

# ENGINEERS NEWS



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

GUAM, WHERE AMERICA'S  
DAY BEGINS

STATE OF HAWAII  
THE 50TH STATE

NORTHERN CALIFORNIA, THE GOLDEN STATE

NORTHERN NEVADA,  
THE SILVER STATE

UTAH, THE BEEHIVE STATE,  
HEART OF THE ROCKIES

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151

September, 1966

## Guam Faces Right-To-Work Law

WASHINGTON — Action by the Guam legislature on overriding Gov. Guerrero's veto of the "Right to Work" bill apparently has caused a stir which has many people in the United States disturbed.

Guam legislators have been receiving letters, it is reported, congratulating them on their move, most coming from businessmen.

But in the nation's capitol, it is re-

ported President Johnson would uphold Gov. Guerrero's veto.

A high administration source indicated that the issue gives the President a small but needed favor to bolster slightly his sagging image among national labor leaders.

Union officials have been disappointed by the President's lack of enthusiasm for domestic legislation they favor, but more

important, Johnson is repeatedly on record backing repeal of Section 14(b) of the Taft-Hartley Act which allows states to enact the so-called Right to Work laws, prohibiting union shop agreements.

The override legislation arrived in Washington some three weeks ago, and is scheduled to go to the White House.

The right to work bill was passed by the Guam legislature in June, but Gov.

Guerrero vetoed it on July 11, two days before the session ended. All 13 Territorial Party congressmen and Democrat Richardo J. Bordallo voted to override the veto.

The so-called right to work bill would prohibit a union shop, often termed compulsory unionism, in Guam.

See GUAM on Page 7

## Labor Day-- Time To Rest

Since 1894 Americans have set aside the first Monday in September to reflect upon the most universal of man's activities—labor.

Labor Day is special because while our hands are idle, our memories are kindled with the pride of past achievements, our spirits challenged by the poverty and ignorance yet to be overcome, and our imaginations are strained to find the way to make the days of our labors ripe and creative with meaning.

Labor is special because it is universal. All of us expend our time pursuing the "bread of life." But we pursue more. Labor Day is dedicated to those men and women whose past efforts to minimize the harshness of labor while maximizing its fruits have made possible an abundant land of promise.

Our work is far from finished. The poverty-stricken still inhabit our land. As union members, we are the "people's lobby" and have much to do.

While reflecting over the distance we have come, let us remind ourselves that motion without purpose and direction means little.

This is a day to relax and enjoy family and friends, and in order to make it the most pleasant, heed the safety rules of the home and the road.

Many motorists will be traveling to visit family and friends, others will take a last fling at vacationing and relaxation before the kids return to school, and many will remain at home, relaxing in the back yard, or charbroiling the steaks on the grill.

No matter what course you wish to take, there are some

things to bear in mind that may prevent an accident or death in your family.

### MAKE A CHECK

If you are one of the millions of motorists who will be on the road during the Labor Day week-

confused, a turn around the block is safer than a stop in an intersection.

Always fasten your seat belts. If you don't have seat belts, you should get them.

Use your eyes. Professional



Operating Engineers on projects such as this, will take time off from their labors to observe the day honoring workingmen.

end, check your tires, brakes, lights, radiator, muffler, steering and fan belt, windshield wipers and emergency warning equipment before starting.

Don't try to cover too much ground and be certain of your route before starting. If you get

drivers keep their eyes moving all the time—behind, to the sides, in front, preparing themselves for the distant problems which, even at slow speeds, will be immediate problems in a matter of seconds.

See LABOR on Page 3

## Stewards Take Seriously To New Program

A new program, initiated by Business Manager Al Clem, is under way to better conditions on jobs and provide better relations between the employers and employees.

The Stewards' program, now in its fifth week, is being coordinated by Brother Jim Jennings. Already, the program shows signs of being a tremendous success, both from the standpoint of Engineers on the job and from the employers.

Brother Jennings, in talking to 38 stewards at a meeting held in San Mateo on August 23, said they would be relied upon to gather information and provide details to business agents concerning contract violations, grievances, working conditions and other matters pertaining to the job. He also asks the Brothers on the jobs to keep an open eye for unsafe or hazardous conditions, and report to the job stewards or safety committeemen when such a condition is noted.

A. J. Buck Hope, financial secretary and District I representative, addressed the meeting. Also present were Business Agents Bill Raney, Warren LeMoine, Mike Kraynick and George Baker. Apprentice coordinator Ed Middleton and Credit Union Treasurer Red Ivy were also on hand.

"We would ask that stewards become familiar with all the men on the job, and that the men make an effort to become familiar with the stewards. Through cooperation of all parties, working conditions will be much improved," Brother Jennings said.

"The key to the success of any program is cooperation and teamwork. All members of Local 3 should work together to make this organization a stronger, healthier unit. That requires the work of all the members," he said.

Automated equipment is taking a lot of men off the jobs, and all types of unions are trying to get in on the new equipment.

Stewards, and, for that matter, all members, can play a vital role in keeping Local 3 in the picture. If a steward sees something on the job that doesn't look quite right, he will contact the business agent, and the members, working as a team, who see similar instances, should contact the stewards so that the matter can be brought to the attention of the business agents," Brother Jennings said.

When members have a complaint or gripe on a job, they should discuss it with the stewards. Members should keep in mind that there will be times when the steward will not have a ready answer, nor will he always be in a position to discern between a petty gripe and a legitimate grievance. But he will be able to discuss it with the business agent, and will come up with an answer.

Warren LeMoine, business representative, told members

See STEWARDS on Page 2





Stewards held highly successful meeting in San Mateo recently, just one in a series planned to assist both stewards and agents in outlining a program to assist the Engineers on the job. Meetings provide an exchange of ideas, solve problems.

## Stewards Take Seriously To New Program

Continued from Page 1

at the meeting it is important the program be given the full support of all members.

He said foremen are not coming to realize the steward has a job to do, and that employees have the right to discuss problems with the stewards. Most foremen are happy to cooperate.

"The steward is in the best position to know when a new piece of equipment comes in on a job and how long others have been there, but members who work on the job should bring such matters to the attention of the steward. This is the teamwork we have been talking about," he said.

Questions have been asked about checking dispatches or clearances by stewards. Members are urged to approach the job steward, whose name, in most instances, will be listed with the dispatcher, and show him the clearance. Stewards have been instructed to check clearances of all members coming on a job.

This also holds true for the coming more common every owner-operator, who is becoming more common every day. He should be dispatched to himself, Brother Jennings explained.

Members are informed if they are discharged for unjust cause, this information should then be given the stewards, who will bring the matter before the business agent. The reason for discharge will be found, and all efforts to protect the members will be utilized.

A contractor who has a steward on the job isn't likely to continue a violation once the business agent has settled the differences.

A steward's manual will be available in about six weeks, to include much new informative material and ideas.

## Home for the Raiders

By ED HEARNE, JERRY BLAIR, FRED GONSALVES, BOB HUEBNER and GUY JONES

OAKLAND—The Raiders will have a new home this year, one any bunch of professional grid-ders would be proud to play in.

Their new home will be the Alameda County-Oakland Coliseum Complex, under contract to Guy F. Atkinson, and near completion.

Opinions were that grass wouldn't be ready to open the football season, but planners fooled us. They grew the grass at California Turf and transplanted it in the Coliseum.

In spite of the windup on this job, work in the Oakland area is on the upturn, with jobs continuing to open up.

Many of the bigger jobs will be slow opening up, but will provide excellent opportunities for our members when they do.

The \$22 million Grove-Shafter freeway will require only a few thousand yards of dirt to be moved, but several truck cranes will be utilized.

A \$7.9 million contract on a rapid transit subway from Madison to Broadway on 9th Street has been awarded McLean, Grove and Co., New York.

The tunnel will be double-bore, driven both ways, lined with treated steel liners.

At construction peak, some 35 Engineers will be required, with completion date projected for May, 1969.

### HOSPITAL ADDITION

Highland Hospital will receive an addition and a two-story parking garage under a \$9.5 million contract awarded Rothschild, Rafin and Werrick, Inc.

In Contra Costa County, construction is on the rise, showing a steady surge since mid-July.

Most contractors normally engaged in subdivisions have made the transition to other types of construction and have all equipment and men working.

Largest of the earth-moving projects is on the Walnut Creek canal job, where Baldwin-Warren has changed from trucks and loaders to scrapers and cats.

### SELF-LOADERS

M and N Construction has also employed self-loading scrapers on its segment of the project.

Dirt work on the Contra Loma dam in Antioch has slowed down, and will remain slow until concrete structures are in.

The large portion of dirt work will come next year when the concrete structures through the dam are filled over.

At Avon, a pre-job conference has been held with Ralph M. Parsons in preparation for the construction start on the \$2 million Phillips Petroleum Company.

### MOSTLY MODIFICATION

The project will consist primarily of modification of existing facilities and construction of a new hydrogen unit.

The project, begun August 1, is expected to be completed in January, 1967.

In other areas, J. H. Fitzmaurice has the University of California street project nearly half completed.

Lee J. Immel has four sizable jobs, with several Brothers working.

Payne Construction was awarded two large contracts in the West Contra Costa area that

should get underway soon.

Aguir Bros. has several members working on a pipeline job in Richmond.

### STORM DRAINS

Halbeck and Flynn Co. is installing new storm drains at the Lawrence Radiation Laboratory in Berkeley.

In southern Alameda County, work under city, county, state and federal funds is well underway.

Southern Contra Costa County has a few subdivisions underway in spite of the tight money situation. These subdivisions have solid financial support, unlike speculative developments, whose

backers are experiencing tough sledding.

### PICKING UP

Equipment shops are beginning to pick up after a somewhat slow start.

Many shops have backlogs of new equipment to repair, now that needed funds are available.

The rock, sand and gravel plants are active, with some doing a land office business.

In the way of negotiations, a new agreement is under discussion with the scrap dealers.

In talking with these people, we are told much work is available, with good prices, and no letup in sight.



The Oakland Raiders will have a new home this year, one of the finest facilities in all professional football. The turf was transplanted and will be ready for season opener Sept. 18.



# First Aid Moxey Pays

Chris Barry, a 22-year-old indentured apprentice who works for United States Steel Corp. in Pittsburg, Calif., proved the value of training in First Aid.

Not long ago, a fellow employee of U.S. Steel got his foot caught in a wire puller and ended up losing a leg.

Had it not been for Mr. Barry's quick action, the man, Virgil Bromley, would have bled to death.

"Ironically, Mr. Bromley had just been lecturing me about safety. He turned and walked away and I heard his scream. I turned around and saw him caught in the wire, so I ran over and applied pressure to the femoral artery at the groin and called for a couple of belts to make a tourniquet. Then I tried to make him as comfortable as

possible," Chris said.

Mr. Bromley lost one and one half pints of blood, even with the application of first aid.

According to U.S. Steel, about 20 men stood around, and all but two froze and were of no use, even to the point of handing Mr. Barry a belt for use as a tourniquet.

In appreciation of Mr. Barry's quick thinking and skill in rendering first aid, E. L. Slagle, U. S. Steel executive, wrote a letter to Chris which said:

"For the wire mill management I want to thank you for your prompt actions at the time Virgil was injured. Your timely alert and your attention to Virgil constituted the finest possible response in a demanding situation.

"As you know, an effective safety program requires an

awareness level which precludes injuries. Also required is the ability to react properly when our best efforts to avoid injury fail. It is clear to me that these requirements are not new to you.

"Virgil is progressing very well and is both aware and appreciative of your fine efforts in his behalf."

Mr. Bromley is presently confined to a hospital in San Francisco, where he is recovering from the accidental amputation.

Mr. Barry had a few advantages in first aid few Engineers will gain, in that he had driven ambulance at one time, a position which now requires a state license in first aid.

