin Road to the east city limits of Live Oak. Work is expected to begin next week and end about September 15. The whole project including construction, engineering fees, right-of-way and staking work will cost about \$90,471.

## WEST SIDE WORK

O. K. Moseman is underway with sub-contractor Pomery-Gerwick driving pre-cast concrete piling on the Sutter by-pass structure on Highway 113 near Robbins. M. E. Dubach has one dozer working on the project but will bring in a scraper spread within a few days.

Gordon Ball recently moved their C.M.I. Autograder from Sunole to their Interstate 5 job at Arbuckle to finish the aggregate subgrade and C.T.B. and should be on the project for 2 or 3 more weeks. Harms Bros., who are part of the joint venture, are ready to move in to do the paving.

A. Teichert and Son are in the subgrade finishing and aggregate subgrade portion of the Olivehurst to Rio Oso highway job with most of the scraper spread finished and moved to Auburn. This company has had their share of problems with compaction mostly due to the previous wet weather.

Plant and shop work in the west side area of Marysville seems to be holding up fair with exceptions to the pipe plant industry which has laid off a few engineers.

Baldwin and Teichert has various small paving and excavating jobs around the area, but work has not picked up like in the past work seasons.

## OROVILLE-CHICO AREA

Looking around the Chico-Oroville area, there is still much work going on at the projects with Valley Engineers being awarded a \$349,810 contract for construction of a water works project for the Paradise Irrigation District. The job should be completed by the late fall of this year.

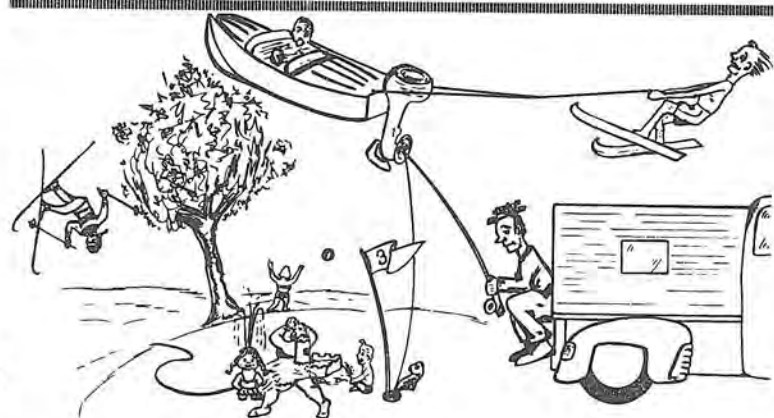
Butte Creek Rock Co. has completed the Highway 32 job through Chico and has started the work on Cohasset road just west of 99E. This should keep a few brothers busy for a while with Valley Irrigation engineers doing the underground concrete pipe on the job.

T & M Construction is coming along good on their phase of the main power transmission line job which consists of the clearing operation and constructing the footings for the powerline towers. The job covers several miles from the switch yard at Oroville Dam powerhouse to the switch yard at Thermalito powerhouse.

Guy F. Atkinson Company is making the dirt fly on the Thermalito forebay job, running on a two shift basis, keeping about 90 engineers employed. The rip rap placing operation on the dike

See OROVILLE on Page 11





## At Your Leisure



BROTHER LOU GIFFEN poses with a fine catch of salmon caught while fishing at Wallport, Oregon. The Oroville nimrod was fishing with his son and two friends when he hung these lunkers. Total weight of the finny denizens when dressed was 32 pounds. Brother Giffen failed to tell us what type lure he used, but we are trying to recruit him to do a fishing hints series for the next issue.

### Fishermen Accident Prone

## Boat Safety Urged In Busiest Sport

A golfer, or some other hobbyist once gave a thumbnail sketch of a fisherman as "a liar in dirty clothes that drowns worms."

Well, buddy, that may be true but, if there is safety in numbers, and there isn't, there are some 45 million who fish every year.

Although fishing looks much safer than most other water sports, 55 per cent of the fatal boating accidents occur in this sport because it is taken much too casually.

Moving about in a boat as the fisherman does he is much more prone to lose his footing and fall overboard.

So let the fisherman beware. Good boat habits and common courtesy on the water may prevent some of these serious accidents.

### Fishing Best Ever!

## Runoff Keeps Streams Prime

A late-melting snowpack that has created a heavy runoff in the high streams has most Northern California streams in prime early-June conditions.

Trout fishing is good to excellent in most streams, one of the best being the North Yuba River at Downeyville. Rainbows and browns, lunker variety, are coming out on grey hackles. This is an easily reached stream on Hwy. 49.

For the more hardy fisherman, the rugged Rubicon, one of those "a mile - down - five - miles - out" streams has been producing weight limits near Uncle Tom's Cabin.

#### LOON LAKE HOT

The South Yuba along Interstate 80 at Big Bend, Cisco and Hampshire Rocks; the main

Truckee along Highway 89 between Donner Creek and Squaw Creek as well as between the River Inn and just below the Lake Tahoe outlet; and the South Fork of the American from Riverton upstream to and even beyond Kyburz are all good. Best fishing is Wednesdays, Thursdays, Fridays and Saturdays.

One of the real hot Sierra impoundments is Round Lake, which requires an uphill hike from where you park your car on Luther Pass between Tahoe Valley and Hope Valley. Lunker lake trout are being clobbered by the clan in this body of water.

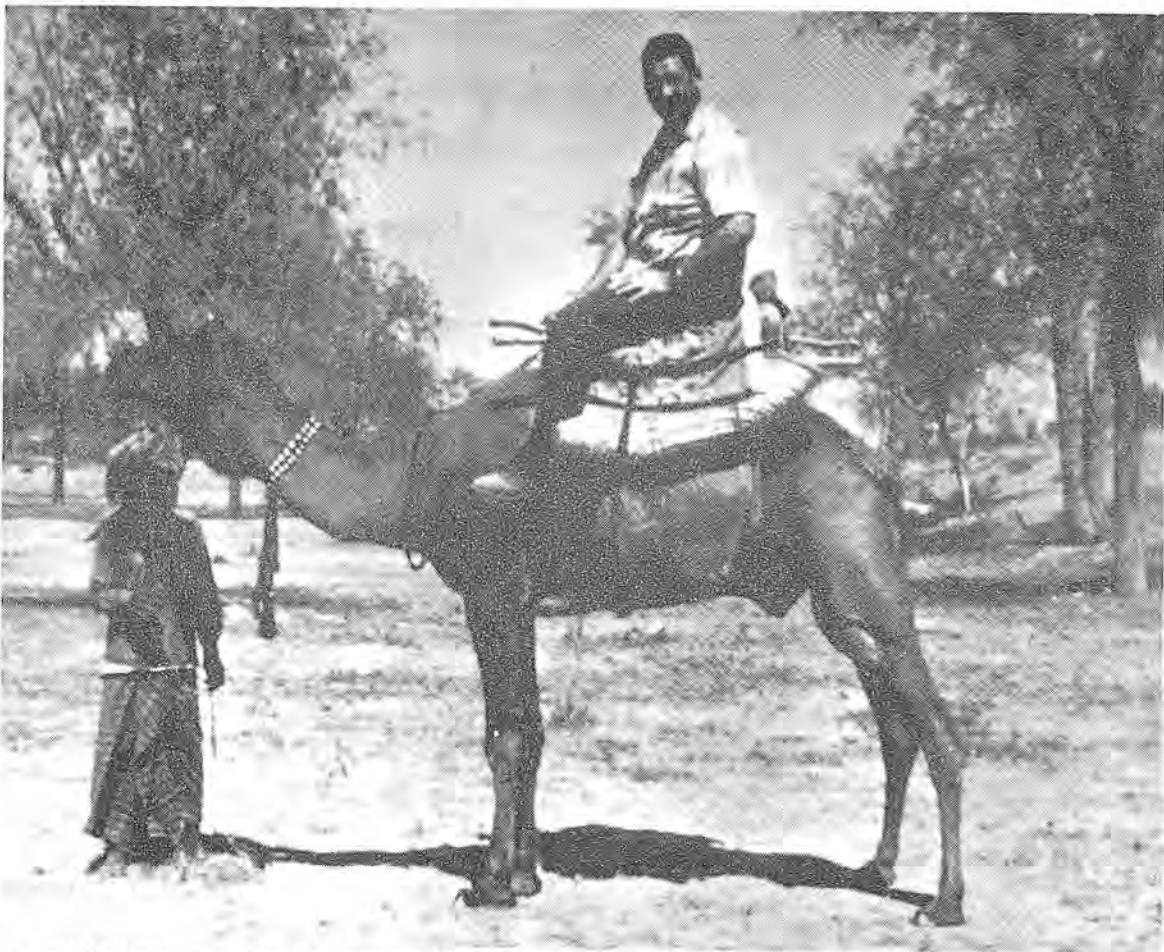
Loon Lake, which was producing rather small fish, has improved and many 10 inches and over are now being defeated there, according to state Fish and Game

