

# Master Tech Pact Now Ratified

"Serving the men who move the earth!"

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## ENGINEERS NEWS Union Gains Top Wage Agreement

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



Vol. 27—No. 8

SAN FRANCISCO, CALIFORNIA



August, 1968



TECHNICAL MASTER AGREEMENT is signed by Local 3 Business Manager and International Vice President Al Clem, as Bill Wright, Vice President of Wilsey & Ham; Secretary of Bay counties Civil

Engineers and Land Surveyors Association Inc.; and Chairman, Employers' Negotiating Committee and Mike Womack, Local 3's Technical Engineers Business Representative, look on.

One of the best Technical Engineer Master Agreements ever negotiated went on the books this month following ratification by members of Operating Engineers Local Union No. 3, International Union of Operating Engineers, AFL-CIO. The new agreement will cover members working in the forty-six Northern California counties and Northern Nevada.

International Vice President and Local 3 Business Manager Al Clem said the new contract went into effect the 1st of August, 1968 and would expire on the 15th of June, 1971. Mr. Clem said he felt both signatories, Bay Counties Civil Engineers & Land Surveyors Association, Inc. and the union, had worked hard to hammer out a fair Master Agreement.

"We are satisfied that this is a contract that both the union and the employer can live with," said Clem, "and our main objective now is to advocate at every level of government and industry the need for non-stop construction programs that will keep our economy moving ahead and provide jobs for all our members."

Local 3 President Paul Edgecombe worked diligently and on a very short deadline to gain current coverage for the city and county personnel working within the jurisdiction of the new technical agreement. Edgecombe's last minute efforts (he had twenty minutes left for inclusion of the new wages in the annual budget) gained a maximum increase in wages and fringes for some \$950.00 annually.

The new Master Agreement will provide a wage increase of approximately seven-and-half percent (7½%) average per year plus sixty-five cents (\$0.65) fringe benefits plus vacation pay, previously based on straight hour computation, will now be based on gross annual earnings under the new agreement and can boost this fringe benefit dramatically. For example: By the end of this contract a Party Chief with the reasonable average of 100 hours overtime would gain \$298 of vacation pay more than in the previous contract.

Other highlights of the Master Agreement include acceptance of the "test qualifying procedure" ratified by the membership in February and providing protection for the present labor pool.

**2.07 NON-DISCRIMINATION.** No Employee covered by this Agreement shall be discriminated against by the Employer, an Individual Employer or by the Union by reason of race, creed, color, sex or national origin, membership or non-membership in the Union or any Union, except to the extent that membership in the Union shall be a condition of employment as provided in Section 2.03 and membership in the Union shall be available to all Employees covered by this Agreement desiring membership in the Union on the same terms and conditions generally applicable to other members.

**2.09 JOB PLACEMENT CENTER.** In the employment of employees covered by this Agreement, and providing competency, efficiency, skill and ability are satisfactory, of which the Individual Employer shall be the sole judge, the Individual Employer shall call the Job Placement Center servicing the job or project for which such employees are needed and the Job Placement Center shall dispatch from the appropriate field survey Out-of-Work List, persons qualified under Section 2.15 for the classifications requested by the Individual Employer in accordance with the procedures provided in this Agreement, within twenty-four (24) hours (not including Saturdays, Sundays and Holidays) of the time they are requested if they are available and, in the event they are not employed or cannot be or are not dispatched within such period, the Individual Employer may employ any person with the minimum qualifications established for the requested classifications and shall arrange for a dispatch to be obtained for him from a Job Placement Center within twenty-four (24) hours of the commencement of such employment to such employee and such dispatch shall upon request be issued to the employee. The Individual Employer shall within twenty-four (24) hours of the employment of such employee, arrange for such employee to establish his qualifications pursuant to Section 2.15. If found not qualified, such employee shall be terminated immediately and not perform any further field survey work.

**2.11 REQUEST BY NAME—"A" LIST.** Upon the Individual Employer's calling the Job Placement Center if he so requests, he shall be advised of the names of the Employees registered for employment in the classifications requested and may request any Employee on the "A" List by name. After such request, the Individual Employer shall furnish the Job Placement Center with written confirmation of the request.

**2.12 REQUEST BY NAME—"B" LIST.** If there are no Employees on the "A" List satisfactory to him, then any Employee on the "B" List may be requested by name. After such request, the Individual Employer shall furnish the Job Placement Center with written confirmation of the request.

### 2.15 JOB PLACEMENT REGISTRATION.

(b) All employees who have earned one (1) Employment Credit or more prior to March 1968, employed under an appropriate Technical Engineer Agreement, or the equivalent thereof as determined by the Northern California Surveyors Joint Apprenticeship Committee, are qualified and eligible to register for employment on the Out-of-Work

See TECH AGREEMENT page 4

## Labor, Employers In East Set Minority Training Plan

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WASHINGTON — Two multi-employer programs in Ohio and Pennsylvania to hire and train minority group members as Operating Engineers under Federal equal employment opportunity regulations have been announced by Labor Secretary Willard Wirtz.

The programs, sponsored by contractors' associations and local unions of the Operating Engineers in both states, will place special emphasis on reaching persons who might otherwise be disqualified and preparing them for entry into the industry as "apprentices-in-training."

Those involved in the training programs are: The Ohio Contractors Association, in conjunction with Local Unions 18, 18A, 18B, 18C, and 18RA, International Union of Operating Engineers (IUOE), AFL-CIO; and the Contractors Association of Eastern Pennsylvania, United Contractors Association, and the Pennsylvania Excavating Contractors Association, in conjunction with Local Union 542 and its affiliates, IUOE, AFL-CIO.

The Labor Department's Office of Federal Contract Compliance (OFCC) accepted the two pro-

grams in lieu of the conventional contract-by-contract approach of deciding affirmative action Under Executive Order 11246.

Both the Ohio and the Pennsylvania groups have committed themselves to:

- Positive programs of apprenticeship recruitment and selection which will attract minority groups to the apprenticeship programs.

- Joint training programs which will provide journeymen with sufficient skills needed to operate a variety of highway equipment, thus expanding their opportunities for work.

Each program will have its own Joint Apprenticeship and Training Committee, which will provide the training sites and the necessary equipment to prepare the apprentices for immediate employment as "Apprentices-in-Training." The committees will be composed of representatives from both the contractors' associations and the local unions.

While journeymen will be offered training on a variety of highway equipment, apprentices will be offered remedial training and will be given the exposure necessary to familiarize them with the

operation of heavy equipment.

Apprentices will also be given the testing, counseling, and services necessary to prepare them for entry into the industry. In addition, a more effective outreach—or recruiting—program will be developed to attract potential apprentices.

In a letter to heads of Federal agencies, OFCC Acting Director Ward McCreedy said that where a bidder in this program is a member of a participating trade association, this activity constitutes acceptable affirmative action with respect to his employees who are Operating Engineers.

A statement of such participation, he said, should be accepted in lieu of that portion of a required affirmative action plan which would otherwise be directed to this job category.

If the low bidder intends to use construction craftsmen in other categories usually described as the mechanical crafts (electrical, iron-work, plumbing, pipefitting, sheet-metal), alternative means of determination for affirmative action programs will apply, unless similar multi-employer programs have

See MINORITY page 4





## Collectively Speaking with Al Clem

While the work picture is not what we anticipated it would be for the members at this time of the year, we have been extremely busy.

You will note in other portions of the paper that we concluded our negotiations with the Land Surveyor Contractors and the Dredging Industry. In both instances we received an extremely good agreement and they were ratified.

We also concluded the negotiations with the Pile Driving Contractors Association and perhaps before you receive this paper, we will have conducted the ratification meetings.

There is one major contract to negotiate this year and this is in the Building Material Industry, and we are hopeful that by the time this paper reaches you that this contract will be concluded.

We are conducting negotiations in Guam at this time. Due to the fact that some of the contracts have expired, we are very anxious to get them renewed as soon as possible.

We attended the California State Building Trades Convention which convened at the International Inn in Los Angeles. Brother Ray Cooper, District Representative in Eureka was re-elected to the Executive Board and Brother Byron Deavers who has served as President for a number of years retired. This spot was filled by Jimmy Lee, a very able labor man and a friend of Local 3. This position is extremely important to us for the State Building Trades in conjunction with our legislative representative handles most of the legislation dealing with the Operating Engineers and since the passing of Jim Meehan, it is very important that we have a knowledgeable man such as Lee in this spot.

I would like to take this opportunity to thank those who took so much interest in their union to cast their ballots in the recent referendum vote for the amendments to our union By-Laws. The By-Laws were approved by an overwhelming majority. You will note in another section of the paper where Price Waterhouse will certify as to the election and the number of votes cast. It is those who take interest in their union and vote in the elections which do so much to improve the conditions of all employees, for only by ascertaining your wishes at the ballot box can we hope to continue to improve the living standards for those members of Local 3 in the various subdivisions. When the returns from the elections reflect the thinking of the members such as this, it is indeed gratifying to your officers and Executive Board Members.

We recently signed an agreement in the State of Nevada with the Cortez Gold Mining Company. The contract was ratified with only one (1) dissenting vote. While these mine jobs are not the best jobs under the jurisdiction of Local 3, they do furnish employment for many of our members, and hopefully we can keep on organizing in the mining industry throughout our jurisdiction for as the construction work seems to be falling off, perhaps, this will afford work opportunities for our members which will tide them over until they can secure employment in the construction industry. In many cases, we find that a great number of our members desire to stay and work in these mines as they are permanent jobs and there is very little lost time.

At the present time we are busy getting the short agreements signed, and I would ask any of the members who are not receiving the proper pay scale to notify their Business Representative so they can check this out for you and be sure you are being paid what the contract calls for.

The addition to our headquarters in San Francisco is progressing as well as can be expected. We are hoping that the computer room will be completed on schedule as we have a rather heavy work load contemplated for this department starting about this time.

Since you received the last issue of the paper, I was privileged to serve as part of the negotiating committee representing the International and attended a meeting in Atlanta, Georgia where we met with the pipe line contractors who perform pipe line work throughout the United States. We negotiated a new three (3) year agreement covering the entire United States and received \$1.70 per hour increase in wages over a three (3) year period in the 20 western states and various other changes in the contract. However, as the wage scales paid in the jurisdiction of Local 3 are those in the highway contract there was not a great deal of change in the pipe line agreement insofar as the members of Local 3 are concerned. This is a good contract for that portion of the United States where the highway wages are so low. It means that those members of the International who are working for pipe line contractors will in many instances receive more wages than those employed on highway work.

On Saturday, August 3, we held a meeting where all the Business Representatives and Dispatchers in California and Nevada were in attendance. The meeting was held for the purpose of familiarizing them with the new clauses in the recently negotiated AGC

See CLEM page 15

## Union Brothers Warned To Beware

# New Insurance Come-Ons!

By SIDNEY MARGOLIUS  
Consumer Expert for  
Engineers News

With medical and hospital costs skyrocketing, mail-order insurance sellers have become active again.

One of the most active, is the Physicians Mutual Insurance Company, of Omaha, Nebraska. It has been running big ads in newspapers in various parts of the country for a "special limited enrollment" offering to put a policy into effect for only \$1.

One big ad last winter said the offer "expires midnight, February 11, 1968." A more recent ad says the offer "expires midnight July 14, 1968."

Now Physicians Mutual is beaming a heavy promotion to union members with ads reading "Special enrollment for union members." The "special enrollment for union members" is the same plan that has been offered for everybody else in other ads.

Physicians Mutual of Omaha is the same company that in 1966, soon after Medicare was enacted, set up a "National Medicaid Association, Inc., Washington, D. C." (Italics ours.) This "association" offered a "Medicaid plus Health Benefit Plan" which you could put into effect for \$2.

One union local wrote us that several members had been attracted by one of Physicians Mutual's recent full-page ads. "Our group hospitalization insurance has fallen behind in the last few years and several of our members are looking for some more insurance in case they are hospitalized," the local's recording secretary wrote.

While the members' concern is justified, they won't get much protection for their money from the Physicians Mutual advertised plan. Disregarding that first-month offer for \$1, which turns out to have additional limitations, the real cost for a family is \$7.95 a month, or \$95.40 a year. The policy advertises a "\$10,000 Maximum." This large maximum in most cases has little meaning because the policy really pays only \$100 a week.

Even that may sound like a lot, unless you break it down to the daily benefit of \$14.28 a day. This is what you would get in comparison to average hospital costs nowadays of \$60 a day.

Nor is Physicians Mutual likely to have to pay out "\$10,000" very often. The Akron, Ohio, Better Business Bureau points out that the average hospital stay is 8½-9 days. So the average payout by the insurance company at \$14.28 a day would be only \$130.

If you went to the hospital for eight days this policy would pay \$114 and you would pay \$366 (assuming a charge of \$60 a day).

The only solution for the union local, or other working people in need of more insurance against rising health-care costs, is improved group insurance. Look for plans that provide the actual service rather than so much a day. Blue Cross, for example, pays the

full cost of hospital room and board and incidental fees.

Even the "only \$1 for the first month's coverage has limitations. Elsewhere, the ad says, "New sicknesses covered after your policy is 30 days old." So that eliminates coverage for any new sicknesses.

Then the ad says, "Pre-existing conditions covered after your policy has been in force for two years." So that eliminates the old sicknesses.

What have you got left for your buck? You are covered for "off-the-job accidents . . . immediately."

The New York Insurance Department twice has publicly warned residents there that Physicians Mutual Insurance Company of Omaha (and Executive Fund Life Insurance Company also of Omaha) are not licensed in New York State. The department pointed out that New Yorkers doing business with Physicians Mutual would not have the protection provided by their state's insurance laws. An application by Physicians Mutual for a license was denied by the New York department in 1967.

The Oregon State insurance department also warned people there, in respect to ads for insurance to supplement Medicare, that the policies "are extremely limited in value when compared to the premium charge." The department pointed out that the state has no jurisdiction over unlicensed companies, so could not help much in case of any dispute over claims.

Always check with your state insurance department before buying any mail-order insurance, to see if the company is licensed in your state. Even if licensed, the value may not be particularly good. But at least the state could investigate any subsequent dispute.

Wisconsin now even has barred unlicensed companies from soliciting by mail in that state at all.

### Other Problems

Distinctly apart from the question of the Physicians Mutual ads, a number of other insurance sellers recently have been cited by the Federal Trade Commission.

The United Equitable Life Insurance Co., Chicago, was handed a consent order forbidding misrepresentation of policy provisions. The FTC challenged claims

of unconditional "no medical examination." In the three policies cited, the FTC said that the company reserved the right to examine the policyholder if he later made a claim. The FTC also complained that contrary to other representations, the company does not pay claims promptly, and has cancelled policies, and children are not always fully covered.

A number of companies have been cited for indicating to service men's families that life insurance policies they sold were made available or recommended by the government, or initiated by the serviceman named. Cited were the American Savings Life Insurance Co. and Western Union Assurance Co., both of Phoenix, Arizona.

Statesman National Life Insurance Co. of Houston, was charged with claiming in ads and mailing pieces that its insurance is the same or equal to the World War II G.I. insurance. The FTC examiner also found that Statesman ads misled readers into believing its insurance is approved by the V.A. or some other government agency.

The company's mailing pieces and application forms even looked something like official government mail and used the title "Veterans Insurance Division."

### Decision Upheld

A recent U. S. Supreme Court decision is of interest to Local union officials. By refusing to review a decision by the Third Circuit Court of Appeals, the high court upheld the right of a union member who invoked the "bill of rights" section of the Landrum-Griffin Act against his union to recover his own attorney's fee from the union.

### Real Rehabilitation

Prisoners at McNeil Island Federal penitentiary in Puget Sound have the opportunity to go from prison directly into a good job. Inmates receive training in such highly skilled occupations as automotive diesel mechanic, electrician, machinist, and silk-screen printer. The McNeil Island program was the first formal apprenticeship program for convicts to be approved by the Department of Labor.

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Published each month by Local Union No. 3 of the International Union of Operating Engineers (No. California, No. Nevada, Utah, Hawaii, Guam.)—Subscription price \$2.50 per year. Office: 474 Valencia St., San Francisco, Calif. 94103 Advertising Rates Available on Request

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### ENGINEERS NEWS

Published monthly by Local Union No. 3 of the International Union of Operating Engineers, 474 Valencia St., San Francisco, Calif. 94101. Second class postage paid at San Francisco, Calif.



## IBM Fare System To Aid BART

A \$4.9 million contract has been awarded today to the IBM Corporation for production of an advanced new automatic fare collection system for the San Francisco Bay Area Rapid Transit District.

The system is a major innovation designed to create rider appeal on the 75-mile regional BART rail network.

It will greatly simplify the process of purchasing and collecting individual passenger fares.

Elements of the system will include self-service ticket vending machines, electronic currency change-making devices, and passenger gates that can automatically tabulate and subtract fares from a magnetically-coded ticket.

Passengers will be able to purchase either single trip or multiple fare tickets—recharging additional value to the tickets whenever the remaining amount is insufficient.

A graduated rate structure will allow for varying fares—based upon exact distance traveled.

IBM was low bidder on the contract to produce the fare collection system for BART's 33 passenger stations. It will assemble and test the equipment at its Federal Systems Division plant in Huntsville, Ala.

Other bidders were the General Electric Company with a minimum figure of \$8.9 million, and Advanced Data Systems division of Litton Industries with a low figure of \$20 million. BART engineers' estimate was a range of \$6.8 to \$9.8 million.

Under terms of the production contract, IBM will supply 96 ticket vending machines, 181 electronic passenger gates, 119 money-changing devices, 44 electronic agents' ticket-reading machines, and 47 "Addfare" machines by which, through insertion of additional coins, a passenger can increase the value of his ticket.

IBM also has agreed to provide maintenance for the fare collection equipment for a period of up to two years after the BART network is placed in operation.

A special feature of the electronic passenger gates will be their ability to remain open—with no impeding barrier to commuters—until a passenger fails to insert a magnetically valid ticket.

As the passenger exits from the station, the gate mechanism also will print visually on the ticket the amount of its remaining value.

In other action today BART directors approved the award of a \$1.6 million contract to the Philco-Ford Corporation for production of an electronic control and communications system to be installed at the District's future train and right-of-way maintenance yards in South Hayward and Oakland.

Already in production, under an earlier \$26 million contract awarded to the Westinghouse Electric Corporation, is the future automatic train control system for the entire BART rail transit network.

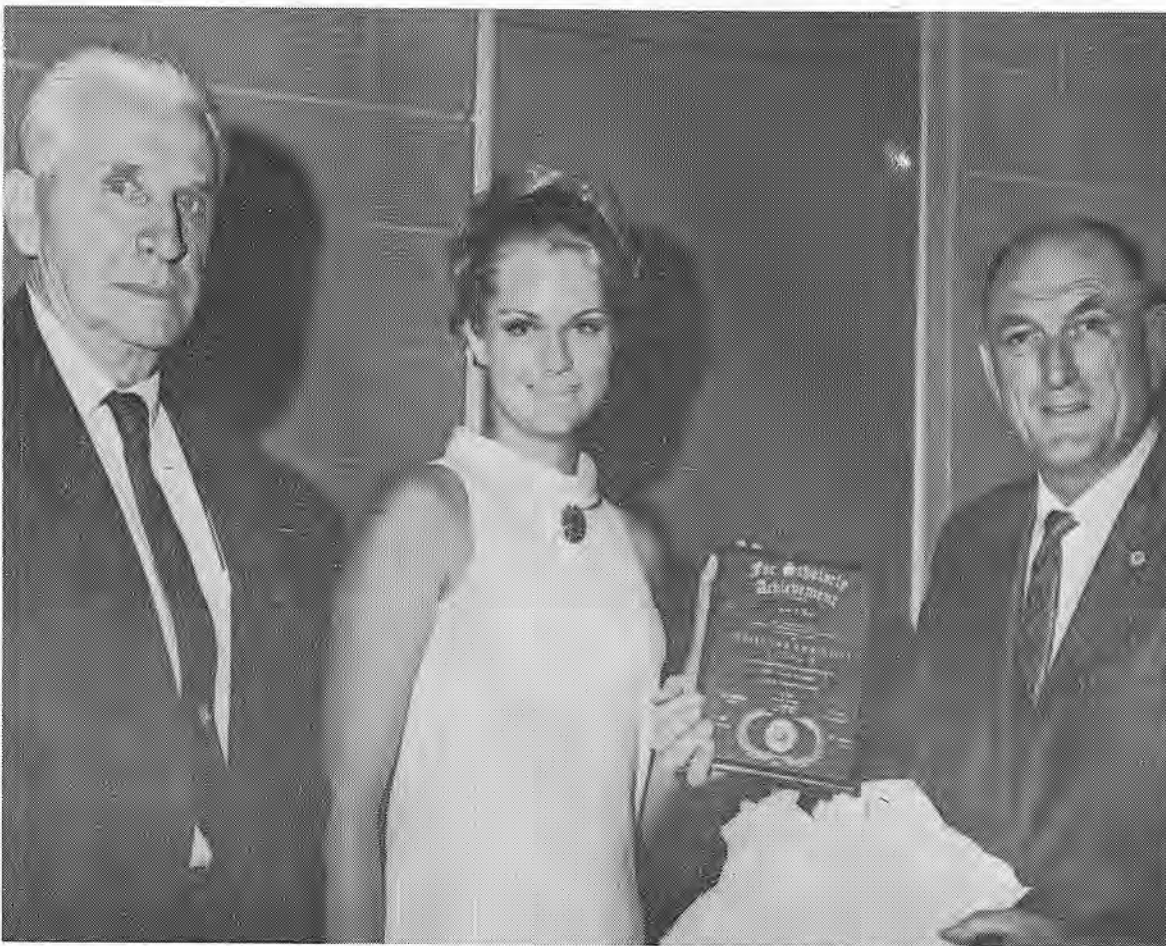
### HIGH LABOR POST

George L-P Weaver, an Assistant U. S. Department of Labor Secretary, has been unanimously elected chairman of the Governing Body of the International Labor Organization.