Because of Chris Barry's quick action and knowledge of First Aid procedure, Virgil Bromley is alive today.

## Memo from the Manager's Desk

By AL CLEM

During the past month a considerable part of our time has been taken up attending two state conventions. I was unable to attend the State AFL-CIO Convention in Utah due to other pressing Union business. However, I attended the Nevada State AFL-CIO Convention in Las Vegas the weekend of August 5th. This Convention was rather interesting. The working people in Nevada have a great many problems that we do not have in California. As you know, Nevada has a Right to Work Law and although Governor Grant Sawyer is a friend of Local 3, they have representatives, particularly one congressman, who seem to be rather antagonistic to the wishes of the labor movement.

Endorsements were made at this Convention and Governor Sawyer was endorsed as Labor's choice for Governor and Ralph Denton was endorsed for the office of the Congressman of Nevada.

To those members of our Union in Nevada, we hope you can see fit to follow through in the endorsements made by the AFL-CIO Labor movement, and not only vote for, but actively support the candidacy of the above named candidates.

The Convention of the AFL-CIO in California held at San Diego was well attended and of course, as always, there was a panel of very informative speakers present to set forth their economic and political views concerning our country. I need not mention that while on one hand we are told employment in this country is the highest ever, on the other hand we find that various types of construction work, particularly home building, is facing a recession. This type construction generally affords considerable work opportunities for the members of Local 3 in the grading and paving of the various subdivisions. We are now affected to a great degree in that the work opportunities have subsided considerably in this phase of our work.

The highway programs and the building of BART in the Bay area and some of the larger dams are continuing to hold up well, thereby contributing to job opportunities for many of our members.

We would like to take this opportunity to ask each member of Local 3, when working in the field, if he sees anyone operating equipment not covered by the Master Agreement in the construction industry, to immediately contact his job steward or business agent. It seems as automation increases, some of the employees of various contractors think it is fair game to raid the jurisdiction of our Local Union, and each job that we lose just means another day's work lost for one of our members. This is something that is rather hard to understand, but it seems that more and more of our time is devoted to the settlement of jurisdictional disputes, trying to convince the other crafts that the work which rightfully belongs to the members of our Union should be left for them to do.

We are still negotiating the contracts at some of the shops and plants where we recently won NLRB elections. As we go into the collective bargaining units it is amazing to hear about some of the conditions these members have been forced to work under before making the choice to join Local 3.

I am sure that as time goes on and more and more employees of these non-union plants see the wisdom of joining an organization such as ours, that our problems will multiply. But inasmuch as our Union is strong, and we are developing a staff of agents and specialists, we are sure that we can cope with any problems that may arise. We only hope we can secure honorable agreements with some of these employers without having to resort to economic action.

We are expecting the delivery of the new 360 IBM Computer before September 1st. This will enable us to more effectively serve the members of our Union and supply information to the various branch offices much more quickly than we have been able to do in the past.

The publishing of this paper was delayed, hoping that we would be able to furnish you with the election results, but due to circumstances beyond our control, we will be unable to do that in this case.

In closing, we wish to remind you that we will have two long weekends—Labor Day and Admission Day. We trust these will bring the very minimum of sorrow to the members of our Union, for it seems that whenever we have these long weekend holidays, the death toll on the highways increases immeasurably. I know the members of our Union need not be cautioned to drive carefully, but I would like to ask that they drive defensively, for what the other driver does must be watched constantly by each of you.

In conclusion, on behalf of the officers and executive board members, we wish each and everyone of you a healthy and restful Labor Day. This is the day dedicated to Labor.

## Labor Day -- Time To Rest

Continued from Page 1

Take precautions to watch the car in front—and the car in front of it. Slowups can be spotted sooner, not only allowing you more time to stop, but giving the man behind more warning.

Always look for an out—a place to turn. A pro knows at any time he may have to swerve off the road in order to avoid a more serious collision.

At night, a special alertness is required, plus a reduction in speed.

### STAYING HOME?

For the homebodies, a weekend in the back yard entertaining friends can be a real pleasure.

If the friends congregate in your back yard, you'll probably become a playground director, supervising not only your children, but those of your friends and neighbors.

To make your job simpler, check the play equipment for structural and mechanical weaknesses, and have them repaired, if necessary, before the troops arrive.

### WATER HAZARD

If you are one of the fortunate who own a backyard pool, special precautions are in order if youngsters will be near.

Drain the pool at night when there are children around. It takes only a few minutes. A small amount of water can drown a child.

No doubt, there'll be a cook-out or barbecue.

If you are the chef, set your charcoal grill in the open on level ground. Never use the grill

inside because of the serious fire and carbon monoxide-poisoning potential. Be extra cautious when it's windy.

### DRESS PROPERLY

When cooking on the grill, dress properly. Wear large, heavy apron and pot holder-type gloves. And use long-handled utensils.

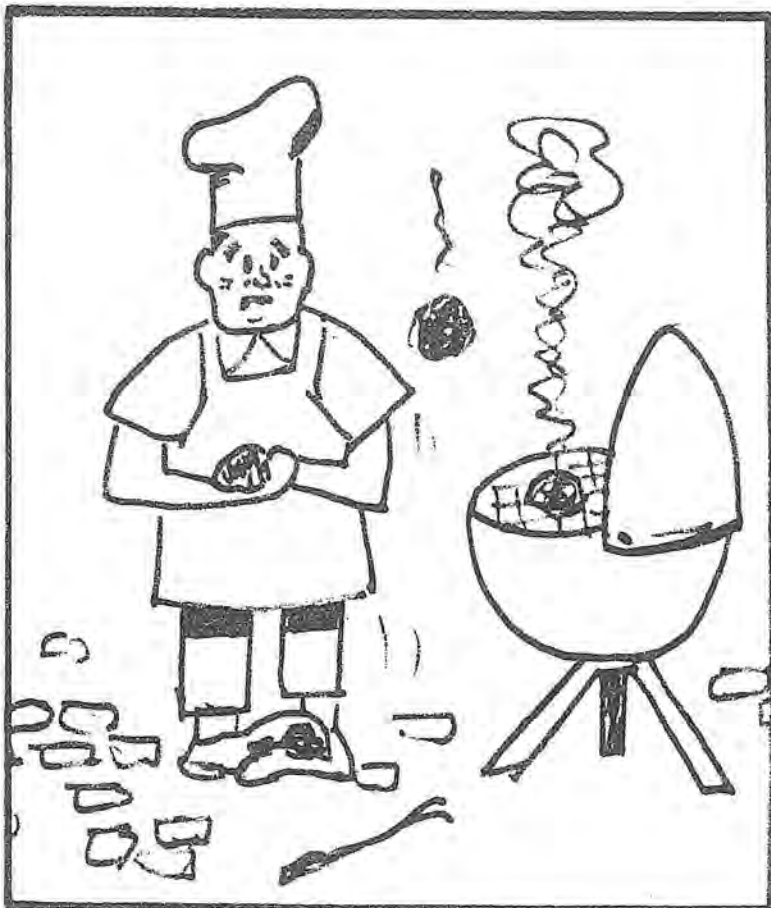
Never use kerosene or gasoline or lighter fluid to start a fire. Use wood shavings, a UL listed electric starter or a special liquid or solid fire starter. Never add

fluid to a fire once the fire is started.

Keep a fire extinguisher handy to retard flaming coals.

Insects are an inevitable part of any outdoor living. Although most insect bites are little more than annoying, some can be serious, and scratching can cause infection.

Caution children to look for wasps, hornets and other stinging insects and to walk slowly away when they see one.



## CALIFORNIA WOULD RANK AS 7TH NATION

A proposal for development of a California Manpower Agency, to be supervised by a commission composed of management, labor, university and government representatives was given conventioners attending the sixth convention of the California Labor Federation, AFL-CIO, in San Diego on August 9th.

Alan Cranston, California Controller, told the convention because of the rapid growth of the state, and because of new and demanding skills making their appearance on the manpower scene, such a program would be

of great assistance to the Government, private enterprise and the economy as a whole.

"As Gov. Brown told the California legislature, 'Our problem is not that our economy cannot or does not produce enough jobs. The basic problem—and even more severe . . . fitting skills to employment requirements.'"

Mr. Cranston said if California were a nation, not a state, and if it were measured in terms of gross national product against the other nations of the earth, the results would flabbergast the statisticians.

"The first nation in gross national product, with or without California, of course, is the United States, the second is Russia, the third, West Germany; then Great Britain, France, China, then would come California—seventh in the list, followed by Japan and so forth," Cranston said.

He said we must match our high rate of production with a high rate of employment—and then move on to higher and higher levels of living standards for every citizen.



## Editorial

## RIGHT TO WORK LAW A FRAUD

No sooner had the U. S. Senate rejected repeal of Section 14(b) of the Taft-Hartley Act than Reed Larson, executive vice president of the National Right to Work Committee, released a statement to the press.

Not unexpectedly, Larson declared the Committee would immediately step up its "Operation Grassroots," and would have, by the end of 1966, some 30 state organizations promoting the principle of voluntary Unionism.

Larson said the new, militant, well-organized citizen drives now taking root, are strengthening the "Right to Work" laws in states where such laws exist, and moving for inclusion of such laws in states not presently bound by the "Right to Work" law.

The Committee has had a tremendous advantage in promoting its scare tactics—that of an uninformed and sympathetic press.

With the help of editorials in many of the nation's leading newspapers, the committee distributed over 1.25 million copies of major pieces of literature plus tens of thousands of newsletters and the like.

What the Committee is doing is actually misleading the American wage-earner in favor of protecting the overly-wealthy company president and executive staff, by terming the repeal of 14(b) as a move to compulsory unionism.

The Committee has refused to explain why companies find it much to their advantage to move from a non-right-to-work state to one with such laws. The reason? the company can exploit the worker, and statistics in the financial world disclose that the fastest way to become wealthy is to exploit the worker.

But further than that, when a company moves, it offers to pay moving expenses for just the upper echelon, necessary for the company's existence.

Few, if any, of the workers can afford to sell their homes, pay moving expenses, find another home and relocate their families, even if the company offers to keep them on the payrolls at the new location.

So what happens? Hundreds of employees are thrown out of work, ending up on the unemployment rolls, on welfare or out beating the streets in search of new employment.

If that worker is middle-aged, his chances of gaining new employment are slim, indeed.

Certainly, a company move will provide new jobs for the residents in the new area, but those new employees will eventually end up supporting the people thrown out of work by the move through increased taxes and welfare deductions.

In such cases, Right to Work laws have protected these companies in their exploitation and have perpetuated unsavory working conditions.

What the Committee fails to realize, or at least refuses to say, is that a Union Shop is not compulsory unionism.

Put simply, it is a voluntary agreement between the employer and a union that all employees represented by the union become union members.

It has as its basic principle, a worker benefitting from collective bargaining should pay his share of the expense and not be a freeloader.

Only those engaged in joint productivity are affected, such as plants and factories.

Opponents of the Union Shop put great emphasis on its alleged compulsory nature, and say the government has no right to impose compulsory regulations on any individual, but in the same breath, they contradict themselves.

They fail to also ask for repeal of Social Security, Taxes, Education legislation, foreign travel passports, drivers' licenses and auto license plates, all of which are compulsory for the good of the community.

They fail to tell the sympathetic public that few lawyers would attempt to practice law without first becoming a member of the Bar, a doctor would not successfully practice medicine without joining a national organization, and few pilots would carry passengers for an air line without first becoming a member of the Air Line Pilots Association.

The Committee has made much play on the rate of economic growth in states having Right to Work laws.

That's not surprising, since a company will move to an area where it can exploit the worker. Cheap labor is his prime target.