regional headquarters in Sacramento.

Berkeley Marina reports scads of striped bass being subdued by their party boats just outside the Golden Gate. Good tides begin Friday—incoming in the morning for trollers and anchovy drifters and outgoing in the afternoon.

Quite a few fishermen working both sides of the Gate are coming in with mixed bags of stripers, salmon, halibut and rockfish.

The good trollers continue to score on Kokanees in Folsom Lake and the fish often run 2 to 3 pounds, biggest of the season. Preferred terminal lures behind flashers are the Lucky Knight, Kokanee King, and the smallest Super-Duper, with or without a worm.



IT MAY NOT have a throttle or much of a motor, but it does have a seat so Brother L. P. "Tiny"

Hustead figures it needs an operating engineer, (See feature below.)

### Oroville

Continued from Page 10  
around the stilling pond should be witnessed due to the fact that the large rock is being placed by 988 Cat loaders, which climb the 3 to 1 slope from the bottom to the top and placing the rock down the slope instead of the usual starting at the bottom and building the rock to the top as is normally done. Our brothers are really getting efficient, when it comes to doing the impossible.

On Morrison-Knudsen's canal job, the bugs have been taken out of the new aggregate and concrete lining machine and they are about half done with the concrete work on the project, but there will be quite a bit of cleanup work left for a few earth moving rigs.

Over on the huge Oroville Dam, everything is just about the same, with the spillway just about completed. At the time of this writing there is still approximately 110 feet to go to the top elevation grade on the main fill.

## Brother Finds Iran Good Place To Work

When Brother L. P. "Tiny" Hustead went to Bandar Abass, Iran for the Pomero-Hawaiian Dredging-M.K., as equipment and quarry supervisor he expected the worst.

However, Brother Hustead, just back, found both bitter and sweet in this far-away land.

On a six-month contract to build a harbor on the Persian Gulf, including docks, ore loading facilities, oil storage and Iranian naval facilities, Brother "Tiny" said the country was very dry and that temperatures rose to 130 degrees.

Brother Hustead says the fishing was the greatest and that the natives were good workers despite the problem of a language barrier.

Although he turned out to be a very fine camel rider—"never lost my seat once"—he couldn't say the same about his donkey riding ability.

"Tiny" was in charge of a screening plant, making rock up to 1½ meters plus per day.

Food and recreation was above average, says Brother Hustead.

He went to the job by way of New York, London, Frankfurt, Vienna, Istanbul and Teheran and returned via Beirut, Paris, Rome.



# Vallejo EDC Okays 10 Million 5-Year Improvement Plan

By AARON SMITH

The Vallejo Economic Development Commission approved a five-year, \$10,032,588 "pay-as-you-go" capital improvement program for Vallejo, and authorized Acting Asst. City Mgr. Gerald R. Davis to prepare a final draft.

In addition, the commission strongly recommended retirement of Vallejo's off-street parking revenue bonds over a five-year period beginning in fiscal 1967-68 at a total outlay of \$469,625.

The payment retirement plan is the same as the one recommended by the Vallejo Redevelopment Agency whereby the city would borrow the money needed to pay off the outstanding indebtedness on the city-owned parking lots from the VRA and repay the agency over the next five years.

The commission noted the saving on interest costs alone under this plan will amount to \$80,485 and will provide free off-street parking which the commissioners feel is vital to the success of the downtown revitalization plan now being prepared.

Also endorsed by the commission was the proposed construction of a new city hall at an estimated outlay of \$3 million and a \$3.5 million civic auditorium as elements of Vallejo's programmed civic center complex and suggested both be financed under arrangements made through the VRA for construction of Vallejo's new \$2.7 million main library building.

The commission's capital outlay program points out Vallejo already has purchased sites for a new city hall and civic auditorium and recommends consideration be given to the construction of these two facilities in the immediate future.

"The construction of these two facilities is just good sound city business," the commission's capital outlay report notes. "The present city hall is a three-level structure with over-crowded conditions and as the city grows and increases in population, these conditions will become more critical."

"The civic auditorium," the report observes, "is sorely needed for community events and to attract convention trade. With a convention facility, this community, for the first time in its history, could exploit convention possibilities and bring to this community a new type of business not previously enjoyed."

Final action on the proposed capital improvement program covering the five-year period ending in 1972 was taken during a 2½-hour commission meeting held in City Hall and conducted by T. Frank Williams, Commission Chairman.

Except for four additional street projects proposed by the commission, the off-street parking revenue bond retirement proposal and endorsement of the city hall-civic auditorium projects, the \$10 million program can be fully funded by normal revenues accruing to the city, Williams noted.

1. Extension of Hobbs street from Almond street to Broadway to provide a northern connector street to the North Vallejo industrial area now comprising Floyd Terrace which currently is being phased out.

2. Extension of Tuolumne street northerly and westerly to provide an east-west access road to the North Vallejo industrial area.

3. Development of a north-south thoroughfare east of Broadway from Sears Point Road to Sereno Drive to provide further access to the same area.

4. Construction of inter-connections linking Sonoma Blvd. and Marin and Sacramento streets along the north side of the Mare Island Railway tracks to provide easier access to major parking areas in the Marina Vista urban renewal project area.

Major public works projects included in the proposed capital outlay program are 18 street improvement jobs totaling \$2,349,000—all to be financed with state gas tax funds.

August 1 has been set as the final date for the completion of plans and specifications by the architects on the new main library building. Other dates set are: November 21, bid opening date; December 31, approval of the award of contract by the State of California; February 2, 1968, contractors are to be on the job.

Approximately \$43 million will be spent by the California Division of Highways over the next few years for 21 projects in Solano and Napa Counties.

Two of these projects are valued at an estimated \$9 million each. One, the building of nine miles of freeway along Route 29 from the Solano County line to Route 121 in the city of Napa, is inactive pending possible revisions to Napa freeway complex. The other will locate a freeway through Fairfield and Suisun in Solano County. Planning studies have been completed and a public hearing was held last month.