## Boy from Nevada; Girl from Santa Clara

# Name Local 3 Scholarship Winners

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SCHOLARSHIP WINNER Lynne Yates, daughter of Brother Charles Yates, received a gold embossed plaque and a \$500 check as winner in Operating Engineers Local Union No. 3's Fifth Annual Scholarship Awards. Making the presentation

during the District Meeting in San Jose is Local 3 President Paul Edgecombe. Miss Yates plans to attend University of Santa Clara in the fall and will major in—of all things—Journalism.

The Executive Board of Operating Engineers Local Union No. 3 has approved the selection of Miss Lynne Yates, Santa Clara, California, and Steven Vicks, Fallon, Nevada, as the winners in the union's fifth annual scholarship awards competition.

In making the announcement, Recording-Corresponding Secretary T. J. "Tom" Stapleton noted that the Committee on Undergraduate Scholarships and Honors at the University of California, Berkeley, had also selected Denis Dee Schnaible, San Jose, and Michael David Miller, Oroville, California, as the male runners-up. Selected as the female runners-up were Linda D. Wilson, Pollock Pines, and Ginger Lee Eugster, Bountiful, Utah.

"Winners will receive checks for \$500 and handsome leather embossed plaques; runners-up will receive engraved plaques," according to Stapleton. (Presentations to Vicks and Yates were made at the District Meeting in San Jose on August 1st.)

Stapleton said that the competition for the scholarships had been extremely close according to the U.C. committee and that the many sons and daughters of Local 3 members who had competed were to be congratulated for their exemplary scholarship achievements.

Scholarship winner Lynne Yates is the daughter of Brother Charles Yates and attended Santa Clara High School where she was business manager and editor of her school's newspaper. A statuesque blonde, Lynne was a member of the drama club for four years and served that organization as president and vice president. She also was student director and played the lead role in the school's junior and senior plays. She was also copy director of the school's literary club.

Miss Yates was also a member of the California Scholarship Federation for four years; on the student council and the interclub council and a member of the debating team and the Panther Debs, a girls service organization. Lynne maintained a straight 'A' average through four years of high school.

Miss Yates expressed her delight at winning the Local #3 Scholarship and said she would be attending the University of Santa Clara this fall with plans to major in Journalism and carry a minor in Drama.

Scholarship winner Steven L. Vicks is the son of Brother Robert W. Vicks and attended Churchill County High School in Fallon, Nevada, where he maintained an 'A' average and earned letters in varsity football and basketball. He is an outstanding math scholar and won honors in the State Math Competition.

Steve is also active in lodge and youth work, having assisted the Little League in his area during the past three years. He will attend the University of Nevada this fall and will major in a technical engineering field or related subject.

Presentation of a \$500 check and an engraved plaque will be made to Vicks during the September 14th meeting in Reno, Nevada.

## New Front Street Freeway Requires Unique Approach

By DAVE REA, AL DALTON, ART GAROFALO and HERMAN EPPLER

### HUGE SACRAMENTO BATHTUB

The Gordon H. Ball Front Street job is going great. This job is unlike any other freeway job in the State of California. It parallels the Sacramento River along Front Street. The elevation of the river is 5 (five) feet and the elevation of the finish excavation grade of the freeway is 8 (eight) feet; so in order to excavate, they are enclosing the whole excavation area with a sheet pile cofferdam. The sheet pile alone cost about \$1,000,000.00. They are driving the sheet pile 45 feet below the original ground. This job will use approximately 200,000 yards of concrete. The freeway slab is approximately 5 to 6 feet thick, sitting on concrete pile to keep it from floating. This will be a good job for the brothers for approximately 2 years.

Project Manager on the job is Hub Unger. Gene Forth, an Operating Engineer, is the excavation superintendent and Glenn Brigham, also a Brother Engineer, is the purchasing agent.

Duncan-Harrelson is the sub-contractor doing the pile driving on this job and Beylik Drilling Co. is installing the pumps for the dewatering system. Prepakt Concrete Company, a new Company in California out of Cleveland, Ohio, are also doing work on this project.

### TWIN BRIDGE REROUTING

Placer County Supervisors from Auburn and Roseville have gone to Washington, D. C., to spur

support for a congressional hearing which they hope will result in the federal government contribution of \$20 million to the proposed Twin Bridge re-routing of California 49.

Without federal assistance, the state would have to contribute \$20 million from the \$47 million in highway funds earmarked for expenditure in this general area for the next five years.

The affected rerouting of California 49 is between Cool, El Dorado County, and Auburn in the vicinity of the Auburn Dam project. The Twin Bridge route would cost about \$40 million, while a more direct relocation over the crest of the Auburn Dam has been estimated at about \$8 million.

The Placer Board of Supervisors and a majority of the El Dorado Board have urged the double-span crossing of the Middle and North Fork of the American River.

### THE HIGH COUNTRY

Sutherland Construction Company is going strong on the paving on their Western Lake job. They also have their dirt spread going strong on the job at Alta Sierra. R. F. King is also running strong laying the pipe on this job.

Hansen Bros. are finishing on their job at Nevada High School and also the recreation job in Auburn.

Herrington Co. was the low bidder on a \$350,000.00 recreation job at Hell Hole and French Meadows. This job should start shortly and put a few of the brothers in the high country. Gordon H. Ball has moved all the

dirt on their job at the Belt Line Freeway near the Metro Airport and are starting the rock. We have several pile driving crews in the area on these jobs. Dubach has pulled his dirt spread off the 880 job in North Sacramento until C. K. Moseman completes two of the overcrossings. The state has to open these roads into this area before some of the old streets can be torn out. A Teichert & Sons have several underground crews working throughout the area.

Granite Construction Company has moved about 50% of the dirt on their Grass Valley job. This job has a problem due to the wet ground in several spots and rock in the rest of it. They have set up their rock plant on Deer Creek and will also set up the hot plant on the same site.

### POLLOCK PINES

TAB Construction Co. was low bidder on the El Dorado Royal Country Club in the El Dorado Hills. Their bid was \$836,000.00. Joe Vicini and Harms Bros. will be the sub-contractors on this job.

Jay Bailey Co. has completed their job on Coloma Road and are doing a number of small jobs throughout the Sacramento area. Geremia Construction Co. is still working on their underground job in the Fair Oaks area and are bidding on another one.

Vinnel Construction Co. on Hiway 50 west of Placerville are working trying to get the job underway. The R. J. Miller Co. is putting in the rock and doing the finishing on this job. With good luck this job should be finished late in the fall.



# Membership Okays By-Law Changes



35-YEAR GOLD MEMBERSHIP CARDS were presented to (l. to r.) Brothers H. L. "Larry" Walker and George Rickett, both members since 1928. Business Manager Al Clem made the presentations at the July semi-annual membership meeting. President Paul Edgecombe joined in honoring the veteran members.

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Recording-Corresponding Secretary T. J. "Tom" Stapleton reports that Price Waterhouse & Company have completed count of the ballots cast by members of the Operating Engineers Local Union No. 3 in the referendum vote on the adoption of the proposed By-Law amendments conducted during the period July 30, 1968 to August 12, 1968.

Price Waterhouse stated that the procedures followed in the voting were in accordance with those prescribed by the Executive Board and certified the following:

"A total of 11,152 ballots were received of which 313 were determined to be invalid because of the absence of the member's signature on the return envelope or because the ballot was not cast in accordance with the instructions set forth thereon."

"In favor of adopting the proposed By-Law amendments (yes votes) ..... 10,151

Opposed to adopting the proposed By-Law amendments (no votes) ..... 688"

## Tech Agreement

Continued from page 1

List in the Job Placement Center in such field survey classifications as such person has performed during such prior employment subject to such verification as may be required by the Northern California Surveyors Joint Apprenticeship Committee.

(c) An Employee whose last employment was of "short duration" shall be restored to original place on the list, or lists, on which he was registered at the time of his last dispatch, provided he notified the respective Job Placement Center(s) of his availability for work not later than noon of the day following the termination of such employment.

# \$4.8 Million Less In Nevada Highway Program This Year

By GAIL BISHOP, JOE HAMER-NICK, MONT PARKER, JACK EVANS and BUD JACOBSEN

Standard Slag Company, a few miles out of Yerington, Nevada, started another shift which will put a few more Good Brothers to work in this area. The Company has been down for two weeks on their annual shut down for repairs and maintenance work. All the Brothers are enjoying a vacation at this time. The Standard Slag contract expires August, 1968. We all have been working towards new Contract Negotiations.

Brother George Chappel's daughter, who just graduated from Junior High School, was in an accident recently and is now in a cast. George is a Steward at the Carlin Gold Mine, and is doing a good job. We in Local Union No. 3 wish his daughter a full recovery.

Duval Corporation, which is located at Battle Mountain, Nevada, has started their new Ball Mill. At this time it should be in full operation which puts a few more Good Brothers to work in that area.

The hotel at South Lake Tahoe, California, which is being built by Del Webb Construction Company, has the first floor up. They have six more to go.

The Delzar Pipeline Company from Carmichael, California, is about 80% finished with their Pipe Line Job in the Meyers Area. They will start to move their operation to Yreka, California, where they have a Pipe Line Job. This will take place in approximately 30 to 45 days.

Kaiser Sand and Gravel have opened a new Naturlite Pit in the Six Mile House Area on Highway 50, east of Carson City, Nevada.

Byars Construction Company of Reno, Nevada, have the new Kingsbury Grade Road finished. This job kept 20 to 25 Brothers busy last Fall, Spring, and this

Summer. They will be moving their equipment to Carberville, California, next month where they will have a new subdivision to put in.

The Nevada Highway Board approved a \$38.5 million budget for the coming fiscal year for construction and maintenance of state roads, with about 60 per cent to be spent in the Reno and Las Vegas areas.

The budget was down from the \$43.3 million of last year because of the uncertainty of how much federal funds will be available after December 31.

State Highway Engineer John Bowden said many of the rest or beautification projects have had to be cut back because of a lack of money. The Highway Department estimated it would receive the same amount of money next year as it has this year.

Here is a county-by-county breakdown of the \$27.7 million planned in construction projects for the next fiscal year by the Nevada Highway Department:

DOUGLAS COUNTY—Reconstruction of U. S. 50 from Glenbrook to Spooners Summit, \$1.9 million. Reconstruct and widen Cradlebaugh Bridges on U. S. 395, \$400,000.

ELKO COUNTY—Four-lane divided freeway on Interstate 80 from one mile to six miles east of Elko, \$1.3 million. New construction on State Route 51 from Hendricks Creek Bridge, \$220,000.

ESMERALDA COUNTY—Reconstruction of U. S. 95 from 13 miles south of Goldfield, \$1.5 million.

HUMBOLDT COUNTY—New construction from King's River east to a point seven miles west of Oroville for \$500,000.

LYON COUNTY—Reconstruction on U. S. 95A from 1.1 mile west of the Lyon-Mineral county line to the Lyon-Mineral county line, \$175,000.

MINERAL COUNTY—Reconstruction on U. S. 95A from the Lyon-Mineral county line east to the junction U. S. 95 near Schurz, \$1.1 million.

ORMSBY COUNTY—Construct median island for a beautification project in downtown Carson City, \$5,000.

PERSHING COUNTY—Rest areas on Interstate 80 near Cosgrave, \$240,000.

WASHOE COUNTY—Four and six lane divided freeway on Interstate 80 from west of Fourth Street near Coney Island to near east city limits of Sparks, \$4.8 million.

Flatten cut slopes on Interstate 80 east of Lockwood interchange, \$100,000.

Four-lane divided freeway from Interstate 80 in Reno north to U. S. 395 in Panther Valley, \$2.4 million.

Construct median islands on U. S. 395 from Kietzke Lane to Wells Avenue in Reno for \$250,000.

Reconstruction on Oddie Boulevard from the Reno intersection with Silverada Boulevard.

Reconstruction on State Route 28 to Tahoe Drive at Incline Village at Lake Tahoe, \$500,000.

## Minority

Continued from page 1

been accepted by this Office.

Throughout the programs, OFCC semi-annually will evaluate the performance and results to determine if the effort continues to be an acceptable affirmative action plan for Operating Engineers.

Executive Order 11246 requires affirmative action for equal employment opportunity in Federal employment for all qualified persons.

It also prohibits discrimination in employment by Government contractors and subcontractors and in federally assisted construction contracts.

7.04 VACATION PAY PERCENTAGE. An Employee entitled to a vacation (i.e., "vacation time") shall receive "vacation pay." Gross "vacation pay" shall be computed on gross annual earnings for the year prior to June 1 in the following manner: Two weeks' vacation, 4%; three weeks' vacation, 6%. Gross annual earnings as used in this Section includes pay for all hours actually worked or paid for, but excludes the prior year's vacation pay. Vacation pay shall be paid prior to the beginning of the Employee's "vacation time."

### ARTICLE 20—WAGE SCHEDULES SCHEDULE NO. 1 BAY AREA

Classification	Effective Dates			
	8/1/68	8/1/69	8/1/70	5/1/71
Certified Chief of Party .....	\$6.36	\$6.84	\$7.33	\$7.46
Chief of Party .....	6.36	6.84	7.33	7.46
Inspector .....	6.36	6.84	7.33	7.46
Soil Tester .....	5.88	6.30	6.76	6.88
Instrument Man				
(Chief of Party Apprentice) ....	5.88	6.30	6.76	6.88
Chairman, Rodman				
(Instrument Man Apprentice) ...	5.24	5.62	6.02	6.13

NOTE: All Nevada Davis-Bacon Act or Prevailing Wage Law Work Shall Be Paid At The Then Existing Prevailing Wage Rate and Fringe Benefits in Nevada.

### ARTICLE 21—FRINGE BENEFITS

21.01 HEALTH AND WELFARE. Each Individual Employer shall pay for each hour worked by each Employee into the Operating Engineers Health and Welfare Trust Fund for Northern California according to the following schedule:

.35 cents per hour—Effective 8/1/68  
.40 cents per hour—Effective 7/1/70

21.02 PENSIONED HEALTH AND WELFARE. 45 cents per hour effective Aug. 1, 1968; 50 cents per hour effective Jan. 1, 1969; 60 cents per hour effective Jan. 1, 1970; 65 cents per hour effective Jan. 1, 1971.

21.04 HOLIDAY PAY PLAN FUND. 10 cents per hour effective Jan. 1, 1970; 15 cents per hour effective Jan. 1, 1971.

21.06 FRINGE OPTION. (a) Each Individual Employer shall, at the option of the Local Union Executive Board, pay for each hour worked by each Employee into the Operating Engineers Health and Welfare Trust Fund for Northern California and/or Journeyman and Apprentice Training Fund for Operating Engineers according to the following schedule: 5 cents per hour effective July 1, 1969. An additional 5 cents per hour effective Jan. 1, 1971.

Your cooperation in responding to the questionnaires on contract preferences sent you several months before negotiations began were extremely helpful to your negotiating team. Members of the negotiating team included Chairman Al Clem, Paul Edgecombe, Dale Marr and myself. It is this type of interest and support that keeps your union in the forefront of organized labor.

By MIKE WOMACK



# Historic Gold Dredge Stays Busy

By HAROLD HUSTON, W. R. WEEKS, DAN CARPENTER and DOUG FARLEY

This past month has kept your business representatives busy negotiating the many contracts that are about to expire. We know how important it is to get the very best contract in every bargaining unit. This would not be possible if it were not for the cooperation and support all you brothers have given us. We have just concluded Yuba Consolidated Gold Fields negotiations which has been ratified by the employees working in this unit.

We were proud to see 308 of our brothers attend the special called meeting held on July 6, 1968 in Marysville. This meeting was very important to every one working in the construction industry. After the new A.G.C. contract had been explained and shown on the screen in detail, everyone had a right to exercise his democratic right by voting either for or against the new contract. Many of the brothers expressed a vote of thanks to brother Al Clem, Business Manager and International Vice President and the rest of the negotiating committee for an outstanding job.

It's no secret work in the Marysville District this year is the slowest it has been in seven years. If any of you brothers in the other districts are looking for work, or plan to come to Marysville expecting a job; *Don't Come To Marysville!* 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. We appreciate the courtesy and patience all of you have given to us. Again we say; The Operating Engineers are the greatest people in all the world.

## LAKE OROVILLE OPENED JULY 1

Lake Oroville was opened July 1, with limited facilities for boating. The reservoir is open for fishing, but access has been only from shore. Public access to Lake Oroville for boating will be limited to the boat ramp northwest of Oroville Dam, adjacent to the dam's spillway.

Access will be from Oroville Dam Boulevard, across the crest of the dam. Construction roads in the area will be closed to public traffic. The Department of Parks and Recreation said that a temporary contact station will be in operation at the entrance to the parking area, where fees will be collected and information disseminated.

The Department of Water Resources will establish a 15 mile-per-hour speed limit across the top of the dam to the boatramp site. No parking will be allowed on the dam's crest at this time and vehicles will not be allowed to pass while on the access road.

The permanent road across the top of Oroville Dam will not be constructed until next winter. The Department of Parks and Recreation have stated that boating will temporarily be limited to daytime hours. No fires of any kind will be allowed around the lake. The department explained that these restrictions must be enforced until camp facilities are constructed and sites can be designated and stoves provided to allow safe use of fires.

The Department of Parks and Recreation is in the process of constructing initial camping facilities at the Loafer Creek recreation area



LAST OF ITS KIND is the giant Yuba Gold Field Dredge No. 2 shown in operation on the Yuba River a few miles from Hammonton, California. Once these huge dredges dotted the rivers and streams of Northern California gold fields but now old No. 2 is not only the

last dredge in California, but the largest in the U.S. at 68 feet wide and 235 feet long. Typical ingot cast from the dredge once a week is about \$13,500. The dredge operates 24-hours.

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and public use of this area is anticipated late this year. This area will include a temporary access road and 35 immediate public use campsites. This includes parking, a table, barbecue-type stoves, treated water and chemical toilets. No boat launching will be possible in the Loafer Creek area this summer because the Lake's water level is below ramp elevation.

The public also has access to the south area of Thermalito Forebay, where boating has been allowed since April 1. The north forebay area will be reopened at the completion of construction this summer. This includes 50 picnic sites, 25 barbecue stoves, 15 shade ramadas and a swimming area with lifeguard service. The north forebay area, served by a two-lane boat launching ramp, will be restricted to non-power boats.

The Department of Water Resources pointed out that the Oroville Dam overlook, near the southeast crest of Oroville Dam, is open daily from 8 a.m. to 9 p.m. There is an exhibit building, a concessioner serving snacks and soft drinks and several picnic tables. Nearly three million people have visited the Dam's overlook since April, 1963.

The Department of Water Resources expressed its appreciation to Oroville area residents for their cooperation in staying off Lake Oroville during the period it was closed.

**State Board Estimates Area Sewerage Need**—Yuba and Sutter Counties will need to spend an estimated \$6,290,000 for construction of sewerage facilities in the next five years "if the waters of the state are to be adequately protected for beneficial use," according to the State Water Resources Control Board. The estimates are part of a statewide estimate of \$1.23 billion in a report approved by the board for submittal to the governor and legislature. The report was requested by the 1967 Legislature to assist it in assessing the probable future financial needs for construction of sewage treatment and disposal facilities through 1972 and to determine what state funds would be required if the state decides to participate in a federally sponsored construction grant program.

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The \$6,290,000 figure for Yuba and Sutter Counties is projected dollar cost, representing an eight per cent increase over 1968 costs of \$5,823,000. By county, the projected dollar cost is estimated at \$4,867,000 for Sutter County and \$1,423,000 for Yuba County. Figures for other counties include Butte, \$11,133,000 and Colusa, \$569,000.