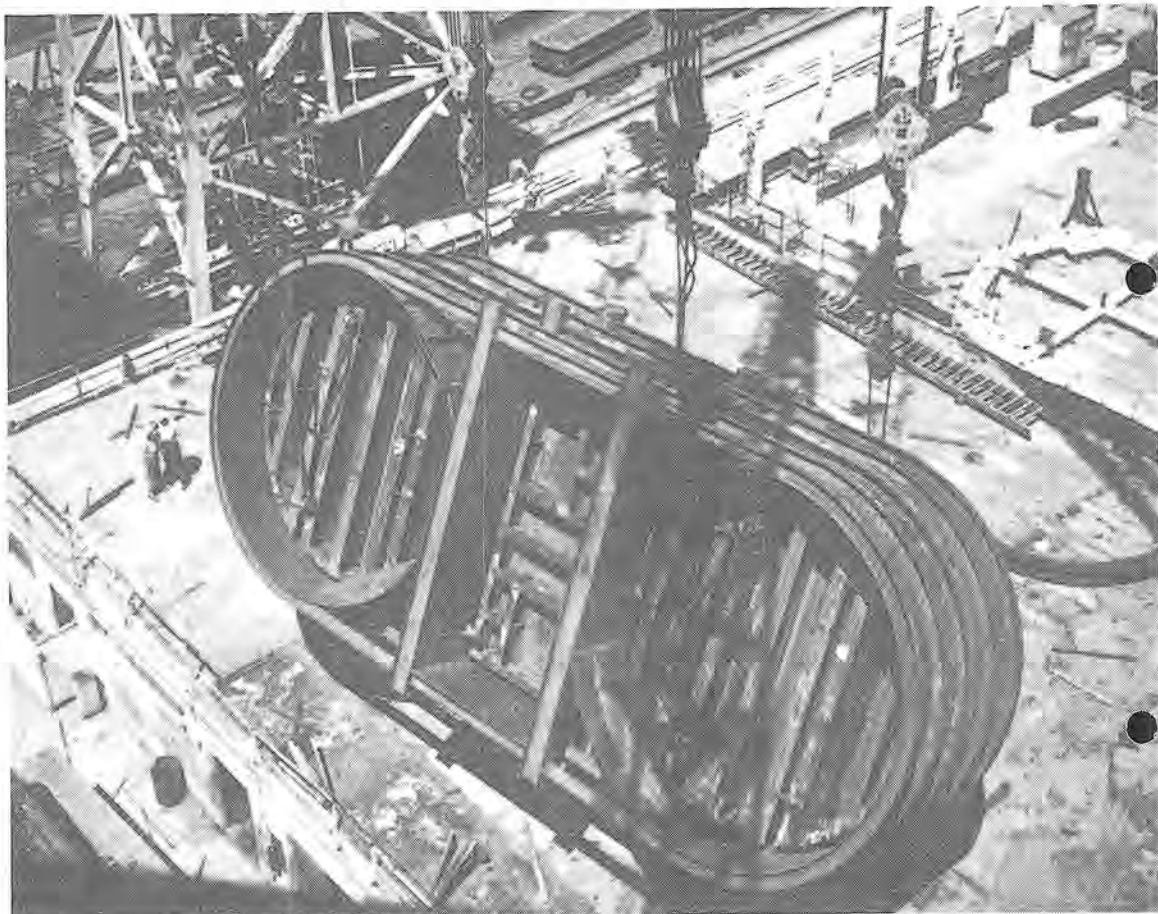
The Taft-Hartley law says, under Sec. 9(a), that a representative (labor union) must be selected by a vote of the majority of the employees, and that such a representative shall be the exclusive bargaining agent in behalf of the employees.

Under Sec. 8(a)3, employees may vote to rescind the authority of such a labor union.

It further states that no employee may be forced to take part in or promote a union, only that he pay his part for the gains made through collective bargaining. That's only fair in any man's terms.

## SAN FRANCISCO BART

## Case Of The \$20 Million Bids



Two cranes required to lift this watertight bulkhead built at Bethlehem Shipyards. Structure weighs more than a ship ready for launch, and is part of the mammoth BART system.

By A. J. BUCK HOPE  
and WARREN LEMOINE

SAN FRANCISCO—Area contractors are settling into their starting blocks in the race for contracts in the Bay Area Rapid Transit project.

Some sizeable chunks of construction will come up for bids, or have already been advertised, offering some timely and lengthy jobs for the future.

Subway structures for the San Francisco Market Street Division were advertised in August. This contract includes approximately 5,075 feet of 16 feet 6 inch inside diameter twin bore tunneled subway. The contract limits begin at 15th and Mission and proceed northeasterly at Mission Street, then curve on a radius of approximately 1,800 feet into Market Street, terminating near Hyde Street.

The contract cost has been estimated at between \$10 and \$20 million, with construction time projected at 21 months.

The Civic Center Station structure will be advertised in November, at an estimated cost of \$20 million. The contract includes

construction of the exterior shell, excavation and placing of the base slab.

## WALL CONSTRUCTION

The station will be constructed with a solid pile-slurry exterior wall. The station will be about 750 feet long, with excavations estimated at 76 feet, width about 60 feet.

A temporary roadway deck will be required during construction.

Provisions will be made for the coordinating of tunneling contracts at both ends of the station.

Work under the \$10-\$20 million Mission Street segment, to be advertised in September, will include construction of some 3,500 feet of 16 feet-6 inch inside diameter twin bore tunnels. Estimated construction time is labeled at 26 months.

## OVERCROSSING

In addition to the tunnels, a track overcrossing structure will be built, requiring approximately 47,000 cubic yards of excavation and 8,500 cubic yards of concrete.

Also included in the contract are a vent line building, an intermediate ventline building and four tunnel cross passages.

Also to be advertised in No-

vember is a contract for construction of subway structures, estimated at a cost of \$10-\$20 million.

This contract includes construction of 4,900 feet of twin bore tunnel subway in the median of Mission Street to Ran- Street and 12th Street.

## MORE SUBWAYS

Another subway contract will be let in December, requiring some 24 months to complete.

This contract will include hard rock tunneling in the Fairmount Hills area, on Bosworth and Wilder Streets, just west of Arlington Street. The line will traverse northeasterly and follow the alignment of Chenery Street. Total length is 3,450 feet.

On an 18-month projected construction schedule will be aerial structures under a \$5 million contract, generally along the southern boundary of the State Southern Freeway right-of-way between the limits of Crystal Avenue and Modoc Avenue.

The structure will reach a high point at the wide intersection of San Jose Avenue and the Alemany Boulevard.

## STANDARD SPANS

The proposed structures are standards of 65 to 80-foot spans with 110-foot non-standard girders at Alemany Boulevard.

About half the piers will be on spread footings and the rest on pilings.

In other happenings, ground was broken for an addition to the Hilton Hotel in San Francisco.

The breaking was done with a ribbon-decked jackhammer, manned by Ford Montgomery, new general manager.

The two-story addition to the 8,500 square feet of ballroom on the upper floor constructed in one large open area and decorated in "early San Francisco" tradition.

A large exhibition hall of 5,500 feet for convention displays, trade shows and meeting purposes will be located on the main plaza level.

The reinforced concrete walls will be finished in exposed aggregate to match the existing walls.



Two 80-ton cranes lift tube section of BART system, being built at Bethlehem Shipyards. Tube Segment is 300 feet long.



## EUREKA'S EGGWALKERS

# Tight Funds Create Ticklish Situation

By RAY COOPER and  
LEONARD YORK

EUREKA — A slack work season caused by the "tight money" policy and cancellation of some big jobs scheduled for the season, has created a ticklish situation for many Operating Engineers.

An influx of members from other areas of Local 3 has created some waiting lists, some lasting a month. That's a long time to grease the bench.

Payroll sizes have been smaller and job durations shorter in some cases, but the outlook is still favorable.

Newcomer Nally Enterprises, Rio Dell, has recently finished its Highway 299 project 11 miles east of Blue Lake. Overtime was sufficient on this job to offset the short duration.

### STEADY PROGRESS

John Burnham and Sons Co. at South Fork on the Eel River, are steadily progressing on the storm drain project. Louie Kemp, a young member, reports the trout fishing is good and the living conditions about par for a back-in-the-weeds situation.

Another project in this category is at Zenia, where John Peterson has a crew employed. The area has a gas station, beer parlor, but no living facilities. The job is in its final stages, but has been profitable for the Brothers.

### IN BRUSH

Morrison-Knudsen is also back in the bushes at Alder Point. This job consists of some realignment and riprapping for the railroad, mostly damage repair from the floods of 1964. The Brothers get a nine-mile train ride to work here, from Island Mountain to Alder Point—a cushioned ride all the way.

Green Construction takes the honors for the most desirable job this season. Approximately \$16 million in two sections of Redwood Highway have given full employment to a number of Brothers for most of the season.

The project, somewhere near civilization, has provided work for cat skimmers, rubber tire men and others.

### PLACING PIPELINE

Healey-Tibbetts Co., San Francisco, is prime contractor for placing Crown-Simpson's pipeline from the pulp mill to the outfall point in the ocean. Pipe on this job measures four feet in diameter, and will run some 3,000 feet. Separation of a completed section has put the work on extended overtime, providing some members with sizeable paychecks.

Oscar Holmes, Menlo Park, is involved in slide removal and riprapping on shoulders at South Fork, north of Crescent City.

The job should last late into the season, as most of it is rock. Dozer and loader men have been dispatched regularly to this job.

### WORK STOPS

Brothers have learned that when the Forest Service says all work stops, it stops. Such conditions hurt the paycheck, but we all realize and respect the potential of a forest fire.

Over in the Big Foot country

around Orleans, Pecwan, Weitchpec and Bluff Creek, the work tempo has increased.

Mercer-Fraser Co., Eureka, is pressing to complete construction on Bald Hill, Cappell, and Tulley Creek Roads.

Thomas Construction, Fresno, is still involved on the Bluff Creek Road and on another project a short distance from Orleans. It has been a pleasure to work with Thomas' superintendent, Gary Bartz. We hated to see him get transferred, but we welcome Jess Hoops, who took Gary's place.

### CREWS MOVED

Granite Construction's hot plant and paving crew has moved back into Willow Creek and is putting down base on Highway 299. It's good to see Vic return to push the crew. Tap Fausey, project superintendent, was transferred to Santa Rosa on another road job and Mike Wells will replace Tap.

Chalma, Inc., Stockton, is near complete on projects at Bridgeville. Al Maggini, owner, says he hopes the work is more plentiful next year.

In other areas, H. B. Siri Co. is laying base rock on 45 miles of road at Shelter Cove. Absco Paving is right behind with paving equipment.

### ON SCHEDULE

— Wright Schuchart and Harbor is on schedule at the Crown Simpson Pulp mill, so cutbacks are expected here.

— Hoffman Engineering is keeping a sizeable crew working on additions to the Georgia Pacific pulp mill.

## Bond Issue On Modesto's Sewer Plan

MODESTO — A dynamic move is under way in this city to promote a vote in favor of a \$7.7 million sewer bond, which would be matched dollar-for-dollar by the federal government.

A survey will be taken to determine the feeling of the people. Professional people have been hired by the Chamber of Commerce to get print-outs to the people, but there is much the Operating Engineers can do to put the vote across.

The Engineers will be asked to phone the "yes" voters to encourage them to cast their ballots. They will also be doing the leg work in getting the information across.

The election will be held Oct. 4. The Union hall will be open Thursday evenings until the election is held. Brothers are asked to contact the Hall if they have some time to devote to this project.

Another matter of interest to Modesto Engineers—a grade-setting course will be conducted at Modesto Junior College with registration running from Aug. 29 to Sept. 12. All Brothers interested should contact the district office.