Other Solano County projects planned: To construct a new bridge across Sonoma Creek. Planning and design studies are complete. Acquisitions of rights of way are in progress. Construction is awaiting approval by State Lands Commission to transfer jurisdiction of lands and by the Corps of Engineers for a revised bridge height requested by the county. Estimated cost \$1.4 million. To convert 4.6 miles of present four-lane expressway to six-lane freeway from Pedrick Road to Yolo County line. In planning stage. Discussions continuing with County Board of Supervisors regarding location of connections to freeway. Design of interchange near Davis being studied with University of California and Southern Pacific Railroad. Estimate: \$5.7 million. To convert two-lane highway to four-lane freeway for 10 miles from Interstate 80 to Yolo County Line. In design stage. Interchanges planned at Midway, Allendale and Wolfskill roads. No estimate available. To repave Air Base Parkway. Near Fairfield. Under construction. Estimate: \$165,000. To construct additional eastbound lanes and upgrade traffic signal at Peabody Road. To be completed this year. Estimate: \$365,000.

The Benicia Arsenal has started with a hum of activity, erecting the new Humble Oil Refinery. Chicago Bridge and Iron is erecting the storage tank farm. Geo. F. Casey Co. are drilling the

foundation footings for the liquid fuel tanks. Biggie Crane & Rigging are assembling the new American cranes and transporting heavy equipment and materials for C. F. Braun. Braun themselves are unloading materials and building the refinery foundations.

Another area of activity is from the city of Napa, through Jamison Canyon, on Interstate 80. C. Norman Peterson is building the \$1,500,000 water treatment plant. Pittsburg-Des Moines are building a large storage tank and American Transportation will be erecting a huge reservoir at the plant. Lentz Const. Co. have been laying the pipeline from the water treatment to Napa. In Napa itself, several contractors have most of the city streets torn up installing sewer and water lines. Syar & Harms have resumed their operation at the Napa Sewer farm. McGuire & Hester is working on the main sewer transmission line from Napa to the Napa river. McGuire & Hester also have a large underground project in Benicia.

Recent contract awards in the area are as follows: Halback & Flynn, \$55,900 sewer line in Vallejo; Delta Pacific Const., \$30,202 at Carquinez Straits; H. J. McCue, \$98,988 sewer system on Springs Road; A. Teichert & Son, \$92,106 structure on Ulatis Creek; Syar & Harms, \$14,342 paving job at Dillons Point; Williams Const., \$110,510 to widen Redwood street in Vallejo; and Collet Const., \$117,073 street project in Fairfield.

## Committee To Review Safety Reg

SAN FRANCISCO — A seven-man committee, called by Jack F. Hatton, Chief, California State Division of Industrial Safety, will meet for the first time Tuesday, Aug. 29, to begin reviewing Construction Safety Order 1591(h) which requires roll-protection and other safety devices on certain earthmoving equipment.

Local 3 Vice President Dale Marr has been selected to represent Operating Engineers on the review board.

Aim of the committee will be to strengthen language on types and age of equipment that should come under the safety order. The committee will also seek to define more clearly terms, words and their application.

Safety Chief Hatton also indicated that there must be "a choice as to whether the Division maintains an approval system for items like emergency braking and canopies."

Other members of the committee include: G. E. Burks, Construction Industry Manufacturers Association; Dan A. Giles, Dinwiddie Construction Company; Warren Mendel, Executive Vice President, Engineering and Grading Contractors Association; Nelson B. Nissen, Chief Safety Engineer and Asst. Vice President Argonaut Insurance Company; Lyle Van Matre, Operating Engineers Local Union 12 and V. L. White, Assistant to the Chief, State Division of Industrial Safety.

## Obituaries

Name — City	Local Social Security No.	Register No.	Deceased
Black, Everett .....	3	1187160	7/14/67
Anna Jo Black—Wife	SS # 572-03-4492		
Healdsburg, Calif.			
Brown, Ray .....	3	563181	6/29/67
Adah Brown—Wife	SS # 464-07-1710		
Fresno, Calif.			
Bullard, Earl .....	3D	603497	6/26/67
Bertha Bullard—Wife	SS # 558-14-4267		
Olivehurst, Calif.			
Cole, Walter .....	3	257103	7/6/67
Adeline Cole—Wife	SS # 536-01-1875		
Santa Rosa, Calif.			
Dias, Frank .....	3A	868762	7/21/67
Eleanor Worley—Sister	SS # 700-09-6053		
Alameda, Calif.			
Godfrey, Al .....	3A	1119641	7/8/67
Dorothy Godfrey	SS # 315-14-6767		
Pinole, Calif.			
Foster, Thurman .....	3	416985	7/22/67
Ellen Foster McCleod—ex-Wife	SS # 523-05-2005		
Oakland, Calif.			
Heard, Billy .....	3	1187214	7/4/67
Bobbie Heard—Wife	SS # 436-14-6892		
Redwood City, Calif.			
Helms, George .....	3	688865	7/3/67
Kathryn Helms—Wife	SS # 463-10-8729		
Sacramento, Calif.			
Kortie, Howard* .....	3	969665	7/7/67
Barbara Kortie—Wife	SS # 501-12-9291		
Crescent City, Calif.			
Mason, James .....	3	707236	7/10/67
Sarah Mason—Wife	SS # 565-09-7178		
San Leandro, Calif.			
Mathews, Clarence .....	3	170959	7/22/67
Lois Weller—Daughter	SS # 552-05-3834		
San Bruno, Calif.			
Merriam, Lawrence .....	3D	1277005	7/7/67
Cliff Merriam—Brother	SS # 559-05-2014		
Auburn, Calif.			
Millard, O. E. ....	3	314286	7/16/67
L. E. Millard—Father	SS # 548-12-7749		
Arkansas			
Miller, Merle .....	3	688898	5/17/67
Bernice Miller—Wife	SS # 523-14-3956		
Mentone, Calif.			
Mills, Sr., Walt .....	3	338421	7/5/67
Walt Mills, Jr.	SS # 555-05-0755		
Stockton, Calif.			
Pfeffer, George .....	3	732108	7/1/67
Loretta Pfeffer—Wife	SS # 545-26-7432		
San Jose, Calif.			
Taylor, Lawrence .....	3B	440011	7/13/67
Lucille Williams—Daughter	SS # 440-05-0862		
Richmond, Calif.			
Traphagen, Lawrence ....	3	904787	6/12/67
Kathleen Traphagen—Wife	SS # 545-26-1412		
Pittsburg, Calif.			
Tucker, Onicy .....	3	354815	7/26/67
Mary Tucker	SS # 553-07-2032		
Sacramento, Calif.			
Watkins, Milton .....	3E	723885	7/13/67
Myrtle Watkins—Wife	SS # 558-07-9646		
Seaside, Calif.			
West, James .....	3	316752	7/16/67
Zella West—Wife	SS # 565-10-7924		
Carmichael, Calif.			

\* 1 Death due to Industrial injury.  
May, June, July  
74 Deceased members.  
2 Deaths due to Industrial injuries.

JACKSON SQUARE is not a square, but the block of Jackson between Montgomery and Sansome—this is part of the old Barbary Coast recently rehabilitated by a group of decorators who exploited the picturesque of the old buildings. It is the City's wholesale Center for interior decorators and is rapidly becoming famous among city planners as a more interesting solution to the problems of blighted neighborhoods than the usual one of simply demolishing everything and putting up another concrete block. One of these buildings is the Hotaling Building, a former distillery warehouse, which survived the 1906 holocaust and inspired the famous verse by Charles Field: "If as they say, God spanked the town for being over frisky, why did he burn the churches down and save Hotaling's Whiskey."



# Northern Cal Lakes Triple July Inflow

Inflows to Central Valley Project reservoirs doubled and tripled during July, filling several Northern California lakes to near capacity. The volume of water flowing into Folsom Lake increased 366 percent over the long-term June average, bringing the storage level up to 1,002,600 acre-feet, only 7,400 acre-feet from capacity. Inflows to Clair Engle and Shasta Lakes were well above the June average and Millerton Lake inflows increased three-fold.