**Oroville-Quincy Road Project Bids opened a month ago.**—Bids were opened a month ago on a project to improve a one-mile section of the Oroville-Quincy Highway in Butte County about 15 miles northeast of Oroville. A joint venture firm of Blasi-Engelke Co., Lewis Nicholson, Inc. and W. J. Nicholson of Healdsburg is low bidder at \$312,289. There were nine firms submitted proposals.

The project will provide a paved roadway section on new alignment in the vicinity of the new Bidwell Bar suspension bridge. The plans and specifications for the work after the project was initiated by the Butte County Board of Supervisors. Work has begun and the project could be finished by September. Traffic will be permitted to pass through the construction zone at all times.

**Contract Given for Levee Work**—A contract for levee work at four sites on the Yolo and Sutter by-passes has been awarded by the U.S. Army Corps of Engineers to Spike Voudouris and A. R. McWewn, a Sacramento joint venture. The amount of the contract is \$254,532.40. The project consists of clearing and grubbing, reshaping and providing stone protection for levees at the sites.

## CALIFORNIA'S MODERN DAY 49'ERS

Marysville, California, on the Yuba River is one of the few gold rush towns where gold still plays a part in its day to day existence.

A few miles away, in Hammonton, is California's last remaining gold dredge, a relic from the past. At one time, these huge clanking monsters dotted most rivers and streams hereabouts, but now the Hammonton dredge is the last.

At first sight, the dredge reminds one of a prehistoric sea monster suddenly come to life. Not only is it California's last such device but at 68 feet wide

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and 235 feet long, it is also the largest in the United States.

The dredge seems to float peacefully on its placid gold colored pond as huge buckets each holding 18 cubic feet of material, scoop out rock and gravel 124 feet beneath the surface. After splashing out of the water, the buckets travel to the top of the vessel, where they dump their contents into a large, revolving screen called a trammel.

A jet of water under high pressure strikes this sand and gravel pushing it against the sides of the revolving trammel, where anything smaller than one half inch filters through the holes. The waste material all larger than one half inch falls onto a conveyor belt and is spewed out behind the dredge. Meanwhile, this gold bearing material drops into a series of jigs, a sort of mechanical sieve, where sand and gravel bigger than one quarter inch are removed.

From this first series of jigs, the gold ore travels to what is called a cleaner jig, which takes out

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material larger than one-eighth inch. The remaining sand, which contains small specks of gold dust, travels to large revolving barrels equipped with copper blades coated with silver. As this blade rotates through the material, the gold sticks to them.

Once a week the blades are scraped and this residue is retorted, a process that removes the silver. What remains is gold, which is cast into brick sized ingots weighing up to 450 ounces. The brick ore is sent to another refinery to be retorted a second time and then they are shipped directly to the United States government.

The gold is retorted twice because when it comes from the dredges it is about 900 parts gold and 100 parts foreign material. The Federal Government will accept only 1,000 gold.

Gold sells for \$35.00 an ounce, but because of the impurities the most the Hammonton dredge operation gets is \$30.00 an ounce.

See RECREATION page 6



TALKING THINGS over with Business Rep George Baker is Brother Lindbergh Sharpe during a break on construction now under way at Local Union No. Headquarters in San Francisco. An 'A' Operator, Brother Sharpe is a ten-year veteran of Operating Engineers and works for Marshall M. Mirza. The Sharpes, wife Elvernetta, have six children, three boys and three girls, and reside in San Pablo, California. Sharpe says his main off-work pursuit is fishing.



## Marysville Area Recreation Plan Set

Continued from page 5

The one ingot cast each week is therefore worth about \$13,500.

The dredge is in operation 24 hours a day, except July 4th and December 25th.

Tours for groups can be arranged by calling 743-3782 in Marysville. This is the field office of Yuba Consolidated Gold Fields whose concern operates the vessel. Visitors are not allowed on board, but they can watch the operation from the bank of the pond.

With this writing of this story it could very well be the last of this old famous gold dredge of our nation and time, as it is about to be phased out and come to a stop. Ever since 1905 the big buckets have made a noise that will be forever remembered.

The only trace of the last 60 years will be the great piles of rock and tailings laying in landlocked artificial basins.

Of interest and note to Local 3 is that employee Brother Wallace Darneille is the longest employed job steward of Operating Local Union No. 3 in this district.

### DATE LINE—MARYSVILLE

Marysville, California, founded 1842, and at first had no name, but now has one and offers several attractions and a varied history.

One of the early settlers was Mary Murphy, a survivor of the tragic Donner Party, most of whom perished during the winter of 1846-47 while attempting to cross the Sierra Nevadas. In 1850 this town was named Marysville in her honor.

Because of its location on the Yuba River, Marysville became a gateway to the gold fields and was soon bustling with miners, gamblers, preachers and shopkeepers. Like most Gold Rush towns, it was ruled by drinking, gambling, thievery, killings, hangings and duels.

A provisional government was

set up and the first Mayor was Stephen Field, who later became an Associate Justice of the United States Supreme Court. During the mayoral campaign his opponent shouted that Field was a newcomer, that he had arrived in town only three days before and that he did not know or understand the issues. The opponent was considered an old timer, having lived in Marysville for five days.

During this era, the level of the Yuba River was below the City. Through the years hydraulic mining caused the river bed to rise. It is now above the city and the rushing waters are held back by huge dirt levees, which run the length of the bank.

At the foot of "D" Street, under a towering levee, stands one of the most unusual Chinese structures in the state. It is the Bok Kai Temple and it honors Bok-Kai, the River God of Good Fortune, who prevented floods and famines in ancient China. It is the only temple of its kind in America and inside the white-washed building stand strange gilt idols and other artifacts. The temple can be visited by telephoning Joe Lim at 742-5486 or by picking up a key at 228 1st Street.

Another spot for reliving the past is the Mary Aaron Museum at 704 D Street. The museum is open from 1:30 to 4:30 p.m., Tuesday through Saturday. Inside is a collection of dolls, clothing, furniture and dishes. There is no admission charge.

The countryside around Marysville is tranquil with lush orchards, rolling hills and leafy trees. Boating and water skiing takes place on the river and on Ellis Lake in the center of the City.

During summer, some of the best striped bass fishing in the state is found here. The fish are on their spawning run and often range up to 50 pounds. In the fall, the streams are filled with steelhead, salmon and catfish.

## Pt. Reyes Spread Troubled As Rains Cause Cut Slips

By WAYNE "LUCKY" SPRINKLE

This job was started in July of 1967 with a total of 700,000 yards of dirt to move on the first phase of the new road through the Pt. Reyes National Seashore. Darkenwald Construction Company was awarded the job, with a bid of about \$800,000.00. They moved in and started their clearing on the right-of-way with Gravelle & Gravelle doing the clearing as a subcontractor. When the clearing got far enough out in front, Darkenwald got their Scrapers working on the entrance road and started putting in pipe, as there was a lot of water still seeping out of the cuts. Then the winter set in, and when the rains stopped they found some of their cuts had slipped out and covered their road. So—with an extra work order (\$250,000.00) they mucked out the dirt that had fallen into the road and cleaned out the holes in the slopes—then they started to haul rip-rap materials to the job, with John Graves placing the rock in the slope, and doing a fine job (see picture of rig).

The job will be completed on October 1st of this year, but after looking at the pictures, and being on the job site, and seeing what happened to the slopes in the cuts, after a fairly mild winter, I can't help wondering what will happen to those big cuts (some are 50 to 150 foot cuts),—if there is a wet winter this year????

Following are the names of the Brothers on this job:

Bruce McGregor, Project Manager; Robert Gobble, Foreman; Dozer Operators: Joe Silva (Job Steward); D9 Push Cat Operator: Herb. Erickson; D8 Slope Cat: Lewis Stobie; D8 Fill & Clearing Cat: 631 Scraper Operators: Cal Hall, Richard Scott, Don Jones, Ken Suer; Journeyman Trainee: Ken Mallar; Compactor Operator on Fill: Bill Thrower (Safety Committeeman); Backhoe Operator: Tom Palmer; Blade Operator: "Dutch" Schmidt; Grade Setter: Lynn Williams; Lube Eng.: Sam Roberts; HD Repairmen: Harry Camden, Pete Peterson, Henry Ficken (Master Mechanic); John Graves (Owner-Operator) placing rip-rap; and Warren Harrelson, Oiler.

**MARIN COUNTY HUMMING**—Reports from the Marin County Chamber of Commerce & Visitors Bureau. Bldg. permits were issued for structures valued at \$4,833,193. The report said the figure was about 4% lower than June, 1967. Construction for Marin County rose about 5% in June over May—in all there were about 170 permits issued for new homes constructed in June of this year in Marin County for about \$1,600,000.00.

**WILLIAM HARLOW**—Gen. Bldg. Contractor has the go ahead on the new motel on Richardson Bay with Holtzinger Brothers doing the dirt work—this is a 2 million plus job.

A pre-job was held with O. C. Jones of Berkeley who has about 1 million dollars worth of work on three job locations in the area.

A. J. BRESNAN—with his Sonoma Airport job done—he has moved back to the area to start a few jobs. The latest one is improvements on Magnolia Ave. in Larkspur—Total Bid \$127,984.



OPERATING ENGINEERS have moved some 700,000 yards of dirt on the first phase of new road construction through Pt. Reyes National Seashore. Shown on the job (l. to r.) are Super Bruce McGregor, Foreman Bob Goble and Local #3's Financial Secretary and District Representative A. J. "Buck" Hope. Job is moving ahead.



A \$250,000.00 EXTRA work order was needed to repair rain damage on Darkenwald Construction Company's Pt. Reyes road spread. Several of the big cuts slipped and covered the roadbed and had to be mucked out and rip-rap moved into the slopes. Shown above moving rock is John Graves, operating, and Warren Harrelson, oiler.

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**ELMER FREETHY**—is well under way on their \$2.5 million Corte Madera Creek job. Pete Giordano doing the dirt and Hydraulic Dredging the canal. C. H. Page has a Northwest 80D on the job.

**ATLANTIC & PACIFIC** have their dirt moved on their project and Coen Construction Company are in there now doing the underground.

**MAGGIORA-GHILOTTI** working on a few jobs in the county. Their latest is the underground job in Corte Madera off Paradise Drive.

**GHILOTTI BROS.** all over the county, keeping a lot of the Brothers

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working. We don't have enough space to list the jobs they have going on at the present time.

Most of the contractors have a lot of work in the area, and there are still lots of plans being put out to bid—this is good. When there is work this means our Brothers will keep busy.

On behalf of your Officers and Business Manager, International Vice-President Al Clem, we would like to thank all you Brothers who turned out for the special called meetings to hear the proposal of the new contract, which was ratified by the members at these meetings. We thank you.

## New Bids Out Set Bay Area Projects

**SACRAMENTO**—A \$3,240,000 freeway project in San Francisco County is one of three Bay Area projects on which the California Division of Highways has called for bids.

Work consists of widening 1.2 miles of the Bayshore Freeway (Route 101) from six lanes to ten between 0.4-mile south of Third Street, and Bacon Street in San Francisco.

Reconstruction of the Old Bayshore Boulevard-Third Street Interchange and also the Harkness Avenue pedestrian overcrossing is included in the project. The Paul Avenue Undercrossing will be widened.

In addition, five retaining walls will be constructed.

Bids will be opened September 4 in Sacramento.

The remaining Bay Area projects are:

**San Mateo County**—Constructing a storm drain of reinforced concrete pipe on the west side of El Camino Real (Route 82) between Kains Avenue and San Bruno Avenue in San Bruno.

Bids will be opened August 21 in Sacramento. A total of \$22,500 is available for the project.

**Santa Clara County**—Improving a 10-mile segment of the Bayshore Freeway (Route 101) north of San Jose to make it safer for out-of-control vehicles.

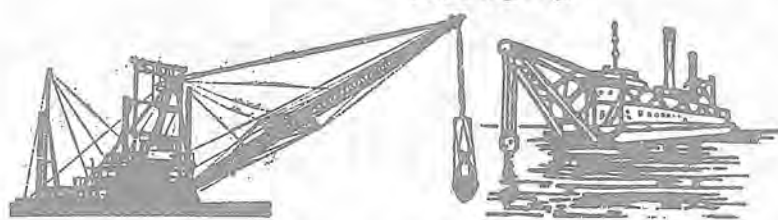
Work will consist of relocating ground signs on timber poles, removing some light standards, and repositioning others on breakaway bases designed to shatter into harmless fragments upon impact. Also, culverts will be extended away from the freeway shoulders, and guard rail installed to divert vehicles from other fixed objects.

Project limits are between the Route 17-101 Separation in San Jose, and 0.2-mile north of the Route 85-101 Separation in Mountain View.

Bids will be opened August 21 in Sacramento. A total of \$186,000 is available for the project, which is another of the CURE—Clean Up Roadside Environment—program, designed to increase safety for motorists whose vehicles leave the roadway.



## Dredging



By AL HANSEN

**DREDGING NEWS—IN AND AROUND THE BAY—HYDRAULIC DREDGING COMPANY**—Sub-contractors for Elmer J. Freethy on their dredging job at upper end of the Corte Madera Creek. At the present time, they are laying out their line along the levee and going under 101 Hwy. and will lay their submerged line on the other side of Western Pacific Railroad Bridge. By doing this they will have no problem, as far as safety goes, if one of the lines should rupture or they break a hole in the line, there will be no mud on the highway. We think this is good procedure—and will head off any repercussion of things that have happened in the past. Hydraulic Dredging is a very safety-minded company, and they are doing all they can to make this as safe as possible. They are repairing their Dredge, "Rogue" which is now tied up at their yard at Pittsburg and getting her all ready for their job at Corte Madera Creek. All the rest of their equipment is tied up at the present time.

**DUTRA DREDGING COMPANY** still have the "California" working upriver and they did have the "Sacramento" tied up at their yard in Rio Vista. The rest of the rigs are down at the far end of the Bay working for the Santa Clara Reclamation District.

**UTAH DREDGING** still going strong at their job at Bay Farm Island—quite a few men employed. Don't know exactly when the "Franciscan" will be going to dry-dock, but it will probably be a while yet before they put her in dry-dock. They have also started their new job at Rio Vista to Sacramento, and it looks like they are getting off to a good start with a good crew!

**OLYMPIAN DREDGING COMPANY** have a few jobs around the Bay, and that's about it, at the present time.

**WESTERN PACIFIC DREDGING COMPANY** has finished their job, and have been tied up at Lauritzen's shipyard at Antioch—understand they picked up a job in San Diego, but don't know when they will be moving down there.

**UNITED SAND & GRAVEL** are still hauling sand for Trans-Bay on the Tube job. Everybody working steady and happy!

**TRANS-BAY CONSTRUCTORS** also have two rigs going, the "Thelma" and the "Tuney." All crews doing a very good job for the company, and getting the job done!

**SHELLMAKER DREDGING COMPANY** still working with the "Gypsy" up at Tracy, and should be there for another few weeks—from there ??? Dredge "Vanguard" is back out at Middle grounds—looks like they have things pretty well fixed now—all new pipeline, so should get with it and when they finish this job, they are going to Bodega Bay job; about 4 weeks work up there at the present time—and from there don't know where. **S.F. CALIF. STATE PORT AUTHORITY DREDGE**—still going strong with two crews around San Francisco Harbor. **IDEAL CEMENT** also still plugging along, with a lot of work to go yet—2 crews working.

**MANSON GENERAL** still have their two dredges, the "Manson #11" and "12" tied up at dock in Alameda, repairing and getting ready for their next job, which we hope will be real soon.

**LESLIE SALT COMPANY** Dredge "Mallard" still working all over the bay—have not been able to catch up with them yet—but one of these days, I hope will be able to go down and see the boys real soon. Job coming up—Maintenance Dredging, Sacramento River "Y" Street Bend to Six Mile Bar, Sacramento—bids to be opened on August 8th, 1968. Description of work to be performed: Mobilization and demobilization of equipment, maintenance dredging of specified sites (194,000 cu. yd.) and disposal of dredged material. Recent contracts awarded: River and Harbor Work—for maint. dredging, Bodega Bay—awarded to Shellmaker, Inc., at a cost of \$105,105. Also Shellmaker, Inc., was recently awarded Engr.-Maint. dredging Petaluma River—cost of \$210,309.

### FOOD FOR THOUGHT:

**STAMINA**—Stamina is often associated with long-distance runners or other types of athletes. But it can apply to endurance of any kind. It is defined as "resistance to fatigue, illness or hardship." Here are a few ways in which each of us can show "staying power" in seeking to achieve ends that will benefit humanity: Be willing to accept misunderstanding and contradiction instead of craving honor or glory. Show initiative when most people are apathetic. Plunge ahead when it would be so easy to drift with the tide. Take a courageous stand for the rights of others when tempted by fear or expediency.

Live up to family, community and religious obligations, even if you feel very much alone. Recall frequently that the Lord Himself supplies you with the stamina you need to keep at it.

**RESPONSIBILITY**—You are a responsible person if you prove repeatedly that you live up to your duties. You are someone who has "a capacity" for moral decisions and therefore is accountable . . . answerable—legally and morally—for the discharge of a trust, debt, service or obligation."

John Henry Newman said: "If there is any truth brought home to us by conscience, it is this: that we are personally responsible for what we do."

And we are responsible not to ourselves alone, but to God and to all mankind, e.g., the student who takes his education seriously. The husband and wife whose love for one another reaches out into the community!

The social worker who enables his clients to achieve a degree of



IN THE BUCKET AGAIN is Trustee Fran Walker during a visit to the Guy F. Atkinson job in Cummings, Cal. Brother Walker is testing the capacity

of a KW Dart Loader. There are three of the brand-new 15-yard loaders in the area though none are currently in project operation.

## Napa County Slow

# Santa Rosa Peak Not Best

By RUSS SWANSON and BOB WAGNON

Summer is here and we in the peak of our work season. After a slow start we can report a little improvement. However, we still have quite a long "out of work" list. Of the four counties in District 10, Napa County has the least work. We have but one job of any consequence, which is the Brown-Ely highway job between St. Helena and Calistoga to report on. This job is a shoulder and overlay project which will take the rest of the summer to complete. At it's peak it will only use about 10 engineers. About all else to report on in Napa County is a little underground work and some sub-division.

Up in Lake County, things are a little brighter this year than they have been in the past few seasons. Lange Brothers is still busy at Clear Lake Riviera, plus they have started on the Boise-Cascade project at Middletown. This is a big real estate development consisting of a dam, roads, streets and a golf course. They have started on the roads of the golf course, and rumors have it that they are going to begin the dam right away. However, as of this writing the dam hasn't been started and we do not have a starting date. We do certainly hope this ma-

terializes as our District 10 could definitely use the work. Raymond-Murphy Associates are doing the engineering and designing on the Boise-Cascade project. They have a sizeable crew working and between the heat and the rattlesnakes, they are forging ahead.

A. Teichert & Sons are the successful bidders on the Lower Lake to Middletown stretch of the highway, under the capable supervision of Bob Brock. This is a smooth spread, and Teichert brought in a portable crusher from Marysville and set it up at Putah Creek, doing the crushing for this job, which took a couple of weeks and now they are leaving us for the cool country up in the high Sierras.

In Mendocino County the Guy F. Atkinson job on Highway 101 at Cummings is running on a two-shift basis, trying to get the bulk of the material and dirt moved this year. From the amount of equipment on the job, providing we don't get an early winter, it appears that they will not have any trouble accomplishing this. Morrison Knudsen's job, also on Highway 101, is in it's last stages of completion. They have all the dirt moved, and Mercer-Frazer is in to do the finish work. With any luck at all traffic will be running over this stretch of highway this winter. At our Brookstrail's job

at Willits, which is another land development, we have the Thomas Construction Co. of Fresno, the Ebert Spartan Co. from San Jose, Joe LaMalfa from Ukiah, and H. Earl Parker from Marysville. This job has been a real good one, and between all the companies they have employed a good number of our men since spring. McIntire & Queros is doing the engineering and has been real busy trying to keep far enough ahead to allow the contractors to stay busy. They have seven survey crews working at the present time.

Sonoma County has a numerous amount of jobs going, but none of any size. Wise & McGinty have a couple of road jobs, namely Arnold Drive at Sonoma, also the Petaluma Hill road job, which should be finished by the time you read this. A. B. Siri Co. also has some work in the county, namely their Sea-Ranch project on the coast. This is a \$250,000 job which should take most of the rest of the work season to complete. Also on the Sea-Ranch project, Argonaut Construction Co. and Don Dowd Co. are finishing up the first segment. This is a country that makes you forget the high rising temperatures that others are suffering through.