## \$70 Million Pact 'Humbles' Vallejo

By AARON SMITH

VALLEJO—A \$70 million contract for a new Humble Oil refinery has been awarded the C. F. Braun Co.

The contract is the largest, moneywise, to be let in the Vallejo area in quite some time.

Construction on the refinery was scheduled to begin Sept. 1, but Humble and the State of California had some differences regarding Suisun Bay dredging and placing of dredging spoils. Both sides were taking the matter under advisement, and delays should be minimal.

An estimated \$30 million remains to be awarded on the refinery.

### BOND ISSUE

As expected, Benicia has a bond issue in the mill to provide a supply for eight million gallons of water to the city daily. The bond issue will be for \$3.5 million. If approved, the system will be designed for easy conversion to a 30-million-gallon system.

Bond and Dougherty, Vallejo, and Brown and Caldwell, San Francisco, have been assigned the engineering tasks for Benicia's new industrial park.

Also in Benicia, the new freeway completed, with Gov. Edmund G. (Pat) Brown on hand for the official opening ceremony. The project was under construction by Westbrook M. K. and Darkenwald M. K.

### GOOD REASON

The new freeway is one reason Humble Oil selected Benicia as the site for the new refinery.

Sears Point Bridge is nearly complete, so approaches will be started soon. Erickson, Phillips, Weisburg and Syar and Harms have been awarded the contracts for the approaches.

The companies have also been awarded contracts to dismantle the old bridge on the Napa River.

Syar and Harms have about 85 Brothers employed in the Solano and Napa areas.

Extra work has been added on the Napa Sewer District's sewer farm, which is nearing the midway point.

### PLANT READY

In American Canyon, Syars has its new hot plant about ready to go. The addition of the new black plant will make American Canyon quite an industrial area.

Joe Ramos is moving equipment to the Napa Sewer project, the job expected to run some four months.

Maggiore Ghilotti is nearing the half-way point on its phase of the project. Murohey Bros. also has a section of the Napa sewer job.

### FOUR BARGES

On San Francisco Bay and Sacramento River, Basalt Rock has four derrick barges placing riprap with the bulk of material coming from the Napa Quarry. The quarry is working three shifts to supply all the rock needed for the riprap jobs and cement plants. Crushed rock is barged to the various projects, making the entire operation an interesting one.

Kaiser Steel has begun slowing up after one of its best years. Much of their down time has been caused by a lack of storage space.

Many of the large steel trusses for the BART project have been completed and shipped, and some are awaiting shipment.

Day and swing shifts will be retained to fill backlogged pipe orders.

## No Way To Get Rich, But Job Rewarding

By RAY COOPER

You couldn't say that Edward Schillinger took a foreign job to become a wealthy man—not if you consider the \$120 a month he was paid during his two years in Tanganyika, Africa.

But if you want to consider the wealth of knowledge and satisfaction he gained from teaching surveying to the inhabitants of that country, Ed came home a wealthy man.

Brother Schillinger was initiated into Local 3 in August of 1958, working as a gradesetter, instrument man and Chief of Party.

In 1964 he volunteered his services as a surveyor for the Peace Corps, but only after he had been investigated and checked out by the Corps was he accepted.

Ed had a new language to learn—Swahili—so he spent some

three months of intensive study at Syracuse University, New York.

When Ed landed in Tanganyika, he was assigned to public works, under the direction of the Ministry of Roads and Airdromes.

He had an opportunity to survey a lot of land, see a great deal of African countryside, make new friends, and impart some of his knowledge to the natives there.

"The wages weren't what I was used to getting, but I managed to buy my food, clothing, lodging, and keep up my dues while I was there," Ed explained.

He is now working as a gradesetter with Acme Paving Co.

Brother Schillinger's plans for the future include studies at the University of California, Berkeley, for a degree in geodetics. He plans to enter the University in September.



Ed Schillinger will not soon forget the experience of teaching African friends the art and science of surveying. Pay was small.



# Sacto's 'Come Alive' Potion

By ERNIE NELSON, AL DALTON, ART GAROFALO, JERRY ALLGOOD, JIM GENTRY and DAN CARPENTER

SACRAMENTO — As in another generation, the district has come alive—but mostly with small shots in the arm.

In Lincoln, Interpace Corporation's "clay prep" plant should be operational within a year. The plant should largely eliminate dust problems.

Brothers Ray Dutra, Dave Mitchell and Ed Burgess are doing good steward jobs.

Joe Chevereaux, Austin, is building a new maintenance and repair shop — Brother Lawrence E. Wood in charge.

American Pipe, Madison, is on two shifts filling orders.

At Pollock Pines, A. Teichert

bid low on the Georgetown Airport. Work begins soon. The firm's crews are working 40 hours a week at Fair Oaks.

Joe Vicini Co. has some of its rigs in for repair. Vicini has a stripping job at Ione and two small jobs at Placerville.

Wendt Co. is contracted on the Placerville airport and another in the valley. Brothers have been putting in a number of airports in the area, one of the more scenic in California.

In the high country, Norman I. Fadel has water problems on the Nevada City freeway, but several structures have been poured and crews are working on the Banner Mountain Bridge, key to finishing dirt-moving on the project.

One of two bridges at Pleasant Valley has been poured and final footings on the second are now being poured, according to Thomas Construction Co., contractor.

A considerable amount of excavation remains, said George Barovich, superintendent, but it will be completed before the rains come.

A realignment job at North San Juan is under contract to Carl Woods Co.

Lentz Construction has kept several Brothers employed on the Diamond Oaks job in Roseville, but work is running out.

A new recreational facility will be built at French Meadows Dam by Edwards McCammon Corp. New picnic, barbecue, toilet and running water facilities will add

to the desirability of the area.

Improvements to Jackson Meadow Dam, Fancherie, Rollins and Scotts Flat Dams are being done by EBASCO Engineers.

Underground work in East Sacramento continues stable with Lentz contracted at Fruitridge Road and other areas.

Teichert's shop has several members overhauling and repairing equipment, and several street and underground jobs under way.

Granite Construction has been on overtime schedules in its shops and plants preparing transit and hot mix.

Baldwin Construction seems to start a new job each time another is completed, but no big projects have been opened.

## Harvest Moon Greet's Fresno Ag Mechanics

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

FRESNO — The field mechanics have been smiled upon by the harvest moon. Some are working seven days a week keeping agricultural equipment in operating condition.

East of Los Banos, Holt Brothers Co. is near complete with its new shop. Shops in Los Banos and Merced will be combined.

The new facility will be the most modern in the valley with two drive-through bays to handle the largest of rubber tire equipment.

Holt now has four models of Cat engines ranging from 220 to 375 horsepower.

### SHOP CLOSED

In Visalia, Quinn Co. has closed its shop and is operating a parts depot from which field mechanics work.

Fred J. Early Jr. Co. bid \$3.46 million on the Los Perillas and Badger Hill pumping plants.

Both are part of the state water project in Kings County. The job is scheduled for completion in February, 1968.

The plants will be the first along the coastal branch of the California aqueduct to carry water to the south.

Both sides of the San Luis canal have been paved by crews working for Morrison-Knudsen, Utah, Brown and Root. Six nines are being used as crews are trying to keep materials stockpiled for 74 brothers working on the project.

At Kettleman City, the biggest part of the dirt has been moved on the canal.

Ball-Granite has two scraper spreads working 5-9s and should remain active until winter rains begin.

### NEAR COMPLETE

Some phases of Devil's Dam should run late into the year, but Fredrickson and Watson is nearing project completion.

Canal Contractors, in the Southern area, is trying to get as much dirt moved as possible before the season fades.

Peter Kiewit has trimmer and liner crews working a canal job. Water is nearing the surface, but much of the project is ready for paving.

Ball-Granite also has trimmer and liner crews working. Operators have moved up to 75,000 yards of dirt on a single shift. Structures are now being built.

### NEW PARK

In Fresno, a 235 acre park is planned on the south bluff of the San Joaquin River east of Blackstone.

The park will be known as Woodward Park and Bird Sanctuary.

Land was purchased with Ralph Woodward Estates funds, but Fresno will spend some \$3 million over a five-year period in the park's development.

Another big project, a 3-story underground parking facility, has been awarded Harris and Stephens.

The new facility will accommodate 660 automobiles. Estimated cost is \$2,844,000 and work should begin in September.

## STOCKTON SMILES

# Combine Old, New-Get Job Mixture

By WALTER TALBOT, AL McNAMARA and JACK BULLARD

STOCKTON — New contracts are still coming in and old projects are still under construction, so the work picture remains fairly bright.

Jobs bid this past month include the Westside Freeway, Tracy Bypass, Hetch-Hetchy pipeline and reconstruction of the Riverbank Ordnance plant.

Fredrickson and Watson, with three projects under construction, was low bidder at \$2.74 million on the Tracy Bypass link. This project, approximately six and a half miles of four lane divided freeway, will complete the bypass at State Route 580. The section from west of Tracy to its junction with State Route 5 will complete the Tracy Bypass from Highway 50 at the Stanislaus County line. Contracts to complete State Route 5 with State Route 50 near the Banta Cutoff, have yet to be constructed.

### LOW BIDDER

Vinnell Corporation, Alhambra, was low bidder at \$5.66 million for 14.3 miles of the Hetch-Hetchy San Joaquin pipeline no. 3.

This contract will complete the connecting link from Waterford Road near Oakdale to the outlet portal near LaGrange Road.

The Hetch-Hetchy project will be the main water supply for San Francisco city and county.

Bechtel Corp. negotiated a contract with Norris-Thermador Co. to enlarge the facilities at the Riverbank Ordnance plant to meet increasing demands for shell casings, due in large part to the Vietnam situation.

### 12 EMPLOYED

Although building construction as a rule does not require a great number of Operating Engineers, Bechtel Corp. and two subcontractors have twelve members employed.

A. Teichert, Stockton, continues to grab smaller street and paving jobs in and around Stockton, including reconstruction of Airport Way between Miner Ave.

and Church Street, overlay on Charter Way and miscellaneous work throughout the district.

George Reed Co., Sonoma, was successful bidder at \$100,000 for construction of a taxiway at Columbia Airport.

Stanfield and Moody also continues to grab small road and street work in San Joaquin County with the most recent being the Lincoln Village Assessment district, for streets, curbs, gutters, sidewalks and sewage facilities, estimated at \$192,000.

### SEWER PROJECT

Logsdon Construction Co., Turlock, is busy on the \$295,000 sewer project in the Burkett Acres District.

Thomas Construction, low bidder on the New Melones Dam-site access road, has started the job with West Coast Tree Service, Fresno, and Brooks and Gage, Red Bluff, subcontractors. McPheeters and Associates, Fresno, is project engineer.

Stolte, Inc., Oakland, has a few Engineers employed at the Catholic Youth Association job southeast of Stockton. It moved some equipment to Lodi for the Community Hospital but is now back at the CYA complex.

### PAVING SOON

Owl Slipform Concrete Co. will soon be paving the Gallagher and Burke and Stolte Westside Freeway.

Rock plants are working at full capacity in an effort to keep up with demands for aggregates created by the California Aqueduct, Westside Freeway and many highway, road and street projects which have now reached the rock and paving stages.

PCA and Teichert Aggregates, the two oldest producers in this area, are still working two shifts.

### PERMANENT PLANT

Granite Rock Co. has a permanent plant west of Vernalis. Fredrickson and Watson, M. J. Ruddy and Son and Fresno Paving have portable plants crushing in the same area.

On the valley's other side, Claude Wood Co., A. Teichert and Stockton Sand and Gravel keep crews busy making aggregates.

## A CAREER BEGINS



First Apprentice class is held in Utah after the program was included in new contract with Associated General Contractors

# 'Make No Mistake -- It's A Shooting War'

Harold L. Cook, 19-year member of Operating Engineers Local 3, has just returned from Viet Nam where he was a superintendent on jobs in the Da Nang area.