According to Bureau of Reclamation Regional Director Robert J. Pafford, Jr., "This is one of the outstanding years of operation in Region 2."

Rainfall during July, the first month of the new precipitation year, was average at Reclamation lakes. Higher than usual stream flows at this time of the year are caused by late runoffs from huge snowpacks in the Sierras. Considerable snowpack remains at the higher elevations of the Sierras and will continue to produce runoff to the reservoirs until the unusually warm temperatures break to normal and below, according to Central Valley Operations Control Center engineers.

Weather conditions also influenced the delivery of irrigation water to croplands during July. Since spring was late this year, some crops have been maturing a month late while others are normal, making the scheduling of water deliveries difficult.

CVP generators set a record for July month production when they churned out 662,645,400 kilowatt-hours. However, this output failed to top June's production, the largest single-month CVP power output on record.

## UPPER SACRAMENTO, TRINITY

Storage in CVP reservoirs in the Upper Sacramento and Trinity River areas totaled more than 6.7 million acre-feet at month's end, said the Control Center. Shasta Lake held 4.1 million acre-feet; Keswick Reservoir, 22,480 acre-feet; Whiskeytown Reservoir, 238,280 acre-feet; Clair Engle Lake, 2.3 million acre-feet; and Lewiston Lake, 12,400 acre-feet.

The Corning Canal diverted 4,070 acre-feet from the Sacramento River during July, up 860 acre-feet from June.

## LOWER SACRAMENTO & DELTA

Folsom Lake reached peak storage for the season of 1,002,600 acre-feet, an increase of 4,300 acre-feet over June. Lake Natomas held 8,560 acre-feet at the end of July. Jenkinson Lake behind Sly Park Dam held 38,040 acre-feet at month's end.

In the Delta area, the Delta-Mendota Canal diverted 157,790 acre-feet, an increase of 35,530 acre-feet over June, and Contra Costa Canal carried 8,080 acre-feet during July, an increase of 1,700 acre-feet over June. Delta outflow averaged 24,100 cubic feet per second during July, a drop of 34,100 cubic feet per second from June's average.

## SAN JOAQUIN VALLEY

Water levels in San Luis Unit reservoirs were allowed to drop during July. San Luis Reservoir dropped 3,110 acre-feet to a storage of 140,890 acre-feet. O'Neill Forebay Reservoir storage fell to 35,460 acre-feet and Los Banos Detention Dam held 16,780 acre-feet at month's end.

Millerton Lake behind Friant Dam increased 122,800 acre-feet to 515,000 at month's end after

having been brought to a peak storage of 522,100 acre-feet on July 23. After flood control releases were stopped on July 11, the lake was regulated to develop a 1.32 foot surcharge. The surcharge allowed water to be spilled to the river below and was used for a time to satisfy downstream water requirements. It has since become necessary to augment river flows with releases through Friant's outlet valves.

Diversion from Millerton Lake to the Friant-Kern Canal measured 242,200 acre-feet, nearly doubling the June figure. The Madera Canal carried 78,220 acre-feet during July.

## OTHER PROJECTS

More than 1.3 million acre-feet of water were in storage in other Bureau of Reclamation reservoirs in the California portion of Region 2 at the end of July:

**ORLAND PROJECT** — East Park and Stony Gorge Reservoirs both dropped in water level, to 45,250 and 32,580 acre-feet respectively. Black Butte decreased to 98,460 acre-feet during the month.

**SOLANO PROJECT** — Lake Berryessa showed a slight drop in storage to 1,542,940 acre-feet. Putah South Canal moved 32,410 acre-feet during July, almost doubling the June total.

**CACHUMA PROJECT** — Lake Cachuma was holding 200,400 acre-feet in storage at the end of July, a decrease of about 4,000 acre-feet from the June 30 level.

**VENTURA RIVER PROJECT** — Lake Casitas' water level fell as storage declined to 137,400 acre-feet at month's end.

**SANTA MARIA PROJECT** — Releases from Twitchell Reservoir brought storage to 71,820 acre-feet at the end of July.

# \$70 Million Warm Springs Dam Okayed

**SAN FRANCISCO**—The Wunderlich Co. of Palo Alto was awarded the first major contract on the Army Corps of Engineers' \$70 million Warm Springs Dam and Lake Sonoma project near Cloverdale, Geyserville and Healdsburg in Sonoma County.

The \$632,548.60 contract calls for relocating three miles of the Stewarts Point-Skaggs Springs Road and constructing a 35-car parking and view area overlooking the dam site, Lt. Col. Frank C. Boerger, San Francisco district engineer, said. Work is to start within three weeks.

The dam, scheduled for completion in 1973, will be about 3000 feet long and 320 feet above the present bed of Dry Creek. The lake, covering more than 3000 acres, will have 65 miles of shoreline and extend 10 miles up Dry Creek and five miles up Warm Springs Creek.

## SURVEY NOTES

By  
MIKE  
WOMACK



**OAKLAND**—Computers and a radical new survey system will have to be adopted in the Eastbay in order to keep track of who owns which land according to a recently completed study by the Eastbay Council on Surveying and Mapping.

Earthquake experts have revealed that "creep zone" damage along the Hayward and San Andreas Fault have bent property lines badly in Richmond, Oakland, Fremont and Hollister. In fact, the Hayward City Hall, which straddles the active traces of the fault, is being slowly ripped apart.

Cracks can be seen at the entrance to the City Council chambers; running through the police department in the basement and the first floor lobby where tiles are out of alignment and cracks run through the City Planning Office.

Dr. Charles A. Whitten, a chief researcher for the U.S. Coast and Geodetic Survey, has proposed a new system of "time control coordination" in which a mass of survey data would be programed into a federal computer once a year and all surveys for the rest of the year would be based on that data.

Bay Area city engineers have indicated they would like to adopt the system immediately to solve legal problems that could come up involving property titles of thousands of parcels of land.

The system would imply an annual resurvey of most of the area east of the fault, especially the Oakland hills section.

Whitten noted that it is vital that a survey network be rigid. He stated that fault creep has moved basic survey monuments so much that it is no longer possible to adjust a triangulation network in the area.

Although a few scientists have doubted that the Hayward Fault ran so far north, others have confirmed activity of the creep area to San Pablo Bay.

From Milpitas to Richmond, two blocks of the earth's crust sliding past each other have created some 6½ inches of offset in recent years.

Curbs, streets, fences, sidewalks, utility pipes and property lines have been bent and other structures over the fault are being pulled apart at the seams.

Dr. Donald Tocher, director of ESSA's Earthquake Mechanisms Laboratory, and Tom Rogers, of the State Division of Mines and Geology, said that as much as 10½ inches of offset have occurred on the Hayward-Calaveras Fault at Hollister since 1929.

Tocher said creep is occurring on the San Andreas Fault south of Hollister and the Hayward Fault, but there is no evidence of creep along the 1906 San Andreas earthquake rupture north of Hollister.

What we hope is that this all adds up to is many more work hours over a longer period of time for our Local 3 technicians.

# East Contra Costa County Full Bore

By NORRIS A. CASEY, TOM CARTER, NILES COX,  
FRED GONSALVES, BOB MAYFIELD and GUY JONES

East Contra Costa County is running full bore throughout the entire county. Gallagher & Burke has several jobs ranging in size from 3 or 4 units to their big one in Moraga where Bros. Ed Marks and George Machado are doing a fine job with approximately 30 brothers working.

Other dirt spreads keeping the brothers busy are Oliver deSilva at Concord, Eugene Alves Const. in Martinez, and Martin Bros. in Concord and Pittsburg.

Robert Mulloy Co. has a housing project in Byron with approximately 20 brothers working here under the capable supervision of Scotty Jordan and this one should go on for another 2 months.