Our shops and plants are not running at peak production as their work is controlled by the sales of materials. Without new construction in the field, there is no place for their material to go. Basalt Rock Co. in Healdsburg are experiencing the slowest year they have had in the last several years. Also Kaiser plant at Windsor are feeling the same kind of pinch. Berglund Tractor Co. from Napa and Willits are holding about even. Remco Hydraulics which is a machine shop depending on government contracts for a lot of their work, are a little on the down-hill trend at this writing, but they say this is mainly due to not being able to get materials. We are hoping this condition changes.

We would like to take this opportunity to thank all the good brothers for driving so far to attend the recent meeting held in Santa Rosa. In closing we hope we can bring you better news at our next report. Until then, think safety, work safely, and be safe.

## Dredging (continued)

self-reliance. People who act in this way are in fact treating all men with the dignity given them by God.

**ACCURACY**—A person can be honest, industrious, intelligent, ingenious and many other things highly regarded in personality tests and job appraisals. But unless he's accurate, he just hasn't got what it takes to do a real good job. An accurate person is one who "cares" enough to be concerned about how people will be affected by the way he does his work. To be "care-less" indicates that you do not show the same consideration for others that you expect for yourself.

**PERSONAL NOTES—DREDGING**—Brother Charlie Hover at Novato General Hospital—recuperating nicely. Bro. Hover required 18 units of blood—which we were able to obtain from our Blood Bank—however, if any of the brothers can donate, please do so and have your donation put into Operating Engineers Local No. 3 Blood Bank, S.F.—Our Blood Bank is located at 506 4th Street, San Rafael. We wish to thank those brothers who did donate to the Blood Bank—in behalf of Brother Charlie Hover. (We learn that Brother Hover has just been released from Novato General Hospital.)

Best wishes to Brother Harry "Red" Hayes who has been ill—we understand he is feeling much better—hurry back! Brother Robert Johnson has been inducted into Armed Services—best of luck!





ORTHOPEDIC CHAIRS designed by Carl Hatfield of West Jordan, Utah, and a long time member of Operating Engineers Local Union No. 3, are shown above. Brother Hatfield got the idea when a neighbor's child had to wear a body cast as the result of a congenital hip condition.

## Helping the helpless!

# Utah Brother Builds Morale Aiding Others

By ASTER WHITAKER, JAY NEELEY, JOHN THORNTON, TOM BILLS, WAYNE LASSITER and DEL HOYT

Brother Carl Hatfield of West Jordan, Utah, a member of Local 3D, has been a crane operator for the past 30 years and is, at present, serving as Job Steward for his union at the Kennecott Copper Mines.

Thirty years as a locomotive mobile crane operator should have provided enough thrills to last one man a lifetime, but when Brother Hatfield was asked if he could recall the most important lift he had ever made, he replied that it began 25 years ago and the lift had not yet been completed and that his crane was not involved. The "lift" that he referred to was the morale of the youth of his community. As a Scout Master, Brother Hatfield has dedicated his off-duty hours to his young friends and feels personally responsible for the young people under his direction.

While visiting one of his neighbors, he noticed the difficulty the mother was having caring for her small daughter who had been placed in a cast from her waist to her toes because of a congenital hip condition. The child would have to remain in the cast for approximately six months in a prone position. This situation concerned Brother Hatfield a great deal and so he worked on and designed a chair which would support the child in a sitting position. The chair and its benefits became the subject of discussion not only in West Jordan, but he received calls from mothers living in other communities asking for chairs for their afflicted children.

In a few short months he made and provided chairs, at no cost, to a number of children, some living as far as 100 miles away. He was encouraged by his friends to patent his chair design and make it available to all who had need for it. We are happy to report that he has received his U. S. Patent and has now manufactured a number of these special chairs. Some of them have been placed in the



Brother Carl Hatfield

Primary Children's Hospital in Salt Lake City and also in local orthopedic supply houses. Brother Hatfield may or may not benefit financially from the sale of his product, but he feels that he has already received his reward.

## Abel Heads IUD

I. W. Abel, president of the United Steelworkers, has taken over the top office of the AFL-CIO's Industrial Union Department and conceded that loss of about 20% of its dues income through suspension of the United Auto Workers will force a curtailment in activities.

## EMPLOYMENT, UNEMPLOYMENT RISE

Employment advanced in June, but joblessness also rose as the nation's labor force expanded substantially. The jobless rate moved up from 3.5 to 3.8 percent.

## Labor Law Rules On Discrimination In Hiring Over 40's

WASHINGTON — The Labor Department has issued guidelines to the Age Discrimination in Employment Act for employers and employees.

The Act, which became effective on June 12, protects 40-65 year-old workers from arbitrary discrimination in employment because of age, and affects 37 million workers in 350,000 establishments.

The purpose of the new law is to insure that age will not be a determining factor in making decisions regarding hiring, dismissal, promotion, or any other term, condition, or privilege of employment.

The guidelines were published in the *Federal Register* on June 21.

Among the practices which the Act prohibits are help-wanted ads which include phrases such as "age 25 to 35," "young," "girl," "boy." However, indications of educational requirements such as "college grad" will be permitted.

The guidelines also spell out two exceptions to the standards of the Act—"bona fide occupational qualification" and differentiations based on reasonable factors other than age.

The "bona fide occupational qualifications" exception will have limited scope and application, although certain, special, individual occupational circumstances, such as actors required for youthful or elderly characterizations or roles, will be recognized.

The burden of proof in establishing a bona fide occupational qualification lies with the employer, employment agency, or labor organization which relies upon it.

Differentiations "based on reasonable factors other than age" will permit physical fitness requirements reasonably necessary for some jobs which are based on pre-employment or periodic physical examinations, if they are applied regardless of age.

## Poll Shows Most Prefer Work Plan

The latest Gallup poll shows that a majority of Americans—a scientifically-drawn interview of 1,570 adults—are opposed to a guaranteed annual income of \$3,200 but they support overwhelmingly a plan that would guarantee each family enough work to provide this amount of money.

On the question of guaranteeing a family of four an income of \$3,200, with the government making up the difference between what such a family could earn and that amount, the vote was 58% opposed, 36% in favor and 6% without an opinion. Whites split 60% opposed, 33% in favor, and 7% no opinion. Non-whites voted 66% in favor, 30% against and 4% without an opinion.

On the question of providing sufficient work to provide a wage earner with about \$60 weekly or \$3,200 yearly, the vote was 78% in favor, 18% opposed, and 4% no opinion. The percentage of non-whites in favor was 86% in contrast to 77% of the whites. Only 13% of the non-whites opposed as compared with 19% of whites, with no opinions being offered by one percent of the former and four percent of the latter.

## A hint to the wise...

# Good Driving Habits Could Save You Many Heartaches

By AL HANSEN

More than four million Americans were injured in nearly 17 million traffic accidents last year, according to the Insurance Information Institute. Yet, say leading insurers, surprisingly few motorists know what to do—and what not to do—immediately after an accident occurs.

Blunders are common. Probably the most common mistake occurs when driver A hops out of his car, furious, and shouts accusations at driver B. These unwise shouts may get driver A a momentary feeling of self-righteousness, and then a punch in the nose.

A much better idea is to heed these tips.

1. Don't leave the scene, even if the accident is minor. Pull over as close to the scene as possible, but don't block traffic. If your car can't be moved out of traffic, get everyone safely out and put up flares—good things for every motorist to have in the trunk. Set them about three car-lengths away to allow traffic to clear your vehicle.

2. Call the police at once and tell them if an ambulance is needed. Immediate and necessary medical care for others is covered by your auto insurance policy.

3. Call your insurance company as soon as possible. Find out in advance (today is as good a time as any) how to get in touch with them. A novel system is one company's Dial-A-Claim service, which offers a unique "emergency kit" card to its policyholders. On the card is a dime, a number he can telephone collect from anywhere in the country—day or night—to reach the insurance company's central emergency headquarters, and two aspirin tablets, with the compliments of Continental Insurance, which issues the helpful card.

4. You are under no obligation to admit fault—even if you think you are to blame. Some people, shaken up by an accident, actually take the blame when they are guiltless! Do cooperate fully, however, with your own insurance company's claims investigator or adjuster.

5. Ask the other driver for his license and registration, and show

him yours. Take down full information and ask for the name and address of his insurance company. Tell him your company's name, but not how much coverage you have. Get the names and addresses of all occupants of the other car, and ask each if he is injured. Also get the names and address of any witnesses.

6. Write down the name and badge number of the policeman, the license number and hospital of the ambulance, and any comments the other driver makes. Note the date, hour, place (including street names), weather and road conditions, the direction in which each car was moving and the apparent damage to the other car. If anyone has a camera, it's helpful to take pictures.

More than one veteran policeman, knowing how drivers tend to get excited and start name-calling after an accident, would be tempted to add one more suggestion. If you are the emotional type, keep a catcher's mask in the car. Put it on before you jump out and start shouting. It may not help your legal case but at least it will protect your nose.

## Navy Apprenticeship

The Department of the Navy has formally registered its civilian apprenticeship programs with the Department of Labor. The new agreement will add about 7,000 apprentices to the registration roles in some 70 trades and occupations.

## Area Prices

Retail food prices in the San Francisco-Oakland area fell a slight 0.1 percent between April and May. The Labor Department said that for the first time in six months food prices averaged lower than the preceding months.

## Farm Workers

The Labor Department has approved on-the-job training contracts for 500 Spanish-surname farm workers in the San Joaquin Valley. The field hands will be trained to hold skilled and semi-skilled agricultural jobs.



APPRENTICESHIP Coordinator Lou Jones talks with Operators Ben Tye and Verl Doss in Raymond Concrete Pile yard. Jones was checking apprentices on various jobs during a tour out of the Oakland office.



## Ope. #3 Needs Blood

Brother Engineers working out of the San Francisco District #1 Job Placement Center are urged to make arrangements to donate blood at the Irwin Memorial Blood Bank soon in order to restore a badly depleted reserve. At present there are only 32 pints in the Local Union No. 3 Blood Bank and an emergency could wipe this backlog out over night. Since June of this year only two (2) pints have been donated by Operating Engineers and eight (8) pints have been used. With a heavy work season ahead and the increased possibility of accident and need, it is essential that members make it a personal challenge to get down to the Irwin Memorial Blood Bank at 270 Masonic Avenue, SF, and give a pint of blood in the name of Operating Engineers. Hours are 8:30 to 6:00 Monday thru Friday; 8:30 to 2:00 on Saturday; and 10:00 to 2:00 on Sundays.

## WELFARE RECIPIENTS

Labor Secretary Willard Wirtz has announced that almost 92,000 persons who are currently on the welfare payrolls will be trained and placed in permanent jobs during the next 12 months.

## CONTRACT PREFERENCE

Parts of seven states and three cities—including Las Vegas—have been added to the list of high unemployment areas in the nation eligible for preference in the award of federal contracts by two local firms.

# \$11.9 Million Bid On Alameda Road

By NORRIS A. CASEY, GUY JONES, TOM CARTER, ROBERT MAYFIELD, ALEX CELLINI and JERRY ALLGOOD

An \$11.9 million apparent low bid was submitted to the State Division of Highways to extend Interstate 680 Freeway in Alameda and Santa Clara Counties.

The firm of Freeman-Sondgroth-Raisch-Caputo of Mountain View submitted the low figure, to pave some 6.1 miles of six-lane road. The project includes 4.6 miles in Santa Clara County near Milpitas.

The State Department of Public Works awarded a \$71,541 contract to W. M. Lyles Co. of Fresno, for planting along a nine-mile stretch of Interstate 680 near Pleasanton.

Another East Bay contract awarded was for \$434,093 to Gallagher and Burk, Inc., of Oakland, to grade and pave a half mile of Reliez Road in Lafayette.

The Alameda County Board of Supervisors authorized Public Works Director Herbert C. Crowle to prepare plans and acquire the right-of-way for re-construction of North Livermore Avenue between Portola Avenue and a proposed freeway overcrossing at the Arroyo Los Positas, North of Livermore.

Crowle said the street is now a narrow two-lane right-of-way and the proposal is to widen it to a four-lane divided highway. Estimated cost of the project is \$300,000 to \$350,000.

A \$62,687 contract for installa-

tion of raised pavement markers on approximately 50 miles of heavily traveled county roads in the unincorporated area was awarded yesterday by the Board of Supervisors to the J. F. Shea Co. of Pleasanton.

The Eastern Alameda County firm submitted the sole bid for the project, which county engineers estimated at \$63,000.

Roads to be improved with the markers include Crow Canyon Road, Hesperian Boulevard, Lake Chabot Road, Lewelling Boulevard, Meekland Avenue, and Redwood Road in the Hayward-San Lorenzo-Castro Valley area; Arroyo Road, Junction Avenue, Dublin Boulevard, Stanley and East Stanley Boulevards in the Livermore-Pleasanton area.

Hayward led Alameda County in both industrial growth and jobs created during the first nine months of the 1967-68 fiscal year, a report by the Associated Chambers of Commerce of Alameda County disclosed today.

Alton H. Kingman, Jr., Hayward Chamber of Commerce industrial committee chairman, revealed that 871 jobs and industrial investments totaling \$7,596,100 pushed Hayward to the number one spot in the county industrial development.

The Fremont planning commission approved a \$10 million, 460-home subdivision along the Nimitz Freeway aimed at the would-be homeowner with limited funds.

The development, proposed by Danville developer Tom Gentry, will rise on 61 acres bounded by

the freeway, Alvarado Road and Lowry Road in North Fremont.

The homes will be in a price range from \$15,000 for two bedrooms and one bath, the cost will be less than \$20,000 for four bedrooms and two baths.

The project plans are now headed for the city council. If the council approves, construction will start in early 1969.

Three new B.A.R.T. jobs have recently been awarded and the low bidder was Fruin & Colton Construction. The first two jobs are located from Sacramento Street in Berkeley to the over lead section in Albany. One is a cut and cover subway section and the other will be the underground station at Sacramento and Hearst Street. The third job is the section from El Cerrito to Borritt Avenue in Richmond. The excavation and preliminary work has been started and they are hoping to be far enough along by winter so that they can keep working through the bad weather.

Bids were opened for the realignment and paving of Shattuck Avenue in Berkeley. Ransome Co. got the job and should be starting within the next month.

Syar & Harm has two large dirt moving jobs in Pinole from the Silver Construction Co. There is over three hundred thousand yards left to move and should keep the crew busy most of the summer.

Various jobs throughout the County that were going last month are holding steady and should do so pretty much for the rest of the summer. However, a new job

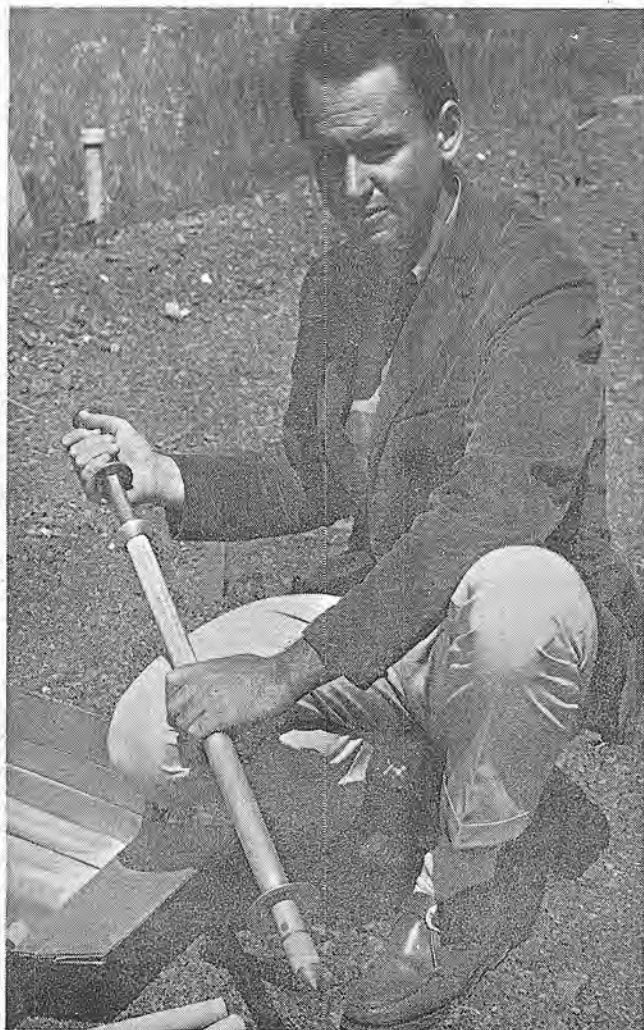
recently was let in Antioch and was taken by Morrison-Knudsen Co. for approximately 2 million dollars. Several new contracts also have been let in the half million dollar class, all of which should help to keep the good brothers busy for the summer.

Another bright spot for the near future is the coming of the new additions to the P.G.&E. power plant at Pittsburg. Upon talking to several P.G.&E. people recently, it was learned that excavation and ground work should start around December, 1968, from there should go to the actual new addition to the power plant itself. Hopefully this should create many fairly long-term jobs.

At this time various housing tracts are in full swing scattered throughout the entire area. Some of the bigger ones presently in full swing are being done by Gallagher & Burke, Independent Construction, Martin Brothers, and Moberly Construction.

In Walnut Creek the Dan Caputo Co. is busy with its \$3,000,000 Creek alignment job. This job has Maguire & Hester, Moberly Construction, and Heim Brothers as sub-contractors and should last for all of this year and most of next year. The work activity at the American Bridge Co. new steel plant is also pretty much of a beehive as they have approximately one year longer to finish a very big job.

All rapid transit sections are moving along very well and can be expected to carry steady crews on all phases till rain hits this winter.



## New Tool Will Speed Final Grading 40%

REVOLUTIONARY INVENTION that will speed up final grading by some 40 percent has been invented by Brother Jack Gregory of Kentfield. An 'A' Operator with Operating Engineers Local Union No. 3, Brother Gregory has been working on perfecting his new tool for the past three years and says it is now ready for marketing. The process revolves around a simple self-driven tool which inserts a polystyrene color plug into the ground and is designed to take the place of blue top or guineys. After the heavy cuts are made, the grade setter goes in with the tool, interprets the final reading from the reference stakes, transfers the reading to the adjustable scale on the tool and drives a plastic tip to the desired depth in the ground. The top of the tip becomes the final grade. A polystyrene color plug is then placed into the hole which is left in the ground. This gives the operator a

visual guide above the ground as to how far to cut as well as a below the ground level indicator to use as a gage while cutting himself down to final sub-grade. The tool is used on fill as well as cut. A bright colored plastic tube is placed on the tip where a fill is needed. The tool can be used on road beds, building pads, parking lots, curbs and gutters, slopes and any other job where a level base must be placed. The tool is now being used experimentally by a number of major firms in the Bay Area and additional information may be obtained by contacting Grade-Set, Inc., 415-461-2177. Gregory says that the firm is currently working on a color movie demonstration use of the system and also a brochure which will be available soon.



# Stockton-Modesto Job Slow- Down Felt

By WALTER TALBOT, AL  
McNAMARA and JIM GENTRY

Work in the Stockton-Modesto area is falling off due to the fact that all jobs in the district are now manned, and there is not much new work anticipated in the near future. Another contributing factor to the above situation, is that Guy F. Atkinson, on their Don Pedro Dam job, have laid off part of two shifts on their core drilling operation. They do not expect to get into the back fill phase of the project until about March of next year.

Gordon H. Ball, Inc., have completed constructing a temporary bridge across the San Joaquin River just south of Mossdale. This structure will be used exclusively by the contractor to import approximately three million yards of sand, which will be used as fill on their Tracy By-Pass job.

After getting off to a rather slow start, Tom M. Hess, Inc., are now going full blast on unloading the Rio Vista sand, that has been hauled here by barges, and will be used as freeway fill on the Interstate 5 Freeway job in Stockton.

Post Del Rio from Southern California were low bidders on the Highway 88 job, which will be from Woodsford to the Nevada State Line. The bid price was over \$900,000.00. Work should be underway on this project by the time this issue of the News is printed.

Small jobs are continually coming in, but the number of Engineers required on most of them does not have too much effect on our out-of-work lists.

Jobs secured by A. Teichert & Son, S. M. McGaw Co., Claude C. Woods Co. and Standard Materials, which were reported in last month's issue, are all manned and underway at the present time. Work on these should continue until late fall.

# \$14 Million Freeway To Granite

By BOB SKIDGEL, HARLEY  
DAVIDSON, ED MIDDLETON  
and MIKE KRAYNICK

This month finds the completion of some big projects in Santa Clara County. Granite Rock Company hopes to be in full operation of its new half million dollar asphaltic concrete batch plant here. Output will peak at 3,500 to 4,000 tons a day on single-shift operation. A gas-fired revolving cylinder retort will bring sand rock mixtures to 350 degrees heat in less than five minutes. The new plant here is one of the most sophisticated and complex batch plants of its kind in the nation. It will be dumping 12 tons a minute into waiting trucks. Directing the project as San Jose District Manager is Hall Haynes. Larry Johnson is the boxman and "Mac" McElroy is Plant Engineer.