"We had some hair-raising experiences while we were there," Mr. Cook reports.

"We were evacuated twice, and my wife was sent back to the States once, and on another occasion, we were pinned down in a house for five days."

### VOICED OPINION

Mr. Cook voiced his opinion of the situation in Viet Nam. He told the Engineers News it appeared the French were paying off the Viet Cong to keep their rubber plantations from being destroyed, and that the Buddhist uprisings recently were communist-inspired.

"I firmly believe the Viet Cong are responsible for the terrorist raids in many of Viet Nam's cities, and not protection racketeers and bandits as has been reported in many newspapers across the country. Make no mistake about it—this is a shooting war, and we are deeply involved," Mr. Cook stated.

He said if we hadn't entered the fracas, the country would have been taken over, lock, stock and barrel, and if we pull out

the country will be taken over (by the Communists).

"The GIs have the normal gripes facing every serviceman, but in the long run, they realize they must do the job in Viet Nam to keep the Communists from taking over the country. They are doing a good job, too," he said.

### FRIENDLY RELATIONS

He said the people in Viet Nam know why the Americans are there, and they are generally friendly with them, contrary to some reports that have filtered back through some media.

He said at Da Nang, good protection is necessary because of the high air traffic generated through there. Aircraft are coming and going day and night, bringing in all types of equipment, such as fire trucks, jeeps, and even construction equipment.

### POOR FACILITIES

Shipping facilities are poor, and ships wait in lines of 30 or 40 to unload, but the situation is improving.

"There are a lot of Local 3 Brothers over there, and they are doing a good job. The work is there, and will probably continue to be there for quite some time," he said.

Mr. Cook will leave Sept. 16 for a job in Thailand.



# Guam Faces Passage Of Right-To-Work Law

Continued from Page 1

President Johnson has been getting messages from the nation's labor leaders urging him to uphold the veto of Gov. Guerrero.

Representatives in the Operating Engineers Local No. 3 have been actively engaged in an attempt to educate the Guam population of the dangers inherent with such legislation, but have run across stiff opposition from business leaders and the Guam Contractors Association, who have blasted Local 3's plea as twisted, full of untruths and half truths.

Harold M. Mayo, vice president of the Guam Contractors Association, charged that the Union had forgotten the people of Guam, saying the people don't want to join a union just because they need a job to feed their families and put clothing on their backs.

Mr. Mayo has said the very nature of the construction business is to build, stating the council stands for stable labor relations in the community. He said its staff is composed of sincere, dedicated men who actively strive to promote a sound economy free of labor strife, stating that the people of Guam are not fools to be duped by the Union plea.

In a letter to the Guam Pacific Journal, Tom Sapp, Business Rep-

resentative for Local No. 3, points out that Guamanians have never been considered fools by the Union, nor have they ever been considered to be people who could be easily misguided.

Mr. Sapp asks that the Guam Contractors Association speak to some of its ex-employees concerning wages and other benefits, then recommends the record speak for itself.

Mr. Sapp charges the Right to Work bill in Guam would mean economic slavery.

"Mr. Mayo claims authority to speak for the people of Guam. They, he states, are in favor of the 'Right to Work' law. Just how does he know this? Where are the facts to back up this broad and generalized allegation?"

"I am not aware of a vote or plebiscite having been conducted among the people as to whether or not they favor or oppose 'Right to Work,'" Mr. Sapp said.

He said like so many of his associates in the business community, Mr. Mayo claims the authority to speak for the people.

"We don't know whether the people of Guam favor or oppose the 'Right to Work' bill. We don't know and we are honest enough to say so. We hope we speak for the people — but we are never going to claim the prerogative of God," Mr. Sapp said.

Meanwhile, the Operating En-

gineers received word from the National Labor Relations Board that the board had rejected charges filed June 13 against the Union and one of its representatives, Ralph Wilson, by the Manila Trading Co. of Agana.

Mr. Sapp said the company's complaints against Wilson consisted of charges that he had made false and slanderous charges against the company in a news story printed in the Guam Daily News.

In the story, Wilson charged the company was using "naked harassment" of its employees in order to keep them from making a fair choice as to whether or not they wished to affiliate with the Union.

In the complaint filed with the NLRB, the company had also charged that Wilson had instructed two or three of the Union pickets to carry clubs and that they were displayed in a hostile and threatening manner to non-union employees and customers alike. The company also charged Wilson with seeking to bring about the discharge of Howard G. Trapp, company attorney, as one of the conditions for successful negotiations with Local 3.

The notice of rejection of the Manila Trading's charges was issued by Harvey Letter, acting regional director for NLRB, Mr. Sapp said.

## SAN RAFAEL ROCK Tune's Title - - Jobs

By WAYNE (LUCKY)  
SPRINKLE

SAN RAFAEL — The metro-nome has been set and the pulse in construction is surging steadily onward.

An excellent operator crew is under the employ of Morrison-Knudsen making good progress on tunnel reconstruction at Lincoln Avenue and Highway 101 in San Rafael.

In Marinello, Marin County's newest community, Freeman-Sondgroth has a good sized spread working for the Frouge Corp.

The project includes construction of access roads into the area, with some 80 days work remaining.

### GOOD VIEW

At Bret Harte Heights, B and R Construction has five men on the payroll doing underground work. We get a good birds eye view of this job from the office (when we're here).

On Lakeville Highway in Petaluma, six operators are engaged in underground work for McGuire and Hester.

Approximately two weeks' work remains on the Point Reyes National Seashore.

Three operators are installing new beach facilities, rest rooms, dressing rooms, etc. Contractor is D. D. Altermatt.

William McLellan manages to keep a few Brothers occupied on various small jobs.

McLellan presently is resurfac-

ing runways and roadways at Hamilton Air Force Base and has several school site jobs under way throughout the country.

On Highway 101, Fiske-Firenze-McLean is wrapping up operations with just a few days remaining on the rock shoulders.

We have appreciated having this company in the area, and hope to have it return in the near future.

E. A. Forde should be under way on state roads in Lucas valley, and should be completed with underground telephone lines from San Anselmo to Fairfax.

At Northgate, A. J. Bresnan should begin paving shortly. The other phase of the project is nearly complete.

### HAS LIGHTS

Bresnan also has some small projects at Hamilton AFB, including installation of runway lights.

Brown-Ely is finishing paving at Bahia in Novato and will soon begin a \$101,000 contract for overlays at various locations in the county. This project should offer good employment possibilities for our members.

Maggiore-Ghilotti has picked up a contract for street and roadwork on Harvard and Princeton Avenues in San Rafael. The company also has itself spread from San Rafael to Napa.

In other areas, Holtzinger Bros. is mucking throughout the area.

## Auto Mishap? Law Says...

**Auto Accidents**—They happen to the best of us, so if you are involved, here are some tips to keep you legal and out of trouble.

If the mishap occurs at night, set flares or other lighted objects to warn other drivers. Use red if available. A flashlight or emergency flares should be carried in the car.

Notify law enforcement officers and stay at the scene if you are not too seriously injured. Don't move the car.

If there are injuries, call a doctor, but do not move the victim. Keep him warm and comfortable.

Be sure to write down the license number of the other car, show your driver's license to the other driver and ask to see his. Get the name and address of the owner.

If you are physically able, get names and addresses of witnesses. Write down the facts as they report them to you, and be sure to write down license numbers of any car in the area, even if you are not sure the driver is a probable witness.

Make some notes on how you think the accident happened. Don't leave the facts to memory, as the tempo of the moment may tend to confuse you. Make a diagram of the accident, where the cars involved came from, stopped, and the condition of streets.

Mention weather conditions, skid marks, time of day, cross walks, speed estimates, etc. If you have a camera, take pictures of both automobiles and any skid marks that may be visible.

When you are questioned, be ready to talk, but don't guess at speed estimates, time intervals, distances or any other thing you

are not reasonably sure of.

If you happen to be dazed, don't make statements to anyone concerning the accident. Get medical attention as soon as possible.

In any event, get in touch with your attorney before you make any general comment concerning the accident, accept blame, or sign any paper.

Tell police or other law officers of any resulting personal injury or death, or any damage exceeding the maximum allowed in your state.

If there are any aftereffects, see a doctor immediately. You could be seriously injured and

not aware of it. Some such injuries could be fatal.

Notify your insurance agent, but don't tell the other driver "my insurance agent will take care of everything." You could be facing a civil suit for personal damages.

If you hit an unattended automobile, leave your name, address and automobile license number under the wiper blade.

If you are arrested or cited after an accident, notify your attorney before entering any plea.

Remember: You have the legal right to:

Have an attorney speak for you.



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# Expensive Utah Highway Dedicated

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

SALT LAKE CITY—On July 28 one of the most expensive sections of two-lane highways in Utah was dedicated.

The \$7 million nine-mile section of U. S. 56, winding through Price Canyon was opened, creating an important tourist and commercial gateway to Price-Helper and the entire southeast portion of Utah.

The job presented one of the stiffest challenges state road builders have faced, but under supervision of rock specialists H. E. Lowdermilk Construction Co., the job was completed in less than two years.

## WORK COMPLICATED

Lowdermilk's work was complicated not only by steep, rocky canyons and sheer walls, but utilities, railroads, the Price River, mining and other industries, all located within the canyon.

In early planning and construction stages, engineers met with a great deal of opposition when it became evident part of Carbon Canyon's beloved Castle Gate Rock formation would have to be obliterated.

But a commendable job of public relations by the company was evidenced. Remarks by local people on dedication day bore that out.

Much credit must be given Operating Engineers who skilfully chiseled and cut this mammoth project men such as Dave Rich, Lou Christensen, James Christen-

sen, Kerry Abbott, Gerald Fowkes, Layton Foster, Keith Marchello, Dean Mitchell, Calvin Lewis, Len Thomas, Vern Tucker, Bruce Worthen, Jack Majors, Glen Killian, Clifford Snow, Heber D. Ward, Verl Keisel, Calvin Stewart and Earnal Tucker.

Engineers can also be proud of helping a 63-year-old dream become a reality by combining ribbons of steel and yards of concrete to create Joes Valley Dam, last link in the Emery County Project for storing and distributing water.

Eight miles below the dam, water will be turned into Cottonwood Creek, Huntington Canal, where it will bring thousands of acres into productivity and provide supplementary water to some 18,000 acres now being irrigated.

Water stored in the new reservoir north of Huntington will be carried by a service canal to the project lands.

The project is another milestone in transporting surplus water to dry areas by storing early spring floods and releasing them in seasons of drought. We point with pride to the many Operators who manned the equipment on the dam.

In the Salt Lake area, Acme Vickery Co. recently moved its slip form paver from I-80 to I-15 at the mouth of Parley's Canyon, but will return to I-80 when the grade is prepared, with hopes of finishing before winter comes. Spraying and sawing operations are keeping pace with the paver, and with good luck and weather



Probably the most expensive ribbon of highway in Utah is the Price-Helper road, cut through some of the state's most rugged and colorful country. The Highway is now open.

conditions should finish on schedule.

The \$100 million expansion program at Kennecott is in the home stretch.

The program is aimed at increasing copper production and offset declining ore grade and rising costs.

## USE TRUCKS

The company converted from rail to trucks for waste removal,

thereby creating greater flexibility in handling increased stripping ratios.

Kennecott has expanded mine, dump, leaching and precipitation facilities to increase production of precipitate copper from 2,250 tons to 6,000 tons a month, and construct a crushing and grinding plant to process 27,000 tons of ore daily.

An increased number of ore haulage cars and locomotives to handle increased tonnage were required as was construction of a nine-mile spur line from the old ore haulage railroad main line to the new crusher and grinding plant.