Another real big job here that has kept about 25 brothers going has been Valley Engineering pipeline and will last most of the summer. Other pipelines in the country are under construction; they are Alex Robertson, Cabildo, Lyle Smith Co. and Frank Beach, Inc.

Gordon H. Ball is finally starting to get rolling on their \$12.3 BART Freeway Job and this job at peak will take about 60 engineers. Brother Sam Martinelli is the project manager on this one and the relationship with the Union and the Employer has been excellent.

The first major construction contract for the multi-million dollar research center of Kaiser Aluminum & Chemical Corp. at Pleasanton, has been awarded to Haas & Haynie Corp. of South San Francisco.

The contract is for construction of two principal structures, the administration and laboratory buildings, which include half of the research center's total gross area of approximately 325,000 square feet. Work will commence immediately.

Bids will be called soon for construction of the other four major buildings of the complex — metallurgical, chemical, and refractories process laboratories and the product development and shop building — as well as for landscaping the 76-acre site.

Completion of the research center, which will further integrate and enlarge Kaiser Aluminum's research and development programs is planned for the latter half of 1968.

The Scrap Yards are all busy at the present time with some of the yards working two (2) shifts. The export business is expanding greatly in the East Bay. The Nicolai Joffe Corp. in Richmond have Operating Engineers on all cranes.

Baxter Pole in Alameda have a grim outlook for the future, with no sales in sight. We were able to place the Brothers employed there on various jobs in our industry.

Peterson Tractor in San Leandro have spent a young fortune on their Engine Rebuild Dept. and various departments throughout the shop. They have hired several of the Brothers in the past few weeks in all classifications. Peterson Tractor employs approximately two hundred (200) of Local 3's members.

Errol Kister is well underway with the dirt moving on the Tara Hills job in Pinole. He is moving 350,000 yards of dirt for construction of a 260-unit trailer park. This job should keep 10 to 12 men busy for about 3 months.

Sayer & Harms have completed one section of Silver Constructors' Casa Canada job, but they are about to start another one adjacent to it. On the new one they will move 150,000 yards of dirt for home building lots. There will be 8 to 12 pieces of equipment for about 1 month.

Souza Constr. of Marysville has moved in on their \$288,000 Berkeley Marina job. Laurentzen Co. of Big Break is going to drive sheet piles for the launching ramp.

# Widow Thanks Members!

Modesto, Calif.  
July 17, 1967

Dear Members:

Words cannot express my thanks of the many friends and co-workers of the Operating Engineers for their kindness in the recent death of my dearly beloved husband, Harold W. Johnson. Thanks so very much for the beautiful white Bible.

Yours Sincerely,  
Wenona Johnson

## Union Wage Scales

Wage scales of all unionized building trades workers averaged \$4.59 an hour on July 1, 1966, according to the Labor Department's 60th annual survey of such scales in cities of 100,000 population or more. Journeymen had an average scale of \$4.84 an hour.

## ENGINEERS NEWS

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# Box Canyon Dam At Mt. Shasta Has Green Light

By LAKE AUSTIN  
and LOU BARNES

We are still optimistic that even tho we have had our day with Dams in our area—we will still have another. As of this writing we have just received word that Vinell Corporation will be awarded the Box Canyon Dam at Mt. Shasta. It is also hopeful that they will get started some in 30 days—this will take a little pressure off of our jobless roster.

Roy L. Houck Sons' have resumed paving on the freeway job north of Yreka. A number of Brothers are off because of the paving but will go back to complete the work for the other two lanes before too long. This project has been a life saver for a number of our Brothers and the only job in our area going hours.

## 50 ON FREEWAY PROJECT

Ray Kizer & R. A. Heintz are going full tilt on their freeway project north of town. At the present time they have 50 Brothers working 5-9's. These boys will be working most of the winter with the termination of the project to run into 1968.

Fredrickson & Watson are working 5-9's on the 9 miles of realignment and paving hiway 99 north Redding interchanges. This project will run at least to the first of 1968. At the present time they have approximately 65 Brothers working on the road and at the rock plant. This job has helped to shorten the Out of Work list.

J. F. Shea Company was low bidder on a resurfacing job in the Redding area in the amount of \$13,510. They were also low bidder on 11.4 miles of surfacing of existing hiway w/A.C. between boundary of Lassen Volcanic National Park and 2.0 miles of Route 89 near Old Station in Shasta County.

A. Teichert & Son of Redding

picked up several paving jobs. One on Placer Street in Redding between San Francisco and Wisconsin Avenue, another on Pine Street, another on Cypress Street and still another in the Canby area in the amount of \$196,280. They are also paving .2 miles west of Hillcrest Drive, a truck inspection area to be constructed by grading and surfacing with asphalt concrete.

W. Jaxon Baker are going full tilt on their job on Placer Street with their asphalt plant right on the job. They have just about completed the 4 miles of 4 lane expressway that started the first of June and have moved on to hiway 36 working 5-9's.

Fredrickson & Watson are dressing up the north end of their canal job and have moved most of the men to the south end of the canal. There are approximately 60 Brothers on the job and will have work until October of '67. This lengthy job has helped us considerably.

## RUGGED TERRAIN AHEAD

Power City Construction is working 5-10's with 13 Brothers and at least 60 days yet to go over some of the most rugged terrain. At the present time they are having some good weather but have had lots of rain until quite recently.

O'Hair has his plant set up at Madeline, Lookout and also North of Redding. With several of these jobs going with at least 20 working—this will also continue for a couple of months.

## LOGGERS CHOOSE OP #3

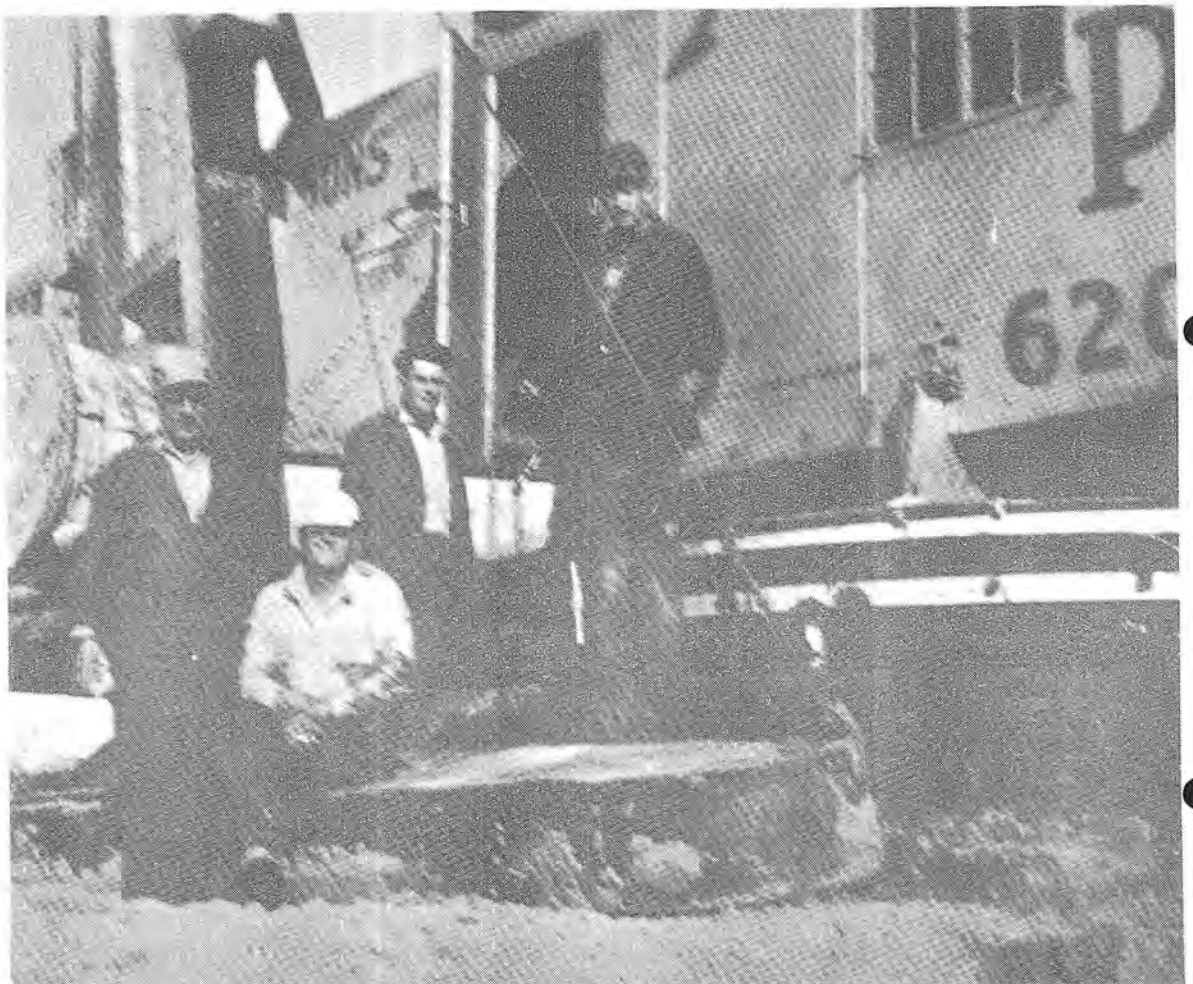
The timber fallers, log truck drivers and other woods workers from the Cascade Logging Company and Baugh Company voted to be represented jointly by Operating Engineers and Teamsters Local Unions.