The big spread at the intersection of Capitol Expressway and Bayshore Freeway is the 240 space mobile home park called Silvercreek Mobile Estates. It features an air conditioned club house with a nine hole putting green as part of its recreation complex. In Milpitas, on site grading has begun to level the prime corners of Landess Avenue and South Park Victoria Drive for the future buildings and 600,000 square feet of parking space for the Parktown Plaza Shopping Center. This is the first phase of the \$3.5 million project by Sasco Development Company. Also in Milpitas, the State Allocation Board approved a \$4,494,723 disbursement for a new high school.

Paving and landscaping contractors are busy on a string of improvement projects approved by the City of San Jose. Piazza Paving Company was awarded a \$454,474 contract for widening of Blossom Hill Road between Almaden Expressway and Cahalan Ave-

nue. A. J. Raisch Paving Company was awarded \$984,157 for overlay paving of cross taxiways and construction of a parking apron for air carriers. Raisch was also awarded the bid for the 1,113 foot extension of the main runway to accommodate the largest aircraft. The job is scheduled for completion by December 1, 1968 at a cost of \$528,488.

Piazza Paving was awarded a \$33,400 excavation job at downtown San Jose's Park Center Project. This is the first phase of the long awaited urban renewal project which will see the construction of a five story San Fernando Office Building, a 332 automobile underground garage and landscaped plaza to be completed by November 1969.

Recreational and Parks improvement contracts have been let to A. J. Shooter for Great Oaks Park, John Mise Park, Jollyman Park and Baker Playground. Rudolph Watson, Redwood City, got the contract for improvements to Mayfair Community Center. Joseph J. Taylor, Cupertino, was awarded a \$128,000 contract for additions to W. F. James Boys Ranch in Morgan Hill.

Bids for a \$7,190,000 project to build parts of Interstate 280 (Sinclair Freeway) and State Route 87 (Guadalupe Freeway) in San Jose were let by the State to extend 280 from Route 17 to Route 101. It is a part of a two year \$14 million road job that will locate a massive interchange south of downtown San Jose. Granite Construction and Stolte were low bidders on this job.

Madonna Construction Company was awarded a project for overlay of plant mix in various parts of the State Hiway in Santa Cruz, Monterey and San Benito Counties for approximately \$400,000. They were also awarded a

contract for \$14,015 for road repair at Camp Roberts. Kemko Paving was also awarded a large amount of Road repair work including several miles of paving in Camp Roberts.

Phil Calabrese was awarded \$128,592 contract to surface Nacimiento-Ferguson Road in Hunter Liggett which will be getting under way soon. Harold Peterson from Atascadero was awarded a contract for \$84,981 to surface and repair roads in Hunter Liggett.

Burk Construction Company from San Luis Obispo was awarded a State contract of \$178,992. This job is located at San Miguel just North of Camp Roberts Main Gate. Burk Construction were also low bidders on a contract to Resurface Mission Road at Hunter Liggett. This job went for \$50,785. Ed Buttler from Salinas were low bidders on a contract for \$155,287 to Repair streets and roads at Fort Ord.

Frank W. Pozer of Fresno was awarded the contract to resurface the Route 25 from the Monterey County Line Northwood to 4½ miles South of Pacines and Route 146 from the East Gate of the Pinnacles National Monument to its junction with Rt. 25. Total length of project is 38½ miles. This project should get under way soon.

Del Webb were low bidders on the Fort Ord Barracks for approximately \$13,000,000.

The State of California awarded a contract to Granite Construction and Stolte Inc. on July 17, 1968 for 13 million 800 thousand dollars. The job is located in San Jose on Hwy. 280—0.2 miles west of 1st Street and Concord Avenue and on Rt. 87 (Guadalupe Freeway) between Brown & San Carlos. This job is in two sections. The longest section is 1.2 miles on Hiway 280 and .95 hundredths of a mile on

Hwy. 87. There is an estimate of 535 working days and a completion date in late 1970 or early 1971. On the job there is about 750 thousand yards of dirt to be moved and 82 thousand linear feet of pile to be driven and 25 million pounds of reinforced steel to be used.

Mr. Don Brown of Granite Construction Engineering Office said they will be moving in on the job to start their clearing and preliminary work toward the end of August. At the time of this writing Granite has not mentioned anyone's name for the position of Supervision on this job. The dirt on the job will be moved with trucks doing 75% of the hauling and scrapers doing the other 25%. The unsuitable material will be removed by truck to Park and St. John Streets and the suitable material to be used on the job will be moved by the scrapers and trucks.

Work at Lockheed is progressing very well at this time. Huber, Hunt & Nichols have begun the inside work on their project. Freeman Sondgroth were awarded a contract to widen El Camino Real in Palo Alto in the amount of \$1,876,000. Hood Corporation will be doing the underground work on this project. L. Krzych was awarded a contract for \$77,000 for Sanitary Services in Cupertino. L. C. Smith is keeping busy doing the overlay work on the streets in Sunnyvale.

## Winter Layoffs

Construction unions are urging passage of legislation authorizing a broad government study of the problems of "seasonality in construction." New building techniques make year-round construction technologically feasible, but unions are hit by winter layoffs.



GUADALUPE FREEWAY complex in San Jose is shown in the model above. Granite Construction Co. was awarded the bid and work is expected to get underway late this month. The job totals some \$14 million with an estimated 535 working days and an expected com-

pletion date in 1970 or early 1971. Some 750 thousand yards of dirt will be moved and 82 thousand linear feet of pile driven with 25 million pounds of reinforced steel to be used.

## FRIENDSHIP IS RARE

When trouble and strife become  
your way of life  
And heartache is your middle  
name,  
Look around you, dear friend,  
through the hurt and the pain,  
There is someone whose shoulder  
is there.  
Ours are the biggest and worst of  
the lot,  
Our sorrows, our cares and our  
woes,  
Keep going, dear friend, for the  
road has a bend,  
And that shoulder is there to the  
end.  
So the hurt and the pain are not  
all in vain,  
For the love of a friend we have  
found.  
Friendship is rare, but we know  
that they care  
Else why would that shoulder be  
there.

DIAMOND RENQUIST

## Big Safety Savings!

A good accident prevention program can result in substantial savings on Workmen's Compensation Insurance premiums. A Jacksonville, Fla., shipyard achieved such an outstanding safety record in 1966 that it received a \$600,000 premium refund.



# 5 Highway Projects On Bids

SACRAMENTO—Five northern and central California highway projects have been advertised for bids by the State Division of Highways.

One of these is for completion of a safety roadside rest for north-bound traffic on the Interstate 5 Freeway in *Shasta County*, about 9 miles north of the Route 151/Interstate 5 Separation at Project City (about 0.9-mile south of O'Brien).

Grading and paving, plus installation of curbs and water supply for this roadside rest, was done in conjunction with the construction of Interstate 5 to full freeway standards between the south end of the Pit River bridge and 2.4 miles north of O'Brien.

Both the freeway construction and the safety roadside rest are scheduled for completion next December.

Bids will be opened August 21 in Sacramento. A total of \$100,000 is available for the project.

Another project, on Interstate 5 in *Tehama and Shasta Counties*, calls for relocating an overhead sign and constructing a new overhead sign bridge at the intersection of Cypress Avenue (Route 44) and Route 299; in and near Redding; and modifying a sign at the Interstate 5/North Street Intersection in Anderson. Also, sign structures will be installed and improved at the Interstate 5/Route 36 Interchange in East Red Bluff. Guard rail and sign illumination will also be installed at these locations.

Bids will be opened August 21 in Sacramento. Approximately \$43,000 is available for the project.

A *Yuba-Butte County* project consists of installing metal beam guard rail at bridge ends, piers, headwalls and abutments at seven locations along Route 70 in Yuba County, and eight locations along the same route in Butte County.

The seven Yuba County locations begin at the Route 65/70 Separation and end at the E Street Bridge just south of Marysville.

The eight Butte County locations begin at the South Oroville Separation of Routes 70/162 and extend north to include the Garden Drive Overcrossing.

Bids will be opened August 21 in Sacramento. Approximately \$45,000 is available for the project.

In *Solano County*, construction of left-turn storage lanes and installation of highway lighting is scheduled at the intersection of Route 505 with Midway Road, about 3 miles north of Vacaville.

Bids will be opened August 21 in Sacramento. Approximately \$28,000 is available for the project, including a \$1,400 contribution by the County.

A *San Joaquin County* project involves skidproofing the deck of the San Joaquin River Bridge on Interstate 5 about 8 miles south of French Camp, by welding steel non-skid studs to the open steel grating which forms the bridge deck.

Bids will be opened August 14 in Sacramento. Approximately \$37,000 is available for the project.



**ROUGH GOING**—Like Jericho's walls, the steep slopes of Ball Mountain send gigantic granite boulders cascading down onto the last stretch of the successor route to Tollhouse Grade as it approaches Prather Valley at the foot. Part of the job's problem is

to keep boulders, like the giant in the center of the photo, from going all the way to the bottom of the hill and onto ranchlands below. Smoke in the distance is from a sawmill. The San Joaquin Valley lies beyond the flat table mountain in background.

## Hidden Dam Wins 9 To 1 Vote

★ ★ ★

By **CLAUDE ODOM, KENNETH GREEN, BILL RELERFORD and HAROLD "DOC" SUMNER**

Bids were opened July 17 for a proposed \$50,000 job to widen Whites Bridge Avenue from Madera Avenue to 3/10th of a mile east of the intersection and will include highway lighting with a conduit which can be used later for highway signals.

The Langworthy Paving Co. of Fresno and M. D. Wesson Paving Co. of Clovis have been awarded contracts in several of the high country campgrounds to repair and resurface the campground access roads.

The Pacific Western Construction of Fresno has been awarded several contracts in and around Fresno to resurface several major highways. At this writing they have completed resurfacing Highway 168 through the Shaver Lake area and also Highway 41 from Fresno to Easton.

Hunsacker Construction Co. has been awarded a contract to construct Watts Creek Bridge on Maxon Road near Trimmer Springs.

The Allied Paving Company Inc. of Fresno has a contract to apply bituminous seal coats to some 61 miles of county roads in and around Fresno.

The Vinnell Corp. of Phoenix is quite busy to date on their Tollhouse project. This job should be completed in early December. This section of the Tollhouse grade is a mile and half long but from an engineering standpoint it probably is one of the tougher sections of the entire project.

A contract has been awarded to Valley Excavation Construction Co. of Fresno for widening Maple Avenue to four lanes between

★ ★ ★

Belmont and Inyo Avenue. The contract also includes funds to cover an improvement district for the installation of curbs, gutters, driveway approaches and some sidewalks and sewer branches.

The Harris Construction Co. won the construction contract for the new McClatchy Newspapers development. The first phase, a 100,000 square foot structure will house the Bee's new 12 unit press, part of the stereotype department, service and dispatching areas and newsprint storage. The second phase will be started no later than July, 1972.

Work is now underway on the two-phase \$1 million retail development project on the Fulton Mall between Inyo and Kern Street, in Fresno.

The preliminary work between Berkley's and the Gay 20's Fashion is now under construction by the Hunsacker Construction Co. The second phase is scheduled for construction early next year.

The Robert G. Fisher Co. of Fresno had a low bid for construction of the new law enforcement building in the court house park. Plans call for construction of the building to be completed by early 1970.

The Madera Irrigation District Hidden Dam Contract has been approved by more than a 9 to 1 margin. A total of 1,319 votes were cast in favor of the contract while 136 were cast against it. Only 17 per cent (1,455) of 8,817 registered voters in the district went to the polls.

Fred Bandy, MID manager, said the way is now clear for the Army Corps of Engineers to begin purchasing right-of-way land for the dam. To date, \$400,000 has been appropriated for this purpose.

★ ★ ★

Bandy said he expects to sign the contract with the Bureau of Reclamation early in August.

Under terms of the contract, after the dam is built, the MID will repay \$65,000 to the Bureau each year until it's share of \$3.6 million of the project is repaid.

Local #3 has been recognized by the Fresno Board of Supervisors as bargaining representatives for the Fresno County Employees. A large number of Fresno County employees have voiced dissatisfaction with the recent 2½% increase they received while others received up to 5% to 17%. Fresno County Sheriff's Deputies voted by a 3 to 1 margin for a 40 hour work week similar to Fresno City's Police Dept.

We have also been successful in signing of many Fresno County employees in the County Clerk's Office, Welfare Department, Public Works Department, County Corporation Yards, County Hospital, janitors and the Tax Collectors Office. We are now in the process of organizing the Tule Irrigation District, Tulare County Irrigation District, Tulare County employees (Springville Hospital), Merced City employees, Merced County employees and the City of Fresno employees.

The success of the meetings with the city and county employees has been due to the enthusiasm they have shown by turning out in great numbers. There was much discussion during the meetings concerning Local 3's Credit Union and the benefits received by its shareholders.

The Gene McLaughlin Construction Co. of Fresno was low bidder for street and sewer work, planning, replacement of irrigation pipe line and some electrical

★ ★ ★

wiring for the Fresno State College.

Fresno Paving is placing a sub-base on their 12th Ave. job in Hanford and they are ready to pave their Hiway 65 job in Terra Bella as soon as their hot plant is in operation.

The Huron job has been paved and will be completed with a small amount of cleanup. Fresno Paving was also low bidder on the resurfacing and widening of Hiway 33 from Coalinga to Reef City which should start around the 1st of August. They have approx. 12 engineers on the job.

Hood Corp. in Three Rocks have started up their Westland Water District job in Three Rocks. This will be a good job for the brothers as they are behind schedule due to a lack of pipe.

Huntington Bros. are working their rock plant 10 hours a day in Cantua Creek. Producing material for the O & M Rd. the San Luis Canal from Ponoche Creek to Kettleman City.

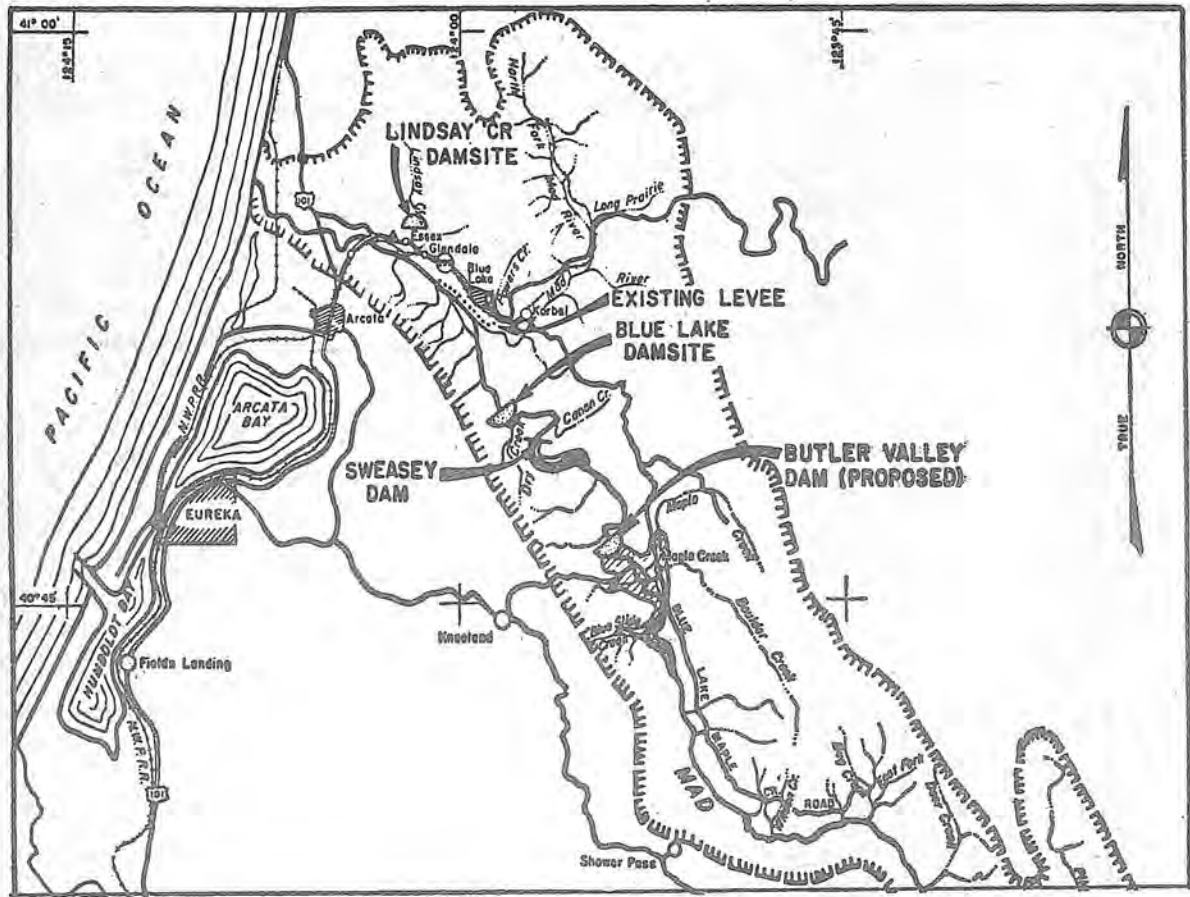
Lentz Company are down to one spread on their Westland Water District Pipeline job and should be completed in September.

Darkenwald Company has completed the excavation on the Pleasant Valley Pumping Plant. This was a very good job for the brothers.

Peter Kiewit & Sons are in the finishing stages on their Interstate #5 job with most of their scrapers being shipped out and the C.M.I. trimming sub-grade.

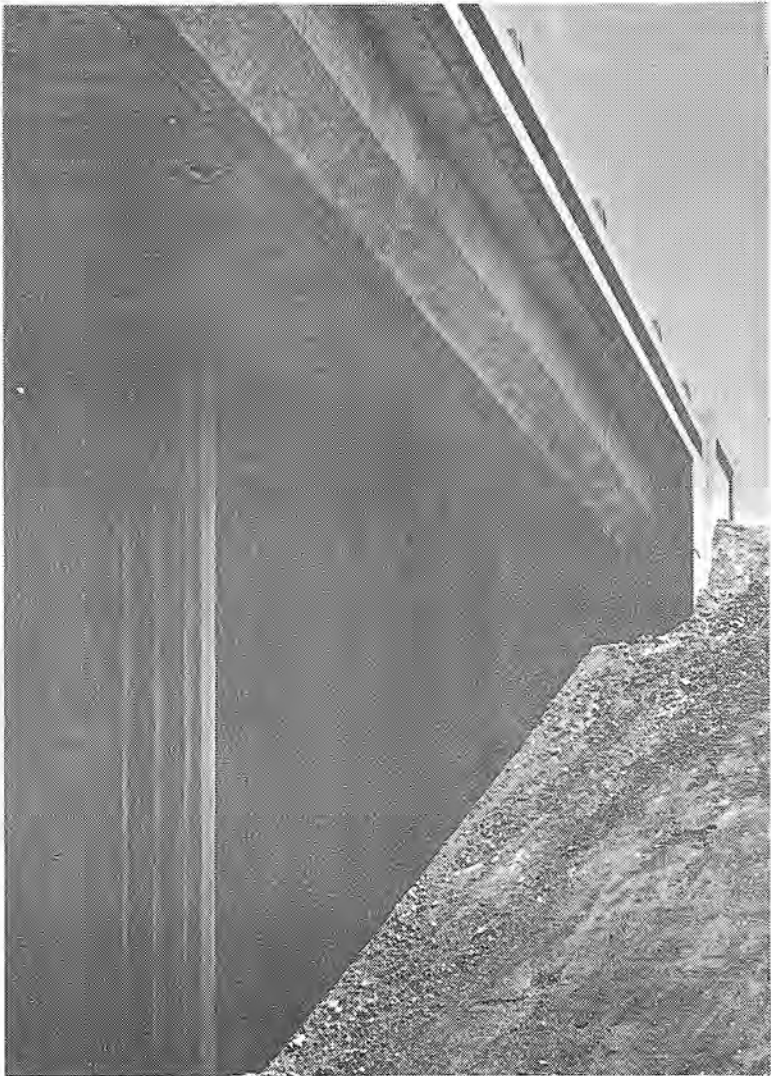
Kirst Construction who is moving the dirt for Clyde Woods on the Pleasant Valley Canal Job are right on schedule and they should be completed with the excavation by September 15th.





ARMY CORPS of Engineers' Map above shows location of proposed Butler Valley Dam. Chosen as the best of several possibilities, the new dam will be almost due east of Eureka. It will provide water for municipal and industrial uses, recrea-

tion and flood control on the Mad River. Congressman Don Clausen of the 1st District pushed this and several other major California construction appropriations through last month before Congress adjourned.