## SMELTER MODIFIED

The smelter was modified to eliminate roasting of concentrates and provide direct charging of green feed to reverberatory furnaces.

Additional processing water for the concentrators and mine leaching system was also developed.

The \$1 million truck maintenance and repair shop was completed in 1963. The shop, called the Yosemite shop, is the largest installation of its kind in Utah. A fleet of giant haulage trucks moves more than 180,000 tons of overburden daily. The 80 trucks include 66 units of 65-ton capacity, five of 85-ton capacity, eight mammoth 110-ton units and one experimental 80-ton hauler.

## SPEED REMOVAL

Helping to speed waste removal are two new 12-cubic-yard electric shovels, two 15-cubic-yard electric shovels, and nine 12-inch electric rotary drills.

The leaching and precipitation project, the expansion's second phase, involving overhaul and extensive facilities construction, is designed to retrieve oxidized copper from waste. Rock containing less than four-tenths of 1 per cent copper is considered waste and placed on dumps.

Capitalizing on scientific gains pioneered by the Kennecott Research Center in Salt Lake City, the new precipitation plant utilizes a highly automated system, on some precipitators and strip-

ping modules and an entirely new production method.

The new Bonneville concentrator in Little Valley which embodies latest developments in ore crushing and grinding, including instrumentation and process control equipment, is the third phase of expansion.

Bonneville's task is completed when its ore is reduced to powdery fineness. Total daily ore throughput will now stand at 108,000 tons.

One of the most dramatic changes is taking place at the smelter, where new furnaces are being built alongside operating units.

Three new reverberatory furnaces will replace five old reverberatory furnaces. Another smelter development, No. 6 acid plant, will treat gasses from the converters and add 500 tons of sulfuric acid to daily output.

In Provo and eastern Utah, a few jobs in the basin are keeping a few Brothers working.

About 12 Brothers are working on the Tabiona-Hanna project with W. W. Clyde Co. The job, slow starting, is in full swing under the watchful eye of Brother Lloyd Walker, grade foreman.

Whiting and Haymond has jobs at Neola on the Indian reservation, now in the gravel phase, and at Sheep's Creek, where rock is blasted and crushed in place and put directly on the grade.

## HIGHWAY OPENED

In southwestern Utah, a six mile section of I-15 was opened to traffic in late August, completing 52 miles of freeway between Cedar City and St. George. W. W. Clyde Company was contractor with Duane "Skinner" Peterson as superintendent. Another adjoining section west of Cedar City postponed several times, should be advertised for bids soon.

L. A. Young has acquired two road jobs. Young's crusher is at Beaver to make gravel for the hot plant, I-15 from Beaver 10 miles north will be resurfaced.

The other job is a 17-mile section north of Cedar City, also for resurfacing.



Joes Valley Dam will provide additional water to a once-useless area of Utah, and supplementary to hundreds of acres of land now irrigated. Utah has suffered drought year.



# Operation Big Fill' -- Assist In Santa Rosa

By RUSS SWANSON and  
ASTER WHITAKER

SANTA ROSA—One might call it "Operation Big Fill," and he would be right. The hole is 372 feet deep and 900 feet long, and it must be completely filled to permit a two-mile segment of freeway to pass through the area near Cummings.

Job specifications label this fill as the highest highway embankment in California, and possibly in the world.

Cost of the project is estimated at \$5.5 million, with an additional \$15 million earmarked for next year.

To date, the big problem has been traffic, and it appears there will be little if any letup until winter weather sets in. Sorry about that.

## 100 JOBS

At peak construction, the job should employ about 100 Engineers, but don't rush to the dispatch office. Our out-of-work list hasn't been depleted this year.

Gov. Edmund G. Brown has presented a \$300,000 check to the Noyo Harbor district as initial payment on a \$1 million loan for construction of the proposed mooring basin to be located south of Fort Bragg.

Our congratulations to Gov. Brown for his foresight, since this area is so vital to harboring distressed boats in the northern coastal areas.

## 250 VESSELS

The project will include berthing facilities for 250 vessels. Plans call for a \$540,000 dredging operation under direction of the Army Corps of Engineers with completion scheduled in March, 1967.

This project should speed up the proposed breakwater at Noyo, estimated at \$13 million.

Hugh Coddling, a well-known personality and developer in Santa Rosa, again has been looking to the future—this time on the Petaluma-Sebastopol Canal, a proposed deep water channel.

The channel would provide drainage from the Laguna de

Santa Rosa to the Petaluma River, and would further handle flood peaks from the Russian River. A check dam would keep Laguna water from flowing into Petaluma River.

## \$7.5 MILLION COST

The long-range plan calls for a deep water port and industrial district in the area from Sebastopol south, estimated at a cost of \$7.5 million.

Doubtless to say there will be many meetings with the Board of Supervisors and many legal bodies to iron out differences, but this kind of thinking will certainly lean toward continued employment for Operating Engineers.

On the legislative front, the House of Representatives has voted to double construction of forest access roads, bringing federal spending in this area to \$170 million.

## EXTRA ACTIVITY

Naturally, a lot of extra activity should be generated by this motion, especially in the heavy timber areas.

To date, we have a few contractors working in the Covelo and Lake Pillsbury areas, and anticipate more contracts and more jobs.

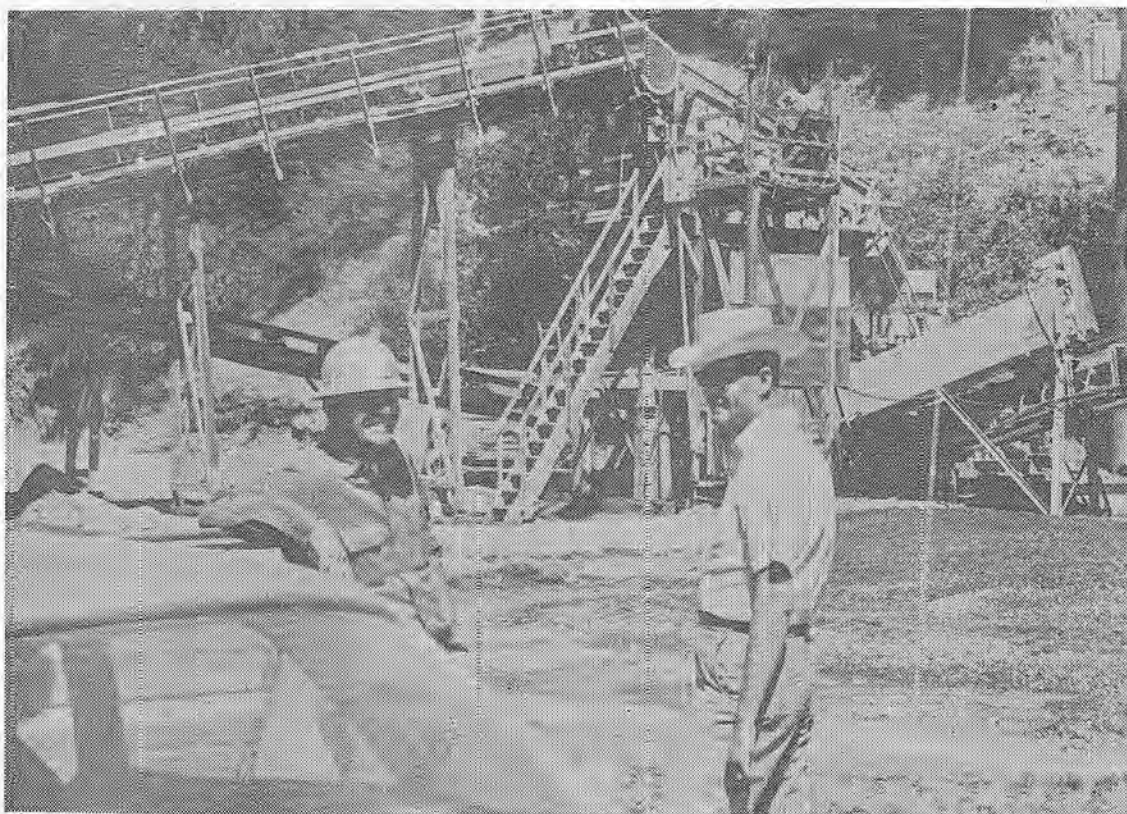
Bids will be opened Sept. 27 for the \$1 million sewage treatment plant in Sonoma Valley's sanitation district.

Reichold and Jurkovich was awarded a \$410,000 job resurfacing a number of roads in Sonoma County.

The Sea Ranch once again has growing pains, this time to the pinch of \$1.5 million. To be specific, Oceanic Properties Inc., Castle and Cook subsidiary, has already made sales of \$1.25 million to expand coastal properties near Gualala.

## AIRSTRIPE PROJECT

Arthur B. Siri is near completion on the airstrip and will continue to work on the subdivision. Argonaut Construction Co. also has adequate work in the area.



Brother Earl Horn, former executive board member and project manager Mitch Humphrie, talk over the "Big Fill" and the amount of dirt required before highway can be built.

To date, Oceanic Investments is near the \$5 million mark, and Pacific Western has quietly moved into the area with a small job in Cotati on the road from Sonoma State College. John Otterbeck is in charge. We understand Pacific Western was low bidder at \$675,000 on a project at the college.

## FACE LIFTING

Bragato is surely changing the face of Highway 101 passing Santa Rosa. Oh well, in a few years, it should be complete.

We expect Parker-Thomas will be laying hot stuff by September 1, as will Crooks Bros. at Elk. Crews will be preparing plant mix from the new hot plant, which Joe Lipary, under the guise of Outlet Construction, is setting up at Point Arena.

Granite Construction should have had a pre-job conference and grading should be under way on the \$2 million highway job by press time.

## OTHER AREAS

In other areas, Lange Brothers are busy on the Soda Bay job and are about 50 per cent com-

plete at this writing. The Highlands job under Lange's contract is also well under way.

Roberts Brothers have moved into Clear Lake Highlands with 75 house pads to be built.

Mission pipeline has 16,000 feet of water line to put in at Clearlake Oaks.

Wayne Co. is doing underground work for Konotye Estates.

Many Engineers have been uti-

lized to fight forest fires the past two weeks in Lake County.

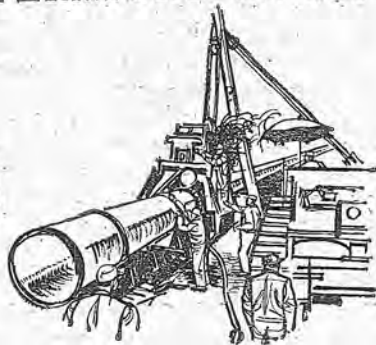
In the Napa area, Syar and Harms is still building house pads and dirt work is well under way with about 60 per cent removed to date.

Flint Construction Co. is about ready to plant grass on the 36-hole golf course at Napa. Granite Construction is busily completing the roadways connecting with the golf course.



Morrison-Knudsen will have to fill this crevasse, 372 feet deep and 900 feet long before the freeway at Cummings is built.

## NOTICE TO OPERATORS ON PIPELINE



## Pay Attention to Your Pension!

The National Pipeline Agreement, in effect between the International Union of Operating Engineers and some 200 pipeline contractors has a provision pertaining to a pension plan for pipeline employees. ■ This provision provides that, effective May 31, 1965, payments of not less than 15 cents will be made for each hour worked by each employee under the pipeline contract. Effective May 1, 1966 this minimum rate is to be increased to 20 cents per hour. If work is being performed in the territory of a local union with a higher pension contribution rate, the higher rate will be paid. ■ Pipeline pension contributions for transient workers are made to the Administrators of the Central Pension Fund of the International Union of Operating Engineers and Participating Employers. Pension contributions for members working in their "Home Local" territory shall be made to the local pension funds. ■ Any pipeliner who is a member of a local union with an existing pension fund may elect to have all pension contributions made on his behalf transferred to his home local pension fund.