BUREAU OF RECLAMATION transmission line running from the Oregon line to Round Mountain, approximately 90 miles over rough and rugged terrain. Power City Construction Company.



THE BIGGE GANTRY above is also being used by Fredrickson Watson Construction Company on the Corning Canal to raise and lower trimmer and slip form paver over the structures that have been erected.



INFORMAL POSE of part of the crew of the Page 620 shown above during tea break—tea break?

Troy Manzer was the operator.



# SWAP SHOP CORNER: Free Want Ads for Engineers

## FOR SALE

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

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

**BACKHOE ATTACHMENT**, for loader, quick detachable type, adaptable for 933 loader or comparable type of loader. \$2,250. or best offer. W. Mulhair, 281 Farallones Street, San Francisco. Phone: 333-9006. Reg. 1:57905. 6-1.

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

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

**WOODED VIEW** lot, 1.2 acres, water system, paved roads and power. Near Pine Acres Resort, 10 miles above Jackson, Calif. \$5,500—\$3,100 down, \$50 per month. John W. Foote, Route 2 Box 103 K-19, Oakley, Calif., Phone: 415-625-2394. Reg. 1121927. 6-1.

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

**EL DORADO COUNTY** mountain, sub division bordering National Forest. 1.6 acre corner location, utilities and paved streets, close to rivers and lakes, see to appreciate. Offer. Stoney L. Marlow, 712 Duke Circle, Pleasant Hill, Calif. Phone: 689-3257. Reg. 1115417. 6-1.

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

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

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

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

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

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

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

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

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

**D-8 CAT 14 A** excellent cond. \$14,000. John Escover, 19970 Herriman Ave., Saratoga, Calif. Ph. 408-887-4425. Reg. 408040. 6-1.

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

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

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

**1959 15-FT. BACK-DORSET** glass boat, 35 Evenrude, Holsclaw tilt (tr., new tires. 2 swivel front seats, back seat. \$750 or trade for 14 or 16-ft. camp trailerhouse equal value. See at Long Valley Fire Dept., Laytonville, Calif., or write James B. Nichol, P.O. Box 328, Laytonville, Calif. 95454. Reg. 699424. 6-1.

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

**66 1 1/2-TON H.D.** Intl. Truck 2 speed nospin ser. truck w/Lincoln welder, Victor cutting rig, compl. pr. winch w/16-foot folding poles. E. R. Doerflinger, Box 605, Carlin, Nev. Ph. 754-6538. Reg. 1054863. 6-1.

**61 FORD** backhoe, T3-40 International loader, Davis backhoe—mounted on 35 Ferguson w/plst. hole attach. and scraper, 2 dump trucks, tilt trailers, bantam truck crane. M. B. McDaniels, 929 McLaughlin St., Richmond, Calif. 94805. Ph. 234-2376. Reg. 265794. 6-1.

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

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

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

**1 ACRE**, 1 bdrm house, septic tank, water, phone, elect., some trees. Paradise, Calif. \$4,550. Patrick Linn, 6132 Main Ave., Orangeville, Calif. 95662. Reg. 224319. 6-1.

**VERY SMALL** low-boy transport, 1952 International, good cond. \$1,695. Oiler on Chev. truck, good cond., \$575. John E. Brown, 4798 Minns Dr., San Jose, Calif. 95123. Ph. 269-6342. Reg. 434969. 6-1.

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

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

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

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

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

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

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

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

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

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

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

**2 1/2 ACRE LOT** in Calif. Valley, 45 miles east of San Luis Obispo. Will sell or trade for Pickup or 14 or 16 Camper Trailer for part or cash. \$1,500. W. H. Grather, 825 17th St., Eureka, Calif. Reg. 1192499. 7-1.

**2V CAT** with 13A Kit, Wet Deck, L. P. Scraper, 12 to 15 yards. Shelter Cove Lot, single home lot, on ninth golf tee, almost level ground. Ron Giliardi, 604 Elm Drive, Petaluma, Calif. Ph. 73-0824. Reg. 1124510. 7-1.

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

**FOR SALE**, Lathe, 6" Le Blond; Quick change metal lathe, good shape, accurate; make offer. J. Hollinger, P.O. Box 889, Willits, Calif. Reg. 1216304. 8-1.

**WILL SELL** or trade 5-car garage & vacant lot, Burbank, J. Hollinger, P.O. Box 889, Willits, Calif. Reg. 1216304. 8-1.

**FOR SALE**—3 1/2 Acre, wooded lot near Airport in Tahoe Paradise. Zoned multiple, up to 14 units. William A. Johnson, 4000 East Ave., Hayward, Calif. Phone: 582-3722 or 536-1259. Reg. 889126. 8-1.

**FOR SALE**, 4 bdrm., 2 bath home & adj. lot. Built-in elec. kitchen with D.W. refrig & disposal. A/C & central heat, carpets, drapes, washer & dryer. Fenced back yard & covered patio. House leased for \$220. \$30,000. Carol K. Kirk, 3318 Billie St., Fair Oaks, Calif. Reg. 496013. 8-1.

**FOR SALE**, 1 bedroom furnished cottage. Good neighborhood. Orange trees, shade, cable T.V. Close to stores, park, recreation. Low Taxes. Furnished. \$6,000, flexible terms, less for cash. E. G. Blackman 1115-1st Ave., Oroville, Calif. Phone: 533-3208. Reg. 445742. 8-1.

**FOR SALE**, New wheel, tire, jack for Volkswagen. \$25.00. Phillip Schrag, 2315-9th Ave., Oakland, Calif. Reg. 1270888. 8-1.

**FOR SALE**, AFB 4Bbl Racing Carburetor and manifold for Pontiac, 1961 to 1966. 2315-9th Ave., Apt. 8, Oakland, Calif. \$20.00. Reg. 1270888. 8-1.