# Clausen Pushes Butler Valley Dam Plans Out

By RAY COOPER and PHIL DURNFORD

Rep. Don H. Clausen announced today that the Butler Valley dam and Humboldt Bay improvement authorizations have passed the full House Public Works Committee and are in the omnibus public works bill.

An 11-mile-long lake on the Mad River just a half-hour drive from Eureka, new industry and more shipping on Humboldt Bay, adequate water for city growth—these are the advances coming in the mid-1970's because of favorable Congressional action Tuesday on Butler Valley dam and the bay improvement project.

The \$35 million Butler Valley dam and the \$2.75 million bay project were both approved by House Public Works subcommittees, thus clearing the major hurdles en route to full Congressional authorization and future funding.

The affirmative votes were announced by Rep. Don H. Clausen, R-Crescent City, who has steered the two major projects into the Public Works Bill. Meanwhile, Humboldt County community leaders hailed the actions as the most significant steps for flood control and economic growth in years.

## Congressional Steps

Butler Valley dam was approved by the Flood Control Subcommittee, on which Clausen is ranking minority member. The bay improvement passed the Rivers and Harbors Subcommittee. The projects now go before the full Public Works Commission for inclusion in the Omnibus Public Works Bill. House approval could follow. The Senate has already authorized the bay development, while Butler Valley is yet to clear that legislative step.

If, as Clausen expects, both projects are authorized by Congress this year, they will be financially funded in subsequent bills. Engineering plans will be pre-

pared before construction begins in the early 1970's.

Butler Valley dam, a goal of the Humboldt Bay Municipal Water District, will be located 26 miles upstream from the mouth of the Mad River. It will be 350 feet high, 1850 feet long, creating a reservoir lake 11 miles long with a capacity of 460,000 acre-feet.

## Flood Control

The Army Corps of Engineers, which will construct the dam, says it will regulate runoff from 352 square miles of the Mad River basin and will fully control floods of the 1955 and 1964 magnitude.

The reservoir will also yield 160,000 acre-feet of water for industrial and municipal purposes each year. The water district now is all but sold out of water.

Recreation facilities, to be developed in several stages, are estimated to serve 2 million visitors a year when fully installed.

Based on 1967 prices and conditions, the first cost of the project is estimated to be \$35 million for construction of the dam and \$3.5 million for the overall recreation development. Some \$15.6 million will be the responsibility of the water district, as it represents the water supply share. The federal government pays for flood control.

In urging adoption of the project before his own subcommittee, Clausen said, "I cannot overstate the urgent need for this added source of water supply to meet the increasing industrial and municipal demands in the Humboldt Bay area."

"Assurance of an adequate water supply would greatly increase the possibility of attracting much-needed new industry to this depressed area and would provide local residents with water at a much lower rate than they are now compelled to pay."

"In the same regard, development of recreation facilities on the proposed reservoir would attract tourists and vacationers to the area, thereby further bolster-



**BENBOW FREEWAY**—Experiments in freeway design (shown above) are being tried on the new Benbow U.S. 101 project, scheduled for completion in mid-1969, according to Local #3 representatives Ray Cooper and Phil Durnford. Pleasing curves in long concrete bridge spans, addition of color to supporting piers and abutments, chipped ridges on bridge underpinnings—all are of the attempt to have the freeway design be equal to the spectacular scenery. Bridges figure prominently in the job. One crosses the East Branch of the South Fork next to Benbow Inn, while two larger spans cross the South Fork further south. Veryl Goff is bridge

ing the local economy."

Clausen's comments brought to mind the impending House consideration of the Redwood National Park bill, to be scheduled by the Rules Committee in the near future.

## Economic Necessity

Additional water for industry, plus the deepening of the bay shipping channels and creation of an anchorage basin, means that activity on the harbor can be expected to rise upon completion of the projects.

superintendent. The project is 2.8 miles long, with a cost of \$6 million. Gibbons & Reed Company and Hughes & Ladd are contractors, with the latter firm handling construction. Wally Hughes is superintendent of construction and our long-time Brother Jack Griffin is the dirt superintendent. This has been a real good job for several of our District #4 Brothers. Completion of the project by the July 1969 estimate depends on the winter weather, if the weather next winter is anywhere near as good to this job as our previous winter was—they shouldn't have any problems.

For all particular purposes, the Humboldt Bay Municipal Water District is sold out of water, with a contract commitment of 71 million gallons a day to the two pulp mills and the local cities, out of a Ruth Dam yield of 75 million gallons.

But water needs are expected to skyrocket by 1980 from 40,000 acre-feet to over 150,000 acre-feet per year.

Butler Valley dam, then, is the solution.

The Corps of Engineers will build the dam and allow the dis-

trict to pay for water as it is used, eliminating the need for cash outlay, under provisions of the Water Supply Act of 1958.

The maximum tax rate for the project in the district, including construction of \$24 million in conveyance facilities from the Mad River, would start at 67 cents in 1975 and decline to nothing by 2003, with a 13-cent rate resuming by 2015 and continuing to 2025, the district says. The rate could be considerably less, depending on what arrangements are made with industry.



# To All Local Unions

Dear Sirs and Brothers:

At its meeting on Friday, July 12, 1968, the General Executive Board adopted changes to the provisions of the International Constitution dealing with the amount of benefits payable to the beneficiary or beneficiaries of members on withdrawal card by amending Article XX, Section 2 of the International Constitution by adding the following paragraph at the end thereof:

"Effective August 1, 1968, the amount of death benefits payable to the beneficiary or beneficiaries of a member who has been granted a withdrawal card prior to that date shall be computed on the basis of the number of years such member has been in good standing as of August 1, 1968, and shall not thereafter be increased during the period such member remains on withdrawal card. The amount of the death benefits payable to the beneficiary or beneficiaries of a member who is granted a withdrawal card on or after August 1, 1968, shall be computed on the basis of the number of years such member has been in good standing as of the date on which the withdrawal card is granted, and shall not be increased thereafter during the period such member remains on withdrawal card."

Under this amendment, effective August 1, 1968, the amount of death benefits payable to the beneficiary or beneficiaries of a member who has been granted a withdrawal card prior to that date and who has continued in good standing in the Death Benefit Fund is computed on the basis of the number of years such member has been in good standing as of August 1, 1968, and is not thereafter increased during the period such member remains on withdrawal card. In addition, the amount of the death benefits payable to the beneficiary or beneficiaries of a member who is granted a withdrawal card on or after August 1, 1968, and who has continued in good standing in the Death Benefit Fund is computed on the basis of the number of years such member has been in good standing as of the date on which the withdrawal card is granted, and is not increased thereafter during the period such member remains on withdrawal card.

Faternally yours,

*N. J. Carman*  
N. J. Carman  
General Secretary-Treasurer

# 25 Jobs Look Good In 7-Mile Expressway At Doyle

By LAKE AUSTIN and  
LOU BARNES

The Post El Rio Company were low bidders on 7 miles of two-lane expressway bypassing Doyle, California. Bid price, \$2,046,000. They are moving in as of this writing and have one D-9 clearing cat which is almost nil for there is nothing in that area but sagebrush and rock. Most all of the right-a-way is virgin so traffic will not be a big problem. The company hopes to keep 25 Brothers busy for the rest of the season and probably run into next season.

O'Hair Construction Company of Mt. Shasta was low bidder on the Lookout road—bid price approximately \$385,000, this consists of placing base rock and plant mix. Job is 7 miles in length—this project came along just in time for this company was a little short on work. O'Hair keeps from ten to twelve Brothers busy most of the time—good show.

The State people say they hope to let another section of the Anderson grade from the end of Kiewit Project to the Shasta River, approximately 5 miles, and the Yreka by-pass sometime before the beginning of next season.

The monies have been made available for these two projects

and there seems to be little doubt as to any changes in plans.

Vinnell Corporation has licked their water problem by placing two 24-inch pipes in the concrete and diverting the water through them—this just about completes the block pours across the river. Reason for this—there was no diversion tunnel—the company is still working one shift so when they start a pour it sometimes runs well into the night. This gives some of our Brothers some real money to bring home.

State Center Construction, a sub from Vinnell Corporation, doing the roads and camp sites in the park are in the finishing stages. The Lake itself won't be a very large body of water but lies at the foot of Mt. Shasta and the water will be cold—this should make for some real good trout fishing by the end of next year. This project has been a real boost for the area.

S and Q Construction have started on their diversion dam fish trap for the Bureau of Reclamation near Red Bluff. This job will go until January, 1969, and will hit their peak of employment in October with 18 to 20 men.

Hughes and Ladd have cut back to one shift operation on their job at Peanut. Cut and fill

is far enough ahead that by the time the crushing is done they should top out at the same time.

Trinity Sand and Gravel crushing job on Hyampom road near Hayfork should supply state with aggregate needs for approaching winter. This plant near Douglas City is still a chicken and feather operation.

Bryant Construction of Redding is off to a good start on the Weaverville High School and although the amount of money to be spent covered by operators is small, all work is appreciated in this area as it has been a depressed area for Engineers. Nadeker Construction have completed most of the clearing and a large percentage of site excavation. Ed Oaks Sand and Gravel have set up low profile concrete plants to supply this job. We're hopeful this will be a money making job.

Purtzer and Dutton at Red Bluff are on schedule with a syphon project—the last major sheet piling job is finished, the concrete operation continued throughout job. This job will be completed this season. Frank Neil (Steward) and Walt Eagleman (Safety Committeeman) both Brothers are doing an outstanding job.

## Obituaries

Name — City	Local Social Security No.	Register	Deceased
Armishaw, Frank . . . . .	3D 750590		7/3/68
Bridgett Brechin—Sister 5764 Park Avenue Marysville, California	SS# 558-01-3315		
Bertelli, John . . . . .	3 1174964		4/68
Gwen—Wife 5816 Flintlock Court Carmichael, California	SS# 564-62-0458		
Branscomb, Everett . . . . .	3 1192103		5/23/68
Elizabeth—Wife 506 Oak Street Garberville, California	SS# 557-28-5921		
Briggs, L. R. . . . .	3D 512698		7/16/68
Ella—Wife 608 Sibley Street Folsom, California	SS# 559-05-4873		
Burnside, Joseph . . . . .	3 361165		6/17/68
Anna—Wife 758 Circle Court South San Francisco	SS# 559-03-9003		
Carter, Forest . . . . .	3 982916		7/25/68
Quannah—Wife 1080 Mosquito Road Placerville, California	SS# 448-26-3711		
Crawford, Fred . . . . .	3 591800		7/17/68
Gladys—Wife 1623-A Emerson Street Honolulu, Hawaii	SS# 256-05-5401		
Davis, Walter L. . . . .	3 1157972		7 /1/68
Maude—Wife 3897 N. Sequoia Fresno, California	SS# 447-07-1270		
Debey, Carl F. . . . .	3 868705		7/15/68
Helen—Wife P. O. Box 623 Pollock Pines, California	SS# 513-18-5976		
Dunton, Arthur . . . . .	3 496004		6/25/68
Myrtle—Wife 6435 Orange Avenue Sacramento, California	SS# 522-07-7370		
Frazier, George D. . . . .	3 688843		7/12/68
Lillian—Wife 7916 Mesa Street Fair Oaks, California	SS# 559-10-7886		
Hendrix, Arthur . . . . .	3 750293		7/5/68
Kay—Wife P. O. Box 485 Oroville, California	SS# 566-14-2093		
Medicas, Sid . . . . .	3 987238		5/19/68
Sid—Father 135 Spring Street Fort Bragg, California	SS# 554-28-1050		

# Sands of Rio Vista! Basalt Rock Sets New Site

By AARON SMITH

BENICIA—Basalt Rock Company, Inc., is building a new plant in the Industrial Park for the processing of ready mix concrete and asphaltic concrete, it was announced today by E. F. Brovelli, President of Basalt Rock.

The modern, automated operation, under construction on four acres of land leased from Benicia Industrial Park, will be the seventh for Basalt Rock in Northern California. The Company is headquartered in Napa and has plants in San Rafael, Santa Rosa, Petaluma, Healdsburg and Vallejo. The ready mix concrete plant will have an initial capacity of 150 cubic yards per hour, Brovelli said. The capacity of the asphaltic concrete plant will be 250 tons per hour. Base material for the two operations will be quarried from surrounding and nearby land owned by Benicia Industries, Inc. Brovelli noted that both plants will

incorporate the latest equipment for the control of air pollution.

Basalt Rock, established in 1924, is one of about 85 businesses and industries that have located in the 4,000 acre Benicia Industrial Park since it's opening in March, 1965. The Park, which includes the land and buildings of the former Benicia Military Arsenal, is currently the largest port oriented Industrial Park in Northern California.

"They're hauling off 6 million tons of our Delta." Yes!! That's what the bustling little city of Rio Vista is saying, they're hauling off millions of tons by the barge fulls—mammoth conveyors are conspiring with huge barges to take away from the Rio Vista area some 6 million tons of sand over a period of about one year. The machinery already is in place just south of Rio Vista a few yards beyond the city's sewage disposal plant. The Oman Construction Company has

taken the job of moving the sand—original dredgings from the river to points near Stockton where it will serve as a basic fill for the link of Interstate Highway 5 now under construction there. Federal and State authorities agreed to the removal of the sand down to a specified level making for more room in the dredging spoils eventually. The sand is unloaded near highway construction site along Stockton bypass.

Officials of the Oman Company said that they were moving the sand under contract to Hess Construction, the highway contractors.

"You never miss the water till the well runs dry." "Think about it." Some of our old timers will never forget that saying, and the young Brothers stepping into their shoes should remember it. At least "Think about it."

Today we have a program to save your life and the lives of your loved ones . . . We want to help you but apparently only a few, and a very few, want to be helped . . . Five percent cannot carry the load for the other 95%. Brothers, we are in bad need of blood. Check in your wallet on your blood card and see when the last time you gave blood and contact your Business Agent or Dispatcher and make arrangements to replenish our dwindling blood supply—if you were in an accident do you know what your blood type is??? The precious moments of finding out could cost you your life. Brothers Winkelkotter, Vernon Lewis, Ernie Lemas, "Dud" Western, Henry Franz, Larry Peterson, and Jim Todd know their blood type because they were our most recent donors. If you have not submitted your name to the Dispatcher won't you do it now???? Thank you.

## Important Announcement

Recording-Corresponding Secretary T. J. "Tom" Stapleton has announced that a special order of business at regular Sub-District Meetings in the State of Hawaii to elect a Sub-District Advisor (subject to approval of amendments to the By-Laws by the International Union of Operating Engineers) is scheduled as follows:

OCTOBER 15—  
KAUAI

Convention Hall  
Lihue  
Kauai

OCTOBER 16—  
HONOLULU

2305 S. Beretania  
Honolulu, Hawaii

OCTOBER 17—  
HILO

Hawaii Technical School  
1175 Menoa  
Hilo

OCTOBER 18—  
MAUI

IBEW Hall  
Kahului Airport Road  
Maui



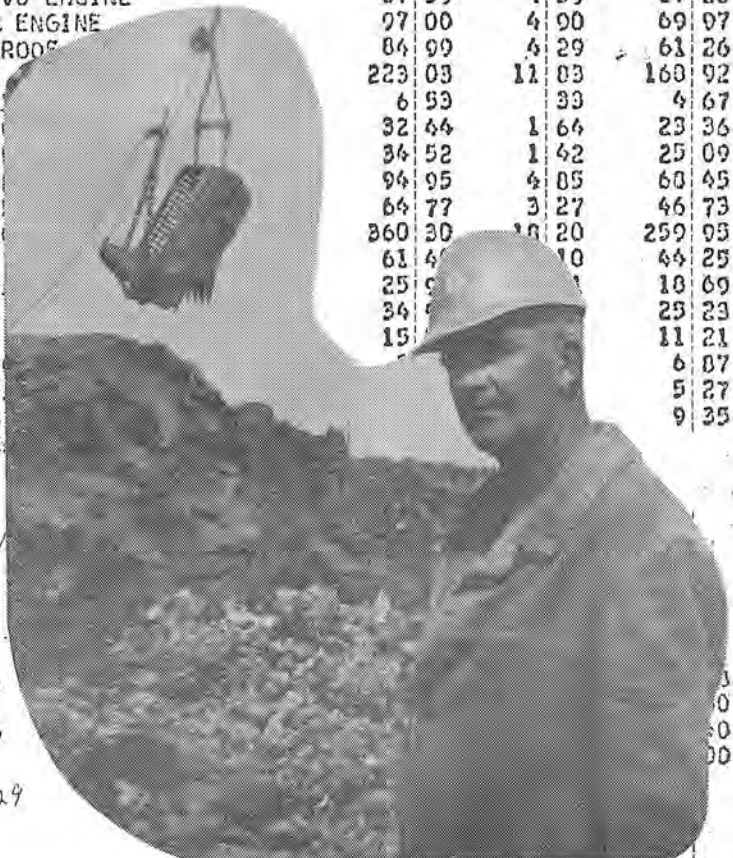
# Local 3 Credit Union Offers Most For \$\$\$

FORD DIVISION OF FORD MOTOR COMPANY 72E030 8K40Y

By ERNIE DELOE  
Credit Union Field Representative

- TORINO 2 DOOR HARDTOP-FORMAL
- WIMBLEDON WHITE
- BASE 209 2V V8 ENGINE
- 390 2V 8 CYL ENGINE
- BLACK VINYL ROOF
- SELECT SHIFT
- HIGH RATIO A
- CONVENIENCE
- 7.75X14-4PR
- POWER STEERING
- POWER DISC B
- SELECTAIRE C
- AM RADIO
- DUAL REAR SE
- TINTED GLASS
- DELUXE BELTS
- REMOTE CONTR
- HEAVY DUTY B
- WHEEL COVERS
- WHEN APPLIC

SUGGESTED RETAIL PRICE	MEMO D & D	A JNT
2710 32	147 32	2055 22
87 59	4 59	67 23
97 00	4 00	69 07
84 09	4 29	61 26
223 03	11 03	160 92
6 53	33	4 67
32 44	1 64	23 36
34 52	1 42	25 09
94 95	4 05	60 45
64 77	3 27	46 73
360 30	10 20	259 03
61 40	10	44 25
25 90		10 69
34 60		25 23
15		11 21
		6 07
		5 27
		9 35



"Next time it'll be a new camper."

That was the happy comment of Ernest Hutchinson (left) recently after arranging with the Operating Engineers Local Union No. 3 Credit Union to purchase and finance a spanking new Ford pickup.

Mr. Hutchinson, who works as a catskiner for L. C. Smith, Contractor, Berkeley, now on a job in Menlo Park, found how easy it is to apply for loans from your Credit Union. All that is necessary is to see the Loan Officer in your Local No. 3 District Office.

Barbara, Mr. Hutchinson's wife, learned he was getting the pickup at a substantial discount (see reproduction of invoices) and sweet-talked him into a new car for her needs as well. So, a new pickup and a new Ford sedan made the Hutchinsons the envy of their block in one move. The same can happen for you!

Here's how easy it was:

Mr. Hutchinson decided it was time to go for new. Since he is in construction, his choice was a pickup. He talked it over with Barbara and they contacted their Representative. The necessary arrangements were made and loan application forms were obtained through their Local 3 District Office. Mr. and Mrs. Hutchinson were now well on their way to new transportation.

While Mr. and Mrs. Hutchinson had only one car for a trade in the deal, they found the terms toward the pickup so attractive—thanks to the Credit Union—that it became natural to sell themselves on the sedan as well. You have friends like the Hutchinsons who have made similar deals. Ask them how easy it was. Veteran Credit Union borrowers know you won't be sorry. That's supposed to be one reason you're a member.

It only makes sense that you wouldn't join in the first place if you couldn't get a better interest dividend and loan terms. Right??? No question about it.

Mr. Hutchinson found it so convenient to deal through the special service your Credit Union offers. This service which was established at the request of Business Manager, Al Clem, provides factual information on the dealer's cost (factory invoice) of new Motor Vehicles and provides a list of dealers that have agreed to sell these vehicles to members of the Credit Union for as little as \$100 over their cost. This means savings to our members on the initial cost ranging from a few hundred dollars on modest price vehicles to amounts in excess of \$1,000 on luxury vehicles.

The reason dealers are willing to offer these discounts is obvious. With Credit Union financing there are no reciprocal arrangements whereby the dealer is required to guarantee the contract to the financier. This makes a sale to a Credit Union member the same as a cash sale.

This also eliminates the kickback of a portion of the finance charge which is another way the dealers have of wringing a few more dollars out of a sale, and brings us to the cost of financing through the Credit Union.

Credit Union interest rates start at a low % of 1% per month on the declining unpaid balance and the maximum rate is 1% per month on the declining unpaid balance. The interest is computed daily, and there are NO prepayment penalties which means that any advance payments or additional amounts added to your regular payment will reduce your total interest cost proportionately.