## IF YOU ARE PIPELINING NOW!

You should have filled out one of the forms shown. If you have not filled out the proper forms, it is impossible to credit your pension contribution properly. Get whichever form applies to you from the union office or the contractor, fill it out today, and send it in immediately.

## 'CREDIT UNION - - GREAT'

Dear Brother Stapleton:

A few minutes ago I received your letter stating the declaration of a dividend for shareholders in the Credit Union.

While sending in my monthly amount I want to express my gratitude to you and in fact all the officers of Local 3 for the fine job you have done in ob-

taining benefits such as the Credit Union for the members of this organization.

I have been a member of Local 3 about 11 years, but have belonged to three other Engineer locals. This is the finest.

Accept my thanks. . . .

Sincerely,

Robert W. Grant



## First Step—Then Two

The Congressional \$4.76 billion economic vitamin pill for the ailing home building and real estate industries, as approved by House and Senate conferees, was hailed recently as a good first step by Joe Duffel, President of the Associated Home Builders of the Greater Eastbay.

The \$4.76 billion for Fannie Mae contained in the Mortgage Credit Bill of 1966 is expected to be passed by both the House and Senate very soon, possibly this week, and signed in rapid fire order by the President.

"There are two aspects of the Bill. One is an economic vitamin pill for Fannie Mae—the Federal National Mortgage Association—which will pump \$3.76 billion into home mortgages and will be applicable to both new and existing homes.

The other \$1 billion is a sugar-coated vitamin pill that will be special assistance for new construction only for homes

selling under \$18,000," said Duffel.

The Bill, as reported by the conferees, puts all the elements of both the House and Senate bill into one \$4.76 billion package.

The House had earlier approved a bill authorizing the Treasury to buy \$110 million more worth of Fannie Mae preferred stock and authorizing the Association to increase borrowing authority to 15 times its capital instead of its previous 10 times.

This expanded base would enable Fannie Mae to raise funds to buy \$3.76 billion of mortgages in the hands of private lenders.

The Senate bill also would increase Fannie Mae's borrowing authority to 15 times its capital, which accounts for \$2 billion of the total amount that could be channeled into the mortgage money market. But the Senate measure doesn't authorize the

Treasury to buy more Fannie Mae stock. Rather, the Senate would provide an extra \$1 billion for direct purchases by Fannie Mae of mortgages of less than \$15,000. Overall, the Senate bill would provide \$3 billion to the mortgage money market.

"It appears that both Congress and the Administration are finally concerned about the Nation's housing crisis, and this is the first positive step to come out of their concern. To me, it definitely signals a turn-around as far as the home building crisis is concerned," said Duffel.

"New housing permits and starts for the nine county Bay Area for the first seven months of 1966 are off 39 percent (29,740 units the first seven months of 1965 versus 18,120 units for the first seven months of 1966)" reported Duffel. "Permits for July are off 45 percent."

## 1 Dozen Cats Purred

The clock continued to run, but the machines paid little attention to the rotation of the hands.

The important thing was to get the hole filled and the railroad back in running order.

The railroad tunnel, 10 miles north of Ukiah, had caught fire, causing an extremely hazardous condition, an immobilization of the rails.

To combat the situation and do away with a trap, a group of Engineers employed by Morrison-Knudsen thundered down on the charred ruins with a great roar—some 12 rigs rumbling onto the scene, their blades ripping into the dirt, rapidly changing the contour of the terrain.

Within 48 hours, the "devastating dozen" had obliterated the ruins, filling in the cavernous opening.

The rails were straightened out, the ties secured and within a short time, the railroad was running, minus a tunnel.

But the smoke this time was coming from the friction of tracks against terra firma, not from the fire.

## Prompt Notification On Compensation

Industrially injured workers will now receive prompt notice concerning their workmen's compensation benefits. Administrative Director of the Division of Industrial Accidents, Thomas N. Saunders, has announced.

Each injured worker entitled to temporary or permanent disability benefits must be promptly notified by his employer or the employer's compensation carrier when benefits start, as they stop, and the wage basis on which benefits are computed.

The employee must also be told who is responsible for handling his claim and, if his claim for benefits is denied, the reasons for the denial.

Copies of the notice forms are furnished by the Division of Industrial Accidents.

"These notices are required by legislation passed in response to findings of the Workmen's Compensation Study Commission," Saunders stated. "The purpose of the notice is to inform the injured worker of the status of his claim and of his rights."

"With the inauguration of this program, the 1965 legislation has been fully implemented, including the establishment of a medical advisory committee, the updating of the medical fee schedule and the reorganization of the Division of Industrial Accidents," Saunders said, "and we are now continuing to implement the recommendations of the Study Commission that do not require legislation."



Rail service 10 miles north of Ukiah was halted when tunnel burned, but 12 Cats bore down on the job, and within 48 hours, had rail service restored, but without burned out tunnel.

## Personal Notes

### SAN MATEO

Brother Jack L. Adams is in Mills Hospital recovering from surgery. Reports are he is doing all right and will return to work before long.

Brother Frank Shelly who worked in this area for years, writes he is just out of the hospital recovering from a gall bladder operation.

Brother Lee Weber should be home after a rough stay in Sequoia Hospital.

We are saddened to learn of the death of an old friend and Brother, James F. Lowrie. He was an excellent blade-man and Union man. He will be long remembered for his contributions to the industry.

### VALLEJO

Our sincere sympathy to the family and friends of Brother Edward Peterson who passed away during the month.

We wish speedy recovery to Brothers Wayne Daily and Jerry Dunn. Wayne was hospitalized as the result of an accident, and Jerry for illness.

### SAN RAFAEL

Brother Fred Horner and his wife are enjoying at 21-day trip to Europe. They were the lucky winners of a contest sponsored by a bank in Marin County.

Received a letter from Brother Roy Drescher who is working for R. M. and K. in South Viet Nam. He wishes to be remembered to all the brothers.

Our thanks to Bill Cooley, Charles Snyder, Russ Phillips, Jim Cavit, George Milliken and Ray Richardson who donated blood.

Best wishes for a speedy recovery to Brothers Bob Anhorn in Novato General Hospital and Barnard Piombo at Hillcrest Hospital, Petaluma.

Brother Yates Hammett who has been on the sick list sent word from South Carolina. He hopes to return to work soon.

### SAN JOSE

Wishes are extended to Roy Thompson, Leon Cantrell and Walter Kampfen, who are in hospitals.

Our sympathies to the family and friends of Glenn Treaster, who died of a heart attack.

Our thanks to Brother William C. Grossi, who donated blood this month. Our blood bank is still low, however, and we would appreciate more donations.

Brother Ron Mossholder has gone to Viet Nam to work for Vannell Construction Co. He expects to be there about 18 months.

### OAKLAND

The Business agents and staff in the Oakland office join in wishing a complete and speedy recovery to Bob Fleckenstein, our dispatcher, who is at home recovering from a serious operation.

We are looking to a time when Bob is back on the phones with Ron Rieches.

### REDDING

Sincere sympathies to the widows, friends and families of late brothers Frank Johnson, Richard Cochran, Robert Chambers and Wayne Benefield.

Our sincere sympathies to one of our local contractors, Frank Sturgess, whose young son, Scott, died recently.

We are happy to see Glen Harwick up and around after his long seige. Glen had a major operation, but is now walking without a limp. Hope he will soon be back to work.

Good to see Brother William Nelson on the job after his accident. He lost a couple of fingers. Also good to see Brother Wes Schuette up and fishing after his accident.

Hope to see Brothers Glenn Jewell and Dick Damon (persioners) up and around after illnesses.

Congratulations to Redding Dispatcher Tony Gallegos and his lovely wife upon arrival of little Nicol Gallegos. Father and baby are doing fine.

### SANTA ROSA

Brothers Ralph O'hara (who had a new technique heart operation) and Jim Caples are both home from the hospital recuperating. A speedy recovery to both.

Congratulations to Brother Jack Cook and his wife. They have an addition to the family.

### STOCKTON

Our thanks to Joanne Powell for her recent contribution to the Engineers Blood Club.

Brothers M. E. Saunders, Oroville stockman and William Waltz were under doctors' care the past month.

Brother Jesse Reese, and old timer dredgerman, who has been confined to the Veterans Hospital in Yountville for many years, recently passed away. Our sympathy is extended to his family and friends.

### SACRAMENTO

The Operating Engineers would like to offer congratulations to the James E. Waltons, Roseville, proud parents of a boy, born July 25.

—Continued on Page 12



## REDDING RUNDOWN

# The Slate Is Steady

By TOM ECK, ED DuBOS  
and LOU BARNES

REDDING — An explanation concerning last month's absent article: The information written up by the business agents was either lost or detained in the mail somewhere between Redding and San Francisco.

The work picture is holding steady. As some jobs open up, others close, and the out-of-work list remains about the same.

The Roy L. Houck Co. has started on four miles of freeway at Yreka with Brothers working two 10-hour shifts on the first spread. Mechanics will also be working two shifts, giving members a chance to recover time lost during the early part of the year.

### WINTER WORK

The job, a rock pile, is expected to run through the winter.

Our thanks to the Company for its fine cooperation. We are sure the same cooperation will remain during the entire project.

Fredrickson and Watson Co. was low bidder on the nine and a half miles of freeway running from Redding to the Pit River Bridge.

Almost half the project will be six lanes from Graf-Vickery Dubach to Central Valley, with seven overheads.

Something like 1.5 million yards of muck will have to be moved, so our out-of-work list should shrink.

There is a possibility, however, the crew now finishing the freeway in the Corning and Willows area will be moved to the new freeway job.

### LAYING BASE

John Vickery has moved in a paving spread with crews now laying cement treated base. Paving should start within a week, offering the members sufficient amounts of overtime.

Kizer and Heintz Co. at Canby is progressing satisfactorily, expecting to have most of the dirt moved by this time next month.

The only sad part of this job's ending — unless the company comes up with another contract in the near future, Brothers will not have adequate employment.

Power City Construction and Equipment Co. has about 25 miles of stubs set and will shortly be erecting towers. The company made excellent progress through the lava beds, but the going will be rougher from there.

### ROUGH GOING

Hughes and Ladd, Gibbons and Reed, are finding rough going on the Klamath River, even after finding a new source of riprap.

Most of the fills on this project have been little more than slivers, but members are putting in some long hours.

Earl Manley has moved his equipment to Wells, Nevada, and has taken a few of the Brothers with him. The job this company just completed was an excellent project.

Purtzer and Dutton has had a short layoff while water was diverted into another channel. Brothers are expected to be back at full speed by the first of the week.

### LEASED CRUSHER

Houghtby and Son Co. has leased its crusher to Standard Materials, Merced, so the company

is now operating with a batch plant and two men.

THR with six brothers still employed, is coasting at present.

Norman I. Fadel is about finished with dirt work and is preparing to pave, expecting to get started early next week.

Peterson Tractor has experienced a small slump, but expects business to pick up in the near future.

### LOW BIDDER

Fredrickson and Watson was low bidder on the north segment of Highway 5 in Redding, and is expected the company will be awarded the contract. Exact amount of the contract is not known at this time.

Baun Construction has an overlay job from Trinity Center to Coffee Creek Bridge. The project will cover some seven miles. The hot plant is located on Coffee Creek.

Fredrickson and Watson is near completion on the dirt work on Corning Canal and has started up with the trimmer paver, Jumbo and curing machine.

Considerable difficulties with the trencher have been experienced because of the water, but the situation is steadily being corrected.

## SAPP SOUNDS OFF

The so-called "right to work" has been a public issue for months and will be more so in the months to come.