**FOR SALE**, Antique Dodge Touring Car, 1915. Restored. Lots of parts. Take all for \$2,500. Herb Erickson, 640 Granger Ave., Sacramento, Calif. 95838. Reg. 515902. 8-1.

**FOR SALE**, 2 bdrm. rustic home. San Leandro area. Near freeway-hospitals-school-buses. Lg. yard—fruit trees—beautiful Bay view. \$13,900.00 cash or \$1800.00 down with \$12,133.34 bal. Payments \$100.00 per month. Fred G. Johnson, San Leandro, Calif., Reg. 1051308. 8-1.

**FOR SALE**, 1956 F-600 Dump Truck. 5-speed transmission. 2-speed rear end. Tip trailer for rubber tire backhoe. \$2,250 for both. 1-electric welder, 250 amp., \$300.00. Gordon S. Johnson, P.O. Box 554, Hayward, Calif. Reg. 267678. 8-1.

**1963-850 FORD**, 10 yd. dump, dual drive. 534 eng. Transis Omatic trans. Very good condition and clean. 1959 Ford ranch. 352 eng., cruise omatic trans, power steering, power brakes, chrome wheels and is clean. Henry P. Sand, Jr., 43242 Osgood Rd., Fremont, Calif. Phone: 656-5023. Reg. 1101983. 8-1.

**FOR SALE**, trailer house, good condition. 1961 Budget, 16x40, 3-bedroom Expando. Cooler and 10x33 awning inc. my equity, buyer assume payments. Willie "Ted" Crain, P.O. Box 281, Plymouth, Calif., 95669. Phone: 209-245-3388. Reg. 1171783. 8-1.

**22' STREAMLINER** Trailer fully self contained with twin beds, with Darling circulating heater and air conditioner. 2 axles. Call 448-9325. Code 707. Danny O. Dees. Reg. 272441. 8-1.

**FOR SALE**, Paving & Grading Business on 3 acres, 2 bedroom house, big shade trees. New shop 35x30. Blade, Loader, 2 Bob Tails, Roller, Dist. Tilt Trailer, chip spreader, welder, torches & tools. Or will sell all equipment less house & lot. Harley Washburn, 1903-7th St., Oroville, Calif. Phone: 533-3027. Reg. 399451. 8-1.

**FOR SALE**, 17 ft. cabin cruiser, glass over wood; Selma trailer with 3 new tires; 1963 Merc 600 outboard motor, \$800. Frank W. Wilson, 145 Rose Lane, Los Banos, Calif. Phone: 826-1450. Reg. 336991. 8-1.

**FOR SALE**, two and one third acres, two acres standing timber, two bedroom house, good well. Price \$12,500. L. H. Harlow, P.O. Box 313, Fort Bragg, Calif. Phone: 964-4495. Reg. 429142. 8-1.

**10 ACRES**, \$3,200 full price. Hunting land, small creek, private road, fishing creek nearby, near Mt. Hamilton, San Jose. Anthony Goularte, 455 Oak St., Mtn. View. Phone: 961-3399. Reg. 622749. 8-1.

**FOR SALE**, two wooded acres, pond, very good rebuilt well, new cut flat road, small, near new trailer. \$8,500.00 cash. J. H. Hollinger, P. O. Box 889, Willits, Calif. 95490. Reg. 1216304. 8-1.

**7000 OLD BOTTLES**, 46c each. See at #50 Helms, near Jolley Cone, Willits, J. H. Hollinger, P.O. Box 889, Willits, Calif. 95490. Reg. 1216304. 8-1.

**FOR SALE**, by owner: 1-Davis chain type trencher, \$300; 1-Jaeger 1 1/2-in. pump with hoses, \$85; 1-Dietzen survey transit, \$75; set of Victor gauges, hose, brazetins cutting torch, \$20. Please call Herb Hefstead at SE 1-2048. 2667-18th Ave., San Francisco. 8-1.

**WILL TRADE** Hopto backhoe mounted on 1 1/2 Ford truck, \$2000 as part payment for 977 Cat loader or small crawler backhoe. Bill Yates, P.O. Box 1418, Colfax, Phone: 346-2300. Reg. 598651. 8-1.

**FOR SALE** or trade, 7 1/2x16 ft. 1966 self-contained Travil trailer, for 8x35 ft. A. S. Chapman, Fair Oaks, Calif. Phone: 961-9630. Reg. 581468. 8-1.

**FOR SALE**, Cat 10. Good condition. Also 705 B Barber Green mobile ditcher, just rebuilt. A. S. Chapman, 5113 Illinois Ave., Fair Oaks, Calif. 961-9630. Reg. 581468. 8-1.

**WILL TRADE** equity in three bedroom home for 8x35 ft. mobile home. A. S. Chapman, 5113 Illinois Ave., Fair Oaks, Calif. Reg. 581468. 8-1.

**5 ACRES**, house, arena, barn with stalls and tack room. 1/2 acre irrigated pasture. Fred Wilberg, 3645 Primrose Ave., Santa Rosa, Calif. Phone: LI 5-1493. Reg. 1152925. 8-1.

**FOR SALE**, 28 acres, 14 miles from the heart of Chico on highway 99E, \$18,000 or best offer. John McCanless, 1020 Sarah Ave., Chico, Calif. Phone: 343-4852. after 4 o'clock. Reg. 524687. 8-1.

**14 ACRES WALNUTS** for sale in Marvsville area. Old type home and nearly finished new home. Will sell all or part. Bruce Cameron. Phone 916-743. Reg. 1059689. 8-1.

**22' STREAMLINER** Trailer fully self-contained with twin beds, with Darling circulating heater and air conditioner, 2 axles. Call 448-9325. area code 707. Danny O. Dees. Reg. 272441. 8-1.

**RETIREMENT HOME**, located above flood level on Klamath River at Orleans. New, modern, all-electric, 2 bedrooms, 1 1/2 bath, 1/3 acre. Sportsman's paradise & year 'round living. \$17,000. F. Delaney, Orleans, Calif. Ph. 916-627-3319. Reg. 1219553. 8-1.

**FOR SALE**—64 Ford Major 5000 14 1/2 ft. Ford Hoe, With 12", 18", 24", 30", 36" Buckets & Loader, 65.10-ton Buhl Tilt Trailer, 37 Chev. 2-ton dump truck. \$8,000.00. Reg. 773001. Gay Weir, 3504 Q St., North Highlands, Calif. 95660. Phone: 332-9736. 8-1.

**FOR SALE**—22-acre parcel choice river-front property (Bear River), 3 mi. State Highway 20-7 mi. Interstate 80. Big trees, electricity, water, hunting, fishing. Less than \$1,000.00 an acre. Harold W. Sousa, 205 Poshard St., Pleasant Hill, Calif. Ph. 934-4997. Reg. No. 754385. 8-1.

**FOR SALE**—1965 Harley Davidson Electra-Glide—full dress, perfect condition. 34,000 miles, new tires, best offer over \$1,000. Gene Browning, 1891 San Jose Ave., Concord. Ph. 686-5547. Reg. 1121753. 8-1.

**FOR SALE**—1954 Chev. 1/2-ton pickup. \$150.00. Good motor & tires. Owner retired. A. L. Pitts, 2111 Pullman Ave., Belmont, Calif. Phone: 591-6635. Reg. No. 309679. 8-1.

# Good Weather Spurs Projects In Marvelous Marin County

By WAYNE (Lucky) SPRINKLE

The out-of-work list is going down—however, we do not have the work that we have had in the prior years—as a result, we still have quite a few members on the out-of-work list. However, the good weather finds quite a few of the brothers working!

Following is a run-down on jobs in progress at the present time:

**MAGGIORA & GHILOTTI** have a few jobs in the area which are in the final stages. We are hoping that they will pick up some new work.