All Credit Union loans carry Credit Life (to age 70) and Total Permanent Disability (to age 60) insurance paid for by the Credit Union. The only qualifying requirement is that the borrower be physically able to perform his normal duties at the time the loan is granted (if not, the insurance becomes effective the day they return to work).

We believe that if you will compare our rates with other types of financing which charge up to 2½% per month PLUS a premium for Credit Life Insurance, you will have to agree, the Credit Union is the most economical.

Greater emphasis has been placed on assisting members with the purchase and financing of motor vehicles because personal transportation is a necessity for many.

See CREDIT UNION page 15

GSC M-7A

D & D SCHEDULE B

8.0 GALS GAS  
FOAF

FA 1029

FINANCE AAD 419C  
NOV 67

SOLE TO  
SAN JOSE FORD SALES CO  
2111 N FIRST ST  
SAN JOSE CA 95113

HOW SHIPPED	FINANCE COMPANY AND/OR BANK
CROCKER-AM.	111736
DATE SHIPPED	27
FURTHER TERMS ON REVERSE SIDE	
CAR INITIAL AND NUMBER	SEALS

INVOICE AND UNIT SERIAL NO.	PLANT ADDRESS ON REVERSE SIDE	L.C. T.O.	DATE INV. PREPARED	ITEM NUMBER	TRIM	DEALER NO.
8K40Y122509	KANSAS CITY	B	01 03 68	72 A9305	7A	722 030

THIS IS FOR INFORMATION ONLY AND IN NO WAY AFFECTS TRANSFER OF TITLE

DEALER'S DELIVERY COPY

## SAN JOSE FORD SALES CO. PURCHASE ORDER

2111 NORTH FIRST STREET  
SAN JOSE, CALIFORNIA 95131

Date May 30 1968

Salesman Bobby Wilson

Stock No. 1531

Trim Black Color White

BUYER ERNEST OR BARBARA HUTCHINSON

12430 CURRY CT. SARATOGA.

RESIDENCE OR PLACE OF BUSINESS PHONE -- BUSINESS APPROXIMATE DELIVERY DATE

Please enter my order for the Motor Vehicle described below under the terms and conditions set forth below and on the reverse side.

NEW	YEAR	MAKE	BODY TYPE-TONNAGE IF TRUCK	MODEL NO.	SERIAL OR I. D. NO.	LICENSE NO.
<input checked="" type="checkbox"/>	68	F-250	131WR	STYLESIDE	ORDER	

Ignition Key

Make & Year of Used Car 1965 MERCURY

Body Type 4DR HT Lic. # MOS-203

Balance Owed To 0

Used Car Allowance 1100

Payoff (Ck #)

#1 - Net Allowance on Used Car

#2 - Cash with Order Rec. #

#2 - Deposit (Rec. #)

Total Credit (Transfer to Right Column)

STATEMENT OF INSURANCE

COVERAGES Combined Add. Cov. \$

Fire & Theft \$

Comprehensive \$

Collision \$

Vendor's Single Interest \$

Accident and Health \$

Credit Life \$

INSURER (CREDIT LIFE - A & H ONLY) HOME OFFICE

Public Liability (UM) \$

Property Damage \$

Med. Pav. \$

Other \$

Date Final Payment Due

On Contract Balance Total Premium \$

The insurance coverages described herein are effective on day of 19. If no effective date is stated, such insurance coverages are effective as of date of execution of conditional sales contract covering property described herein.

NOTICE: No person is required as a condition precedent to financing the purchase of an automobile that any insurance be negotiated or purchased through a particular insurance agent or broker. FINANCING UNLESS A PARTICULAR INSURANCE POLICY IS SPECIFICALLY IDENTIFIED IN THE CONTRACT OR PROMISE TO SELL. If no charge appears, or if premium for Vendor's Single Interest (VSI) is shown, there is no insurance covering Buyer's interest.

Buyer hereby agrees to furnish or transfer his own insurance within 15 days covering interest of undersigned seller, or to his successor in interest, unless otherwise noted from effective date of conditional sales contract.

INSURER AGENT PHONE

PICKUP PAYMENT DATE DUE PICKUP PAYMENT DATE DUE PICKUP PAYMENT DATE DUE

## SAN JOSE FORD SALES CO. PURCHASE ORDER

2111 NORTH FIRST STREET  
SAN JOSE, CALIFORNIA 95131

Date May 30 1968

Salesman Bobby Wilson

Stock No. 1531

Trim Black Color White

BUYER ERNEST OR BARBARA HUTCHINSON

12430 CURRY CT. SARATOGA.

RESIDENCE OR PLACE OF BUSINESS PHONE -- BUSINESS APPROXIMATE DELIVERY DATE

Please enter my order for the Motor Vehicle described below under the terms and conditions set forth below and on the reverse side.

NEW	YEAR	MAKE	BODY TYPE-TONNAGE IF TRUCK	MODEL NO.	SERIAL OR I. D. NO.	LICENSE NO.
<input checked="" type="checkbox"/>	68	TORINO	2DR HT		8K40Y122509	

Ignition Key

Make & Year of Used Car

Body Type

Balance Owed To

Used Car Allowance

Payoff (Ck #)

#1 - Net Allowance on Used Car

#2 - Cash with Order Rec. #

#2 - Deposit (Rec. #)

Total Credit (Transfer to Right Column)

STATEMENT OF INSURANCE

COVERAGES Combined Add. Cov. \$

Fire & Theft \$

Comprehensive \$

Collision \$

Vendor's Single Interest \$

Accident and Health \$

Credit Life \$

INSURER (CREDIT LIFE - A & H ONLY) HOME OFFICE

Public Liability (UM) \$

Property Damage \$

Med. Pav. \$

Other \$

Date Final Payment Due

On Contract Balance Total Premium \$

The insurance coverages described herein are effective on day of 19. If no effective date is stated, such insurance coverages are effective as of date of execution of conditional sales contract covering property described herein.

NOTICE: No person is required as a condition precedent to financing the purchase of an automobile that any insurance be negotiated or purchased through a particular insurance agent or broker. FINANCING UNLESS A PARTICULAR INSURANCE POLICY IS SPECIFICALLY IDENTIFIED IN THE CONTRACT OR PROMISE TO SELL. If no charge appears, or if premium for Vendor's Single Interest (VSI) is shown, there is no insurance covering Buyer's interest.

Buyer hereby agrees to furnish or transfer his own insurance within 15 days covering interest of undersigned seller, or to his successor in interest, unless otherwise noted from effective date of conditional sales contract.

INSURER AGENT PHONE

PICKUP PAYMENT DATE DUE PICKUP PAYMENT DATE DUE PICKUP PAYMENT DATE DUE



# Personal Notes

## SAN JOSE

We would like to take the opportunity to thank Brothers Bob Sandow, Bill Dalton and Robert Goodnight for their donations to the Blood Bank.

## SAN RAFAEL

Best wishes for a fast and speedy recovery to Brother Lorn Huddleston confined at Hillcrest Hospital, Petaluma.

Bro. Hans Stern in Ross General for surgery—but is now at home convalescing.

Bro. Paul Greves hit by a car while on job for Maggiora-Chilotti—has a broken leg—confined at Hillcrest Hospital, Petaluma. Best wishes for a speedy recovery!

## FRESNO

We wish to extend get well wishes to Brothers Jack Spencer and Ray Oliver who are in the hospital.

Congratulations to Brother Red Morse who has a new granddaughter.

## STOCKTON

Our deepest sympathies are extended to the family and friends of Brother Wilfred "Bill" Chase, who passed away recently.

The following Brothers were either hospitalized or under a doctor's care this past month: Bobby E. Jones, James Briggs, Alonzo Crawford, S. W. Dickey and Mike J. Fredricks. We wish all of them a speedy recovery.

## MARYSVILLE

Deaths in the past month have included Bill Hutchison, Mitchell White, Ray Rasmusson, Arthur Hendrix and Frank Armishaw. Our sincere condolences to their families.

Injured on the job were Bill Mettz and Ival Payne who are currently in Rideout Hospital. Best wishes for a speedy recovery.

Also sick or hospitalized the past month were Charles A. Childers, L. A. Dailey, Charles R. Haase, W. B. Hutchine, Oliver Jacobs, Jack C. Lowe, Frank McKague, and Milton Scott.

We received the following letter from Mrs. Calista Johnson. Dear Sir:

I am writing to thank the Union and all connected with the Union for all they have done for me in the death of (Jeff) J. F. Johnson. S.S. 517-03-2812.

Please convey my thanks to all. They have been wonderful. Thank you, Mrs. Calista Johnson, Sandy, Oregon

## SANTA ROSA

Brother George Purcell is the proud proprietor of the Forestville Café, where the home cooking featured, is really home cooking.

## SACRAMENTO

We would like to express our sympathies to the families and friends of Brothers Jesse Schneider, Carl Debey, Delbert Snyder, L. R. Briggs, Arthur Dunton, and George Frazier, all who passed away during the month of July.

Our thanks to Brothers Jack MacIntyre and Arthur Porter for their donations to our Sacramento Blood Bank. The Sacramento Blood Bank is still very low and we very badly need the donations of our brothers in order to maintain an adequate blood bank to handle all emergencies. For information call the Sacramento Office at 457-5795.

The Sacramento office would like to congratulate our Dispatcher, Don Morlan, and his wife, Jean, on the arrival of a new baby daughter on July 5, 1968. Karen Louise weighed in at 8 lbs., 3 oz. and both Mother and Daughter are doing fine.

## RENO

We regret to report the passing of Brother John Krizmanich, on June 20, 1968. Our sincere regards to his wife and family.

Brother David Roberts passed away on July 2, 1968. Brother Roberts had been an Apprentice for the last two and one half years. We offer our sincere sympathy to the entire family.

## CLEM (continued)

Agreement. There were so many changes in this agreement which were beneficial to the membership that we wanted to explain them thoroughly so that everyone could work to the end in order that they receive the full benefits provided in the agreement.

In conclusion we would like to draw your attention to the action taken at the Semi-Annual Meeting held on July 13, 1968, whereby the membership concurred in the recommendation of the Executive Board setting aside temporarily all but \$1.00 per month of the dues increase, which would have been forthcoming as per Article VI of the By-Laws. In addition, the action was that the \$1.00 per month dues increase would not become effective until October 1, 1968. This means that if you desire to avail yourself of paying your dues in advance prior to October 1, 1968, you may do so for any 12-month period and save \$12.00. If your dues are currently paid until January 1, 1969, you may pay an additional 12 months thereby effectuating a savings up to \$12.00 for your next dues period and, of course, if you desire less than a year's dues, the savings would be proportionately less.

# SWAP SHOP CORNER: Free Want Ads for Engineers

## FOR SALE

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

**NEW CUSTOM RUSTIC HOME**—2 bedrooms, 2 baths, all electric, large stone fireplace, paneled walls, beam ceilings, full basement, 2½ car garage and shop, paved streets, P.G.&E. water, covered decks, \$26,500. 3¼% Cal-Vet, 3 miles above Twain Harte. Richard R. Owings, Star Route, Box 1115, Sonoma, California 95370. Reg. # 987250. Phone 209-586-3860.

**WELL DRILLING ROTARY RIG** for Sale—Runs good, 7 bits, 500 ft. drill pipe, pipe trailer, pipe racks. Write or call for information, will send colored pictures upon request. Charles W. Criswell, 240 North "A" St. Phone 686-5520, Tulare, California 93274. Reg. # 918845. Priced to sell, \$4,500. 6-1.

**FOR SALE**, wooded half acre near Arnold, Calif., 3 miles south of Calaveras Big Tree Park, off Hiway 4, close to ski lift and golf course and clubhouse. Dave Creekmore, 404 Don-dee Way, Pacifica, Calif. 94044. Ph. 415-359-1501. Reg. # 698477. 6-1.

**1 MODEL G U 8 Skagit Double Drum Hoist**, \$2,500. Powered with OXC5 Hercules engine, in good shape; one 1965 GMC 302 ten wheel flatbed, \$1,850.

**1 WINCH TRUCK**, complete with roller for rolling slopes and erosion work, unit in good condition. \$4,500, can finance. William Dorresteyn, 6105 Orchard Ave., Richmond, Calif. 94804. Phone 234-8118. Reg. # 313299. 6-1.

**PLACER GOLD MINE**—About 60 acres, Sierra County. \$12,000 with ¼ down. W. W. Whitman, 5852 Green Glen Way, Sacramento, California 95842. Tel. 332-6111. Reg. # 381862. 6-1.

**FOR SALE**: Fifty ton hydraulic jack, Simpson electric Analyzer, 750 v. Amprobe, other voltmeters, etc. Francis M. Hobbs, 3333 Mayfair Dr., Sacramento, Calif. 958285. Ph. (916) 463-1811.

**CHRIS CRAFT Holiday 18 ft.** 1963, like new, 107 hours, all extras and factory trailer. \$3,800. Lloyd J. Morrison, 1773 Lake St., San Mateo, phone 345-7498. Reg. # 924959. 6-1.

**TWO 10 ACRE** parcels near San Antonio dam. One on Hunter Liggett highway. Both have county road access. Deer, quail on property. School bus and electricity. \$8,500 each or \$16,000 for both. Phone 805/472-2226. John Jardine, Star Route, Bradley 93426. Reg. # 1175046. 6-1.

**ONE ACRE LOT**, private lakes, paved roads, water and power to lot, below snow line, 35 minutes from Fresno on Hiway 49. Near Bass Lake and Yosemite. J. A. Pruden, 7300 Ione Ct., Dublin, Cal. 92028. Reg. # 1226068. 6-1.

**NEARLY NEW 1966** Excel trailer, self-contained 16½ ft., with easy lift, other extras, must sell reasonable. Albert Sousa, 427 Groveways, Hayward. 581-2275. Reg. # 1087605. 6-1.

**26-FT. TROJAN BOAT**, ship to shore radio, depth finder; in very good condition. 285 hours on motor; 30 ft. 3 in. beam. \$4,500 or best offer. Overton C. Paslay, 984 Via Montalvo, Livermore, Cal. 94550. Reg. # 760673. 6-1.

**CLEAR LAKE**, 3 miles from Lakeport, two lots, 80x100 each. Includes ownership in boat ramp. \$6,000 for both, terms. 782-6664. Donald R. Redick, Reg. # 1071034. 6-1.

**FIVE ROOM BUNGALOW**, one acre, double garage, one frame bldg. 10x18, one block bldg. 10x30. Grapes, berries, fruit, garden, ample water, elect., phone. 26 Canyon Road, Grass Valley. \$10,500, furnished. Write Daniel McYeever, Box 307, Cedar Ridge, Cal. Reg. # 403010. 6-1.

**FOR SALE**: Camper, "Empire," fits Chevrolet or GMC pickup 1961 through 1966, 6½ ft. long, 6 ft. wide, 14 in. high over cab; white aluminum, wood paneling inside, roof vent, insulated, louvered windows, clearance lights. Good condition. \$325. Daniel Quadros, 15 Corte de la Canada, Martinez, California 94553. 228-4848. Reg. # 983010.

**60X100 FT. LOT**, minutes from three ski towns, accessible plowed roads all winter. Lot No. 90, Plavada Woodlands. Will handle with reasonable down. Frank P. Bianchi, P.O. Box 991, Concord. Reg. # 0683457. 6-1.

**CLEARLAKE HIGHLANDS**, two bedroom cabin, two 50x100 ft. lots, \$11,800 or best offer. Extra lot has new septic tank with elec. and water avail. Will sell separately. \$1,300. 457-8048. George Stryker, 3668 56th St., Sacramento 95820. Reg. # 1115488. 6-1.

**DANUSER**—drilling equipment: Three point hook-up for Jeep, Scout or Tractor. Augur's, 6", 9", 12" good condition, 14", 18", new Hydraulic Pump, Ram, Valve, two gear heads (one used, one new), Boom, Les Eddy, 1454 Willcrest Drive, Concord, Calif. Phone 685-7919. Reg. # 892468. 7-1.

**FOR SALE**, 1 Lorain Backhoe and Shovel combination, ¾ yard, wide track crawler. Old but good. \$3,900.00. Phone (415) 562-3236. Reg. # 678953. 7-1.

**FOR SALE**, 1 Shovel, air operated Bucyrus Erie, 1½ yard diesel crawler. Old but good. \$3,150.00. Phone (415) 562-3236. Reg. # 678953. 7-1.

**FOR SALE**, 1 Garwood Dump Body, 9 to 10 yards complete with hoist. \$200.00. Phone (415) 562-3236. Reg. # 678953. 7-1.

**1956 ROLLAWAY 8'x40'** 1 Bedroom Trailer, excellent condition, stove and refrigerator, wood paneling interior, \$500 down, my equity, assume payments of \$46.75 per month. Herbert E. White, P.O. Box 411, Pollock Pines, Calif. 95726. Phone 644-1175. Reg. # 1157911. 7-1.

**FOR SALE OR TRADE**, three bedroom, wall to wall carpets, built-ins and corner lot in Citrus Heights, fifteen miles north of Sacramento. To trade for home or property near Riverside, California, or for sale. Write 7808 Saybrook Drive, Citrus Heights, California. Reg. # 956101. 7-1.

**5 YR. OLD** half Quarter, half Arabian mare. Good saddle horse for experienced rider. \$250.00. Phone 726-2046. Otho A. Berry, Box 362, Half Moon Bay, Calif. Reg. # 845363. 7-1.

**OLIVER OC 3 WITH UNIVERSAL TRENCHER**, Walter Unsiz, 2316 "N" Street, Sacramento. Phone: 447-1650, after 6:00 p.m. Reg. # 1152683. 7-1.

**6 YR. OLD MORGAN & Arabian** mare. Permanently lame. Will make someone a good Broodmare. Has been pasture bred to a Quarter horse. Will foal about April or May. \$125 or trade for a P.O.A. size pony. Phone 726-2046, Otho Berry, Box 362, Half Moon Bay, Calif. Reg. # 845363. 7-1.

**4-PLEX AND ADJOINING LOT** good Sacramento location. Live in deluxe 2-bedroom apt. Other 3 will pay expenses and give \$100 monthly income. Ideal for mature couple. Will trade equity for good equip. Phone 916/991-3098. Fred Hodgson, 9021 El Verano Ave., Elverta, Reg. # 791480. 7-1.

**FOR SALE**—1966 F100 Pickup, 6½ Fleet-side Ford V-8 splitrim wheels, 4-speed trans. \$1,400.00. A-1 condition. Lloyd W. Kurtz, Reg. # 691785, 740 Oakview Way, Redwood City, Calif. Phone 368-3162. 7-1.

**1 MODEL G U 8 Skagit Double Drum Hoist**, \$2,500. Powered with OXC5 Hercules engine, in good shape; one 1956 GMC 302 ten wheel flatbed, \$1,850. William Dorresteyn, 877-24th St., Richmond, Calif. 94804. Phone BE 4-8118. Reg. # 313299. 7-1.

**1 WINCH TRUCK**, complete with roller for rolling slopes and erosion work, unit in good condition. \$4,500, can finance. William Dorresteyn, 877-24th St., Richmond, Calif. 94804. Phone BE 4-8118. Reg. # 313299. 7-1.

**TWO choice lots** in Hawaii, water and streets in. Will sell one or both. \$4,500 each or both for \$8,500. Roy A. Dorf, 5265 Home Gardens, Reno, Nev. Reg. # 1142707. 7-1.

**SILVER KING Vacuum Cleaner**, all attachments. Commercial type. Used three times, \$135. Also Heavy Duty Axle Hitch, \$50. Phone (209) 368-4317. Floyd Reihner, 930 N. Pacific Ave., Lodi, Calif. Reg. # 1191134. 7-1.

**LABRADOR RETRIEVERS** puppies, A.K.C. Sired by U.S. Champion Jax-Jet-Star. Whelped, June 22. Will make excellent hunters. \$100.00. G. L. Taws, 9353 Loma Rica Rd., Marysville, Calif. 95901. Phone: 743-4852. Reg. # 1277053. 7-1.

**¾ ACRE LOT** at the end of a paved cul-de-sac. All utilities in, 30-acre private lake and back of lot overlooking a 150-acre recreation area with Cache Creek running through it. 10 minutes from Clear Lake. \$4,500.00. Jos. McGinity, 2678 Duhallog Way, 94080. 871-9857. Reg. # 121792. 7-1.

**FOR SALE OR TRADE** for pickup truck, 2½ yard Pettibone Loader. Engine completely majored. Full price \$2,950. Tony Gallegos, P.O. Box 853, Truckee, Cal. 95734. Ph. 916-887-4154. Reg. # 1181582. 7-1.