**BROWN-ELY** Airport job at Novato is underway.

**ELMER WENDT** is also at the Airport, sub for Brown-Ely—and at present have two draglines working in the mud and moving very slow.

**McGUIRE & HESTER**—Corte Madera job is off to a good start and keeping a few members working. Their job at Hamilton

# Copper Talks Open

**SALT LAKE CITY**—A special team of federal mediators was assigned to get stalled copper strike talks moving again at the request of the governors of five western states.

Dir. William E. Simkin of the Federal Mediation & Conciliation Service announced that Disputes Dir. Walter Maggiolo, FM&CS Staff Rep. Dan Edwards, and Prof. James J. Healy of Harvard University met with the governors of Arizona, Montana, Nevada, New Mexico and Utah at their request.

The governors acted after hearing a report from union negotiators at a recent governors' conference here that there has been no real bargaining before or since the July 15 walkout of 37,000 workers in the non-ferrous metals industry. The state executives then urged White House and Labor Dept. intervention to get the parties back to the bargaining table.

The mediation team confined its efforts to labor and management representatives at Kennecott Copper Corp., largest of the domestic copper producers. As a result, negotiators held one meeting and scheduled another. Talks at the other seven companies involved in the strike were largely recessed, subject to further recall.

Operating Engineers and 19 other unions with members on the picket lines reported that coordinated bargaining committees met with no response at abbreviated meetings with negotiators for the Anaconda Co. and the American Smelting & Refining Co.

Anaconda "refused to change its original offer and maintained that negotiations... were locked into an industry-wide decision," Co-Chairman Barney Rask said for the all-union committee.

Major unsettled issues that led to the strike are wages, improved pensions, and a living-cost escalator provision.

Union bargainers at Anaconda gave management a wage comparison showing that underground miners at Butte, Mont., got \$21.43 a day under the most recent contract compared with \$23.88 a day for local grocery clerks, \$24.41 for milk driver-salesmen, \$25.80 for retail and wholesale parts employees.

Journeymen electricians at Anaconda earned \$23.50 per shift as against \$29.92 at the Montana Power Co. and \$33.20 for building trades electricians, the comparisons showed.

"In short, all Anaconda workers are underpaid," the unions charged. Company officials refused to accept the wage comparisons, saying the process was like "comparing apples and oranges" because "company pay rates cannot be compared with any others."

## 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.

## WANTED TO BUY

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

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

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

Air Force Base is just getting started.

**MILLION DOLLAR SCHOOL CONTRACT IS AWARDED**—\$1,290,695 to E. C. Anderson Co. of San Francisco to construct Sinaloa Jr. High School at Wilson Ave. and Vineyard Rd. in Novato.

**PARK ROAD CONTRACT**—Darkenwald Construction Co. of Sacramento was awarded the contract to build a 3.944-mile gravel entrance road into Pt. Reyes National Seashore. Construction will start as soon as the clearing is done by Gravelle & Gravelle.



# OLD TIMERS' CORNER



NORTH PLATTE RIVER gets a face-lifting from a Bucyrus 30B model during the digging of the sump for spillway of the Kingsley Dam near Agalala, Nebraska in 1937. Operator was Troy Manzer, a long time member of the Operating Engineers, who now resides at 1613 Merian Drive, Pleasant Hills, California. Brother Manzer sent the

Engineers News a number of photos featuring old equipment in operation. We will try to run them from time to time. Any other old timers having historical photos that are in printable condition are encouraged to send them to E.N. We will copy same and return them to you in good shape.



BROTHER TROY MANZER was the operator on this Page 620 walking-type rig when it was used on an irrigation canal at Gathenburg, Nebraska

in 1938. The 8-bucket gem is shown crossing the North Platte River.

## CREDIT UNION

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

## HEALTH AND WELFARE- PENSION ADMINISTRATION OFFICE

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

## EN Seeks Retiree Features

Your *Engineers News* is interested in gathering some material for a series of features on our retired members. We would like information such as "How to Stretch the Pension Dollar," "Vacationing on a Limited Income," "Two on a Pension," and any other suggestions you might have that would help those retired or about to retire.

Tips on hobbies or recreation on a regular basis would also provide subjects for features.

Cost of living in the various areas, the climate and other news of interest to pensioners and old timers will be welcome.

Of course, pictures of all kinds will add to interest in the features. Please send all photos and copy: *Engineers News*, Att. Al Clem, Editor, 474 Valencia St., San Francisco, California 94101.



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

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Clip and mail to *Engineers News*, 474 Valencia St., S. F., Calif. 94101

## Personal Notes

### SAN JOSE

We would like to extend our condolences to the families of the following Brothers who recently passed away: Frank Brewer, Milton Watkins, George Pfeffer and James Bragg.

Our thanks to Wm. C. Grossi and James L. Packer, who donated blood to the Engineers Blood Bank in Santa Cruz.

### STOCKTON—MODESTO

It is with sincere sorrow and heartfelt sympathies we report the passing of Brothers Harold Johnson, John Ard, O. E. Millard and Ira Perkins. We also extend our sympathies to their families and friends.

The following Brothers were hospitalized or under a doctor's care the past month: Carl F. Graber, Harold Walker, Bill Chase, Alvin Spence, Sherman Allen and Jack Skinner.

Brother Al Niblock, who was employed in Thailand and now Saigon, is home vacating for a month before he returns. Brother Niblock has some interesting observations on conditions in Vietnam.

### EUREKA

Brother Earl Horn has been released from the St. Joseph Hospital in Eureka. He recently was released to his home where he is reported doing nicely.

Brother James Frasier has been released from the hospital and is recuperating at home.

We wish to express our sympathy to the family of Brother Howard Kortie who was killed July 7, 1967 in an industrial accident.

### OAKLAND

Sincere sympathy to the family and friends of the late Bro. James Mason. Brother Mason was a long-time crane operator for Pacific States Steel.

Speedy recovery to Bro. Grady (Cowboy) Boen who underwent recent surgery at Eden Hospital. Brother Boen is Shop Steward at American Forge Co.

### REDDING

We express our condolences to Brother Gene Babcock and his family in the loss of his wife who died July 17th after a lengthy illness.

We wish to express our sympathy to the family and many friends of Brother Kenneth King who died June 24th of a heart attack.

A speedy recovery to Brothers Mike Maginnis and Ed Smith. Hope to see them back on the job soon.

### MARYSVILLE

Recent deaths in the Marysville area include: Brothers Kermit Crabtree and A. W. Lunkley who were killed in auto accidents, and Sam Anderson, Harl Stewart, Charles Gardella, Warren McQueary, J. L. Croy, Earl Bullard and L. C. Merriam.

Hospitalized this month were Alonzo Crawford, Fred Muns and Bob Martin.

### SAN RAFAEL

Best wishes for a speedy recovery to Brother Fred Montoya, Sr., confined at Novato General.

Our thanks to Brother Henry Hahne for his blood donation. Congratulations to Brother Tom Palmer and his new bride who said "I Do" on July 29th . . .

Congratulations to Brother "Ozzie" Wilbor who became a very proud grandfather—his first grandson—passing out the cigars like mad!!!!

### SACRAMENTO

We would like to express our sympathy to Brothers J. C. Johnson and Charles Sweets, who lost their wives during the past month.

Also, our sympathies to the family and friends of Brothers George Helms and Oney Tucker who passed away recently.

The family and friends of Brother Oney Tucker express their deepest gratitude to Brothers George McFadden, C. M. Johnson, Herb De Shazer, Al Bobo, Jack Hall and Swede Froh, who were pallbearers for Brother Tucker.

The Sacramento blood bank is running very low due to the fact that several of our Brother Engineers and their families have needed large amounts of blood. Don't forget your blood bank needs blood.