**1963 GMC 5-6 YD.** dump truck. 351 V6 Eng. 5 speed trans. 1800 lb. rear 2 speed. 10 hole Bud wheels, New rubber, good condition. \$1800.00. Phone 243-5764 after 6 p.m. D. W. Lane, Rt. 1, Box 4117, Redding. Reg. # 635722. 7-1.

**SELL OR TRADE** for a car, 325 cu. Joy compressor and trailer. 4 sack sand-blasting pot, hose. \$1800.00. Phone 243-5764 after 6 p.m. D. W. Lane, Rt. 1, Box 4117, Redding. Reg. # 635722. 7-1.

**1963 BUDGER Expando Mobile Home**, 15'x45'. Refrigeration, Dish Washer, Disposal, and Furniture. Robert L. Briggs, 1400 Meredith #32, Gustine, California 95322, or call 209-854-6086. Reg. # 908510. 7-1.

**1964 W100 DODGE Power Wagon**, 7x7 stakebed flatbed and stepside P.U. bed. Anti-slip diff. Warn hubs. Hi-lo and 4 speed. Overhead rack. "A" frame, 5 ton Beebe winch. \$1750.00. H. J. Ainsworth, 3654 W. Dry Creek Rd., Healdsburg, Calif. 95448. Phone 433-3265. Reg. # 290392. 7-1.

**\$60.00—COMPLETE** set of chrome air horns. Includes compressor, tank, valve and copper tubing. Pete Perez, 1725 McKinley Ave., Hanford, Calif., (209) 584-5938. Reg. # 1225597. 7-1.

**400 ACRES**, Coulterville, Mariposa County. Fenced, spring water, near lakes. \$250 per acre. Don Wiley, P.O. Box 5, Groveland, Calif. Reg. # 338451. 7-1.

**FOR SALE**—1955 Dodge Truck, 1-ton Flat Bed, with mechanics tool boxes, 55 gal. saddle tank, two speed "Brownie," trailer hitch, Warner trailer brakes, equalizer trailer hitch, excellent condition. N. J. Sheeran, Box 81, Biola, Calif. 93606. 209-843-2580. Reg. # 535417. 8-1.

**APPROX. 2 LEVEL ACRES**. Fenced, good well, furnished 2 bedroom 1965 mobile home, lge. garage with work shop & 2 guest rms., tractor & equip. All for \$12,500. Call 707-459-5048. Eugene Jones, Rt. 1, Box 99, Willits, Calif. Reg. # 1208708. 8-1.

**MOBILE SHOP** mounted on 2T. F600 low mileage, Welder Compressor, Winch, loaded with heavy duty tools. John E. Fritz, 1640 Victoria Dr., Modesto, Calif. 95351. Ph. 522-0655. Reg. # 331850. 8-1.

**CITIZENS BAND** radio Equip., 1-Guardian 23 Channel Base, 2 Mobile transistor radios, plus 2 table microphone, beam, ground plane, mobile antenna's and other misc. equip. All for \$450 Cash (Cost New over \$1,000). R. G. Anderson, 8880 Ridge Way, Roseville, Phone 916-791-1395. Reg. # 845493. 8-1.

**FOR SALE**—3 bedroom house in Oroville, Calif., with refrigeration and w to w carpeting. Yard in. Near schools and shopping. Call Jamestown 984-5370 or write Virgil Carpenter, Star Rt., Box 33, Jamestown, California 95327, for information. Reg. # 821018. 8-1.

**LABRADOR PUPS**, A.K.C. champion stock. Sire son of Freehaven Muscles, \$75.00. Vernon F. Dias, 4539 Fieldcrest Dr., El Sobrante, Calif. 223-2503. Reg. # 935703. 8-1.

**BACKHOES**, 1968 580, with 160 hrs, \$1,000 for \$3,000 equity. \$2,000 for \$4,000 equity with 400 hrs. 3 bucket each. W. O. Nelson, P.O. Box 603, Woodlake, Calif., Phone 209-564-2463. Reg. # 908615. 8-1.

**FOR SALE**—1967 Honda 90 Scrambler, \$275 cash or take over payments. Helmet. Call Jamestown 984-5370 or write Virgil Carpenter, Star Rt., Box 33, Jamestown, Calif. 95327. Reg. # 821018. 8-1.

**GAS AND ELECTRIC Air Compressors**. New lawn mower and engine parts, also Jack repairs. Larry J. McPadden, 1450 Oakland Rd., Space 85, San Jose. Phone 292-3602. Reg. # 879604. 8-1.

**10x15 NEW MOON MOBILE HOME** set up on homestead on Hiway #108 in beautiful Sonoma, California, central to booming construction area. Completely furnished with many, many extras. Full price \$3,995. Contact Brother Chet Abell, 209-984-5676 or 557-289. 8-1.

**HYDRAULIC PUMP 1¼"x2"** suitable for Backhoe, Hopto or any hydraulic equipment. Never used. Best offer. Jim Taylor, 536-1496. Reg. # 912148. 8-1.

**COMBINATION WOOD/METAL** Craftsman lathe; 8" swing; 28" between centers; motor with 8 speed pulley; tools & accessories including 4-jaw chuck with cabinet stand. Clean and in good shape. 3821 21st Street, San Francisco. Phone: AT 2-3190. Reg. # 238614. 8-1.

**TWO WATER FRONT LOTS**. Clearlake on Cache Creek. One lot 60x325 with older two bedroom trailer, retaining wall and dock, only \$11,000. One lot no improvements, 51x325, \$8,500. Good fishing. M. J. Dunham, P.O. Box 66, Leggett, Calif. 925-6334. Reg. # 569565. 8-1.

**JOY COMPRESSOR**, 32 cu. in. on trailer with 4 sack sand blasting pot and hose. \$1,800.00. D. W. Lane, Rt. 1, Box 4117, Redding, Calif. 96001. Reg. # 635722. 8-1.

**INBOARD Ski Boat**, Aqua Craft 17'3", 427 Ford, tandem trlr. w/mags. Must see to appr. Asking \$5,000. Call (707) 795-7626, Mike Erb. 2005 Adrian Dr., Rohnert Park. Reg. # 1095829. 8-1.

**WILL TRADE OR SELL** for short wave Ham radio equipment, home mobile: 1 two year old Admiral Color T.V., 21"; 2 Modern Table Lamps—Walnut finish; 1 Udico Electric Can Opener; G.E. Electric Percolator; Hanson Kitchen Scale—Capacity 25 lbs.; 1 Lucas 12 volt Motorcycle Battery; 1 set Women's Golf Clubs with cart. Call or write Kenneth Mahoney, 955-41st Ave., San Francisco, Calif. 94121. Ph. 386-5369. Reg. # 883769. 8-1.

**¾ ACRE CORNER LOT**—Sonoma Meadows. Phone 689-1921 (Concord). Reg. # 1103556. 8-1.

## RULES FOR SUBMITTING ADS

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

## Statistics Handbook

A handy desk reference called "Handbook of Labor Statistics—1968" has been issued by the Labor Department. The 350-page book is intended for the general public. It's available for \$2.50 from the Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20402.

# Credit Union

Continued from page 14

tion is a necessity to the people employed in the construction industry.

This does not mean that we are not interested in assisting our members with their other financing requirements. We have made over \$3 million worth of loans of various types to our members since the Credit Union was organized in 1964 and we have available to loan at this time over \$1 million.

The Credit Union makes personal loans to participating members up to \$1,000, plus their share balance. We make secured loans up to \$10,000, plus the members' shares. A bill has passed the State Legislature and will become Law in November that will raise the secured limit to \$15,000.



## MEETINGS SCHEDULE

All Meetings at 8 P.M. except  
Honolulu, 6 P.M.

1968—Schedule of Meetings Dates

### SEMI-ANNUAL MEETINGS

'68 MEETINGS COMPLETED  
'69 TO BE SCHEDULED

### DISTRICT MEETINGS

#### SEPTEMBER

Fresno—Tuesday, Sept. 10  
Ukiah—Thursday, Sept. 12  
Salt Lake City—Friday, Sept. 13  
Reno—Saturday, Sept. 14

#### OCTOBER

San Francisco—Wednesday, Oct. 2  
Eureka—Tuesday, Oct. 8  
Redding—Wednesday, Oct. 9  
Marysville—Thursday, Oct. 10  
Honolulu—Wednesday, Oct. 16

#### NOVEMBER 5

Sacramento—Tuesday, Nov. 5  
Watsonville—Thursday, Nov. 7  
Stockton—Tuesday, Nov. 12  
Oakland—Thursday, Nov. 14

#### DECEMBER

Fresno—Tuesday, Dec. 3  
Santa Rosa—Thursday, Dec. 5  
Ogden—Friday, Dec. 6  
Reno—Saturday, Dec. 7

### Meeting Place Addresses

Hawaii Technical School, 1175  
Manono St., Hilo.

Veterans Memorial Building,  
1351 Bennett Ave., Santa Rosa.

1958 W. North Temple, Salt  
Lake City.

Labor Temple, 16th and Capp,  
San Francisco.

YWCA Community Rm., 1040  
Richard Street, Honolulu.

Engineers Building, 2806 Broad-  
way, Eureka.

Musicians Building, 120 W.  
Taylor, Reno.

Engineers Building, 2626 N.  
California, Stockton.

Engineers Building, 100 Lake  
Blvd., Redding.

C. E. L. & T. Building, 2525  
Stockton Blvd., Stockton.

Labor Temple, 2315 Valdez  
St., Oakland.

Prospectors Village Motel, Oro-  
ville.

Engineers Building, 3121 Olive  
St., Fresno.

The Panciteria Far East Cafe,  
Marine Drive, Tamuning, Guam.

Labor Temple, 2102 Almaden  
Road, San Jose.

### CREDIT UNION

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

### FRINGE BENEFIT SERVICE CENTER

474 Valencia Street  
San Francisco, Calif. 94101  
Phone: 431-1568

## IMPORTANT

Detailed completion of this form will  
not only assure you of receiving your  
ENGINEERS NEWS each month, it will  
also assure you of receiving other im-  
portant mail from your Local Union.  
Please fill out carefully and check  
closely before mailing.

REG. NO. \_\_\_\_\_

LOCAL UNION NO. \_\_\_\_\_

SOC. SECURITY NO. \_\_\_\_\_

NAME \_\_\_\_\_

NEW ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_

STATE \_\_\_\_\_ ZIP \_\_\_\_\_

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

Incomplete forms will not be processed.

## \$10 Million Sports Center

# In Progress On Utah University's Big Campus

By ASTER WHITAKER, JAY  
NEELEY, JOHN THORNTON,  
TOM BILLS, WAYNE  
LASSITER and DEL HOYT

There is a great flurry of con-  
struction activity going on at the  
University of Utah this summer.

A massive, \$10,300,000 Physical  
Education and Sports and Special  
Events Center is being erected on  
the campus by Jacobsen Construc-  
tion Company. Covering 30 acres  
on the campus, the complex will  
include four buildings and a huge  
dome-roofed, 15,100-seat Sports  
and Special Events Center. Huge  
laminated wooden beams, hoisted  
by Acme Crane of Salt Lake City,  
form the skeletal structure for the  
center's roof. When completed,  
the center will feature one of the  
nation's largest self-supporting  
roofs. The other buildings in the  
complex will include a sports ac-  
tivity structure, with three swim-  
ming pools, a men's physical  
education building and a women's  
physical education building. All  
five buildings will be connected by  
underground tunnels and covered  
sidewalks will connect the four  
physical education buildings. Jacobsen Construction expect to  
have the complex finished by Sep-  
tember of 1969. Lewis Peterson is  
Steward for Jacobsen Construc-  
tion. Blaine Hall is Steward and  
Dick Stam is Safety Committee-  
man for Acme Crane.

Also on the University campus,  
Skyline Construction is nearing  
completion on a \$2,218,000 four-  
story College of Nursing Building.  
This building, located south of the  
University Hospital, is being fi-  
nanced by a \$1,500,000 federal  
grant and \$1,200,000 in state  
funds.

Other construction work going  
on at the campus includes a \$1,-  
000,000 addition on the Union  
building and a \$4,300,000 Fine  
Arts Building.

The University will also be call-  
ing for bids this fall on a proposed  
\$3,000,000 College of Mines and  
Mineral Industries Building. A  
Behavioral Science Building at an  
estimated \$2,770,000 and a \$930,-  
000 Graduate School of Social  
Work Building.

The work situation in the Ogden  
area is looking better than we have

seen it in two or three years. Our  
out-of-work list is low and just the  
way we would like to see it at all  
times.

Morrison-Knudsen is starting a  
small job at Lakeside for the  
Southern Pacific Railroad, strip-  
ping and shooting for an estimated  
90,000 ton of rip rap. This only  
amounts to about \$30,000, but  
they are in hopes that it will de-  
velop into a much larger operation  
along the Southern Pacific track  
where it has been washed out.

Burgraff Company are getting  
started on a good little road job at  
Monte Cristo Pass. This will keep  
about twenty of the brothers work-  
ing until winter.

Northwestern Engineering  
Company is getting underway on  
the Ogden freeway. This is one of  
those jobs that everyone in the  
area would like to work on, be-  
cause it would mean living at  
home.

L. A. Young has completed the  
earth work on the Antelope Island  
job. This road will connect Ante-  
lope Island with Syracuse, Utah.  
Now the State of Utah can develop  
this island into a much-talked-  
about refuge for wild life.

Gibbons and Reed at Rattle-  
snake Pass are going full blast.  
They are expected to be com-  
pleted by the time snow flies, or  
deer season, whichever comes  
first.

Many questions have been  
asked about the Water Hollow  
tunnel at Strawberry. So far the  
Company is doing only prelimi-  
nary work around the portals of  
the tunnel by their sub-contractor,  
Craig Crandall. Gibbons and Reed  
Construction is working Didrick-  
son Brothers' draglines on the  
canal portion where water will  
enter the Strawberry Reservoir.

The tunnel will be double-  
headed with a mole at the Straw-  
berry end and conventional  
heading on the Current Creek end.  
The mole will be shipped in from  
New Mexico and should be set up  
and ready to go sometime in Sep-  
tember. The Current Creek portal  
is still inaccessible until such time  
as Strong Construction Company  
finishes their road job connecting  
the tunnel with highway 40 at  
Current Creek Lodge.

L. A. Young Company has an  
additional road job in the Uintah  
Basin located at White Rocks  
along with their nearby job at La-  
Point.

Morrison Knudsen Company is  
moving equipment on their job  
near Manila, but only anticipate  
a few operators until the snow hits  
this fall, then in the spring they  
will do the major portion of the  
work.

J. B. Parson Company is still  
only working one shift at the Ber-  
ryllium Mine stripping at Topaz  
Mountain and still anticipate the  
second shift in the near future.

Dear Sir and Brother:

Having had time to really ap-  
preciate the 35 year card which  
was presented to me July 13th,  
I wish to sincerely thank the  
Organization for making such a  
fine award to me.

It is another way to show how  
far the Local has come in benefits  
to the members.

I hope the younger members  
realize what a fine Local they are  
members of. Again my sincere  
thanks.

Larry Walker



LOOMING LARGE over his rubber tired scraper that he pushes for  
A. J. Raisch is veteran Seabee Gene Jud recently returned from  
duty in Viet Nam. Gene, after some hairy experiences with the  
Viet Cong, finds life as a stateside civilian extremely pleasant.

Brother Gene Jud is one Operating Engineer that is happy to  
be alive and riding construction rubber.

"It's a good feeling to work without being constantly ready to  
duck," says Gene who recently returned from nine months in Viet  
Nam where he served with the 40th Seabees Battalion.

Gene worked at building air strips and roads in the Chu Lia  
area and found ducking Viet Cong attacks and sniper fire a real  
serious job safety hazard.

Currently at work with the A. J. Raisch crew on the Parktown  
Shopping Plaza in San Jose, he runs a rubber tired scraper and  
finds the non-hazardous duty assignment much more to his liking,  
and the Santa Clara Valley, where he and his wife Janice reside,  
"the most beautiful place in the world."

## SAFETY COMMITTEEMEN APPOINTED

### Week Ending July 12, 1968

Dist.	Name	Agent
6	James Roach	W. R. Weeks
6	Louis A. Wyman	W. R. Weeks
7	Dorsey Jones	L. Austin
7	Eldon Moore	L. Austin
2	W. C. Delamater	R. Mayfield
3A	Raymond Goins	J. Gentry

### Week Ending July 19, 1968

Dist.	Name	Agent
3A	Virgil Brady	J. Gentry
3A	Robt. W. Brannan	J. Gentry
3A	Earl Duke	J. Gentry
9	Glen Wilson	E. Middleton
6	Jay F. Lane	D. Carpenter
6	Charles N. McIntyre	D. Carpenter
6	B. O. Robinson	W. R. Weeks
7	Chester McFall	L. Barnes
7	Louie Schiavone	L. Austin
11	Ray Bengtson	J. Hamernick

### Week Ending July 19, 1968

Dist.	Name	Agent
11	Herbert Copeland	J. Hamernick
11	Tommy Gardner	J. Hamernick
11	Sterling J. Wheeler	J. Hamernick

### Week Ending July 26, 1968

Dist.	Name	Agent
4	James Frasier	P. Durnford
4	Gary L. Hopkins	P. Durnford
7	Ken Soder	L. Austin
2	Odel Campbell	G. Jones
12	Edwin Boyer	D. Hoyt
12	Ralph Mickelson	D. Hoyt
12	Lyn Thirnton	J. Thornton

### Week Ending August 2, 1968

Dist.	Name	Agent
3	James R. Gruber	W. M. Talbot
6	Lowell Porter	W. R. Weeks

## JOB STEWARDS APPOINTED

### Week Ending July 12, 1968

Dist.	Name	Agent
1	Fred Keuntje	A. Hope
1	James P. Murphy	W. LeMoine
1	James D. O'Brien	W. LeMoine
1	Walter S. Lomb	W. LeMoine
1C	Alfred Green	A. Smith
4	Robert Buess	R. Cooper
4	A. M. Harland	R. Cooper
4	Arnold J. Voth	W. R. Weeks
6	Edmund E. McRae	W. R. Weeks
6	James E. Hartman	D. Carpenter
7	Tom A. Fodge	L. Austin
8	Robert Call	H. Eppler
8	Andrew Coder	A. Garofalo
8	C. W. Haymart	H. Eppler
8	Russell H. Pyle	A. Dalton
8	C. O. Kinslow	H. Eppler
8	Carl Rua	A. Garofalo
10	George R. King	R. Swanson
11	Don McKenzie	T. Carter
2	Robert Enge	R. Mayfield
2	Leroy D. Soito	A. Cellini
2	Glenn R. Stone	M. Womack
3A	Barney Turner	J. Gentry
3A	D. D. McKelvey	J. Gentry
9	Armond Herrera	E. Middleton
9	Jess Serpa	E. Middleton
9	Art Wickham	E. Middleton

### Week Ending July 19, 1968

Dist.	Name	Agent
6	Elmer Meekins	D. Carpenter
11	Ray E. Brown	J. Hamernick
11	Everett Cobb	J. Hamernick
11	Tom Dolley Jr.	J. Hamernick
11	Ronald Motz	M. Womack
2	Jerry Champlin	R. Mayfield
2	Gale Madsen	R. Mayfield
3	Robert Ghormley	A. McNamara
3	Paul Mathews	W. Talbot

### Week Ending July 19, 1968

Dist.	Name	Agent
3A	Jack Bird	J. Gentry
3A	Wm. Robert Lloyd	J. Gentry
3A	Orval E. Thompson	J. Gentry
3A	David Wallace	J. Gentry
3A	James B. Wetsern	J. Gentry
9	Walter Dzielak	R. Skidgel
9	Ed Mamola	E. Middleton

### Week Ending July 26, 1968

Dist.	Name	Agent
1	E. J. Boortz	W. LeMoine
1	Donato A. Camana	W. LeMoine
4	W. C. Curtis	P. Durnford
4	August Queen	P. Durnford
12	Theron C. Holmes	J. Thornton
12	C. E. Roath	D. Hoyt
12	Audie M. Runnels	D. Hoyt

### Week Ending August 2, 1968

Dist.	Name	Agent
2	Fred Dilsaver	D. Casey
2	Leonard Miller	G. Jones
2	Thomas J. Perkins	G. Jones
3	Frank Mozzetti	W. Talbot
9	Bob Taylor	E. Middleton
1D	Robert Holi, Jr.	B. Nakano
1D	Albert Kanoa	B. Nakano
1D	Clement W. Miha	K. Kahoonei
1D	Joseph M. Orta	K. Kahoonei
1D	Richard Shigi	B. Nakano
1D	Ronald Shishido	B. Nakano
1D	Seichi Shishido	B. Nakano
1D	Louis Tarpley	B. Nakano
1C	Harold W. Burnett	A. Smith
1C	Donald George	A. Smith
1C	John Lait	A. Smith
1C	Tee Zee Sanders	A. Smith