Here are some of the questions you can expect — along with answers that may be helpful to you.

What is right to work anyway?

This is a law forbidding unions and employers to bargain over union security, called union shop.

What's so important about the union shop?

A union shop which requires every worker who is protected by the union contract to be a member of the union. This protects the union from being undermined by the employer, insures it of enough income to do its job and helps it to be strong enough to live up to the terms of the contract.

Why can't unions just depend on workers to join because the union does a good job in the plants?

There are many reasons. Many employers, where there is no union shop, actively discourage workers from joining. In anti-union communities, some workers who voted for the union in a secret ballot do not join because they are afraid, or because they think it's smart to get something for nothing. These are the so-called "freeloaders."

But isn't it un-American to force a worker to join a union if he doesn't want to?

It isn't any more un-American than taxes. A home-owner may be opposed to a plan to build a new fire house. But if he is out-voted, he still has to pay his share of the cost in taxes.

That's all right for government, but why should a union have that kind of authority?

Because the government has assigned a specific obligation to unions which they are legally

## Union Challenge

BERKELEY — Although California unions are 115 years old, challenges to the labor movement can be "noisily revived" if problems of poverty and automation mushroom beyond control.

This is the warning in "Sky Full of Storm," a publication released by the Center for Labor Research and Education at the University of California here.

Author David F. Selvin, editor of San Francisco Labor, tells in popular form for the first time the long, violent history of union efforts in the state. After describing the movement from the organization of printers in San Francisco during Gold Rush days to the march by farm workers on Sacramento only a few months ago, Selvin makes these observations:

"In the years just ahead, the state is expected to absorb some 1,700 people a day. It will have to accommodate increased numbers of workers at both ends of the age scale as well as more women and more members of minority groups. . . .

"Through these hundred and fifteen years the conflict has focused on union recognition, on collective bargaining. These issues have been resolved in substantial part and for the moment they are stilled—though at any moment they can be, as they have been before, noisily revived."

bound to fulfill. A union that is the established bargaining agent for workers in a factory or other place of employment, must provide equal protection to all workers, even those who are against the union.

Therefore, it is reasonable and fair for the union to seek a contract that similarly requires all workers to assume their share of the responsibility which is all that a union shop requires.

Sign the petition your fellow workers are circulating. Ask President Johnson to stop this crime from being forced upon you. The backbone of Guam is the working people.

TOM SAPP

## How To Buy

By SYDNEY MARGOLIUS

A powerful last-minute attack by business lobbyists on the "truth in packaging" bill has thrown the Congressional committee studying the proposed law into confusion, with members wavering on approval.

The bill, overwhelmingly approved by the U.S. Senate, is now being considered by the House of Representatives Commerce Committee. The proposed law would make it easier to compare prices by requiring more prominent and uniform labeling of net contents, by giving the government authority to simplify the number of sizes of a particular product, and other reforms.

At present, widely varying weights, often stated in fractions of an ounce and in different ways, make it hard to compare packages. Many food, soap and toiletries packages are designed in varying shapes that convey a misleading impression of quantity, such as in wasp-waist bottles. The bill would also end such selling tricks as calling the smallest size package "large," and such designations as "king" size.

The reforms had been expected to pass the House easily, especially since the pending bill is milder than the original one proposed by Senator Philip Hart, D-Mich.

But the pressure mounted by the food and advertising industries suddenly assumed nationwide proportions.

The result has been to alarm and confuse the House Commerce Committee.

Objecting members say the bill would stifle innovation, that the Government already has authority to correct deception and that such reforms would cost industry a lot of money.

While Congressmen have heard from industry, they have not been getting many letters from consumers. Helen Nelson, California Consumer Council, said in one supermarket eight brands of instant mashed potatoes were found in 12 different packages with 11 different weights and prices ranging from two for 25c to 79c. Try to compare those prices.

She also testified one leading brand of instant potatoes has kept the same price but three times reduced its content.

Esther Peterson, the President's Consumer Assistant, points out if the bill becomes law consumers would be able to see how much and what is being purchased. Consumers could also compare cost per ounce more easily.

The bill would also provide a dependable relationship between what a size is called and what it contains. Mrs. Peterson tells about one housewife who found two brands of toothpaste of the same quantity. One was called "Medium Size," the other "Large Size." Another example—four different brands of detergent, all called "Giant," but providing variously 2 pounds, 2 pounds 6 ounces, 3 pounds 1 ounce, and 3 pounds 6 ounces.

The bill also would give the Government authority to define what is a "serving." At present any manufacturer can define a serving as he pleases.

One woman wrote to Mrs. Peterson she bought a can of peaches which was labeled "average servings, 6-7." The can contained only five peach halves, which were "literally swimming in juice." Try getting six or seven servings out of that.

The manufacturer may change his idea of what constitutes a serving between one size package and another.

One reform the bill lacks, and which you'll have to watch, is any control over multiple pricing, apparent now in the sale of carbonated beverages in no-deposit bottles.



"Well—if it isn't Grace Goodfellow. I haven't seen you in years. . . . Hello, Frank, how're Tess and Granville? Say—did you hear about . . ."



## SWAP SHOP CORNER: Free Want Ads for Engineers

### FOR SALE

**NIGHT CLUB** and Restaurant, Klamath Falls, Ore., doing great business year round. Same owner 18 years, retiring. Will carry contract bal. Write or call Melvin Katt, 90 Tere-sita, San Francisco. Ph. 681-4845. Reg. 529197.

**LARGE STEEL** building with overhead cranes. Dismantled. Approx. 10,000 sq. ft. Sacrifice for immediate sale. Paul Hurst, Ph. 487-4697. Reg. 1133415.

**BEAUTIFUL WOODED** acre in Cascade Cove, Grass Valley area. \$3295. T. G. Bracewell, 6453 Moss Lane, Paradise, Calif. Ph. 877-7057. Reg. 931000.

**18-FOOT NOMAD** travel trailer, self contained. Trade equity for camping equipment including tent or \$150 and take over payments. John T. Ellithorpe, P.O. Box 1223, Patterson, Calif. Phone 209-892-8087. Reg. 845383.

**CASE 430** backhoe-loader, rubber tired, diesel, less than 700 hrs. \$4,500. Gene Whited, 79 LaPrenda, Millbrae, Calif. Ph. 415-697-8619. Reg. 1036941.

**1964 13-ft.** travel trailer in excel cond. \$975. See at 3 Murray Ave., Larkspur, Calif. Ph. 461-9286. R. M. Escott. Reg. 1037458.

**1962 HYDOL** Ford Diesel mounted on truck, excel. cond. \$5,000. Mildred McMackin, 772 Marin Ave., Hayward, Calif. Ph. 783-9011.

**5-RM. HOME**, garage, both newly painted, new roofs. Fenced front and back. 60 x 140-ft. lot. John Van Dorn, Box 857, Grass Valley, Calif. Ph. 273-3450. Reg. 262113.

**ALLIS CHALMER H.D.** 5-yard and 1/2-bucket with backhoe, 16 and 24-inch bucket, excellent condition, \$7,500. Pascal Heuga, 273 Tahoe City, Calif. Phone 583-3641. Reg. 1181606.

**HEAVY DUTY MECHANIC TOOLS** in good condition. For information and inventory contact J. V. McCaleb, General Delivery, San Joaquin, Calif. 93660. Ph. (209) 693-4441. Reg. 888855.

**WOODED LOT**—50 ft. x 100 ft. on Pescadero Creek. \$2,500. Mike Kraynick, 3585 Irlanda Way, San Jose. Phone: 266-7502. Reg. No. 595211. 9-1

**1961 FORD** tractor 851 diesel with Ford loader, McGee scraper and wheel weights. Licensed, low hours. \$2,150. Guy B. Sparks, 675 Longbar Rd., Oroville, Calif. Reg. 107931. 9-1

**18-FT. NOMAD** travel trailer self-contained. Trade equity for camping equipment including tent or \$150, take over payments. John T. Ellithorpe, P.O. Box 1223, Patterson, Calif. Ph. 209-892-8087. Reg. 845383. 9-1

**1965 MUSTANG**, big engine, 4-speed stick, 17,000 miles. Take over pmts. Small dn. Aqua color. \$450 below wholesale. Contact the Credit Union, 478 Valencia St., San Francisco, Calif. 9-1

**FOR SALE**—12-rm. house, 3 baths, gas kitchen, 3 fireplaces, partly carpeted, 1/2 basement, fenced, landscaped. At 20th and Noe, \$28,500. "Pop" Claude Scantlin, 20th and Noe. Ph. VA 4-3744. Reg. 702303. 9-1

**DESPERATE:** Must sell or have repossessed FHA appraisal \$24,350 home. Will sell for \$21,000, or \$3,350 below appraisal. 1835 Moor Mont, across from Cottonwood Mall, Salt Lake City. Jerry Hicks, 567 E. Portal, Manteca, Calif. Ph. collect, 323-3659. Reg. 1121863.

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

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

**COOK SEMI TRAILER**, 18 yd. demo side to 40 yds. Excl. 110x20 tires, new brakes, comp. w. hyd. tank, pump and pto. box good. \$2,100. Rick Seim, 701 Pepper Dr., San Bruno, Calif. Ph. 589-1225. Reg. 977680.

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

**WANTED:** One working head with or without pump for 2" line. G. M. Cooley, Box 161, San Carlos, Calif. Reg. 538707.

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

**HEAVY DUTY 1/2 H.P.** bench grinder, \$50. 12-volt Bon Air Auto Cooler, \$25. Bill Meisenheimer, 350 Judah St., San Francisco, Calif. Ph. 661-4519. Reg. 486183.

**3 BDRM.** house, carpets, drapes, water softener, built-ins, large lot, 3/4 landscaped. Appraised at \$18,850, will sell for \$16,850. Home in Granger, Utah. Contact Parley White Investments in Salt Lake City, or Keith Burris in San Francisco, 431-1568. Assume 6 per cent commercial loan.

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

**1964 Kit-Trojan** 18x55 2-bdrm. expando, \$4,000 equity. Will trade equity for acreage, take over pmts. \$57.63 a month. John M. Eckstein, 645 Stanford Way, Sparks, Nev. Ph. 358-0729. Reg. 1117454.

**Boston Whaler Boat**, trailer, 65 Merc. motor. Take over pmts., free equity. James K. Whitman, 13352 San Pablo Ave., Space 48, San Pablo, Calif. Ph. 234-3751. Reg. 1053883.

**2 B.R. HOUSE** lot 100 x 150 at 2531 Oro Garden Ranch Rd., Oroville. \$5,500 with \$500 down payment. Foy Williams, PH: San Leandro 569-0126.

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

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

**DRIVE-IN** with dining room, Forbestown, Calif. Living quarters in back. One trailer space, 10 miles from Bullards Bar. John Zachary, Forbestown. Phone: 675-2583. Reg. No. 883716.

**FOR SALE**—14-Ft. Mansfield Boat, canvas top and electric starter with trailer and 45 H.P. Mercury. \$595. Phone: 656-1345, Rex Turner, 4846 Spauld Ct., Concord, Reg. No. 295839.

**FOR SALE**—1965 Pontiac Grand Prix, AM-FM Vibrasonic radio, Power steering and brakes, 4-speed tri-power, 16,000 original miles. Many more extras. Rueben Lee, 27819 Deatur Way, Hayward, Calif. Phone: 782-9281. Reg. No. 395830.

**TRACTOR, BACKHOE**, M-F. buckel. R. Beddal, 4500 Reith Rd. Rte. 8, Sacramento, phone: 421-6219. Reg. No. 893751.

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

**4-BR HOUSE**, 2 bath, carpets, drapes, fully landscaped, fenced, \$23,400. Concord. Owner transferred to Reno. Contact Rolland "Tyke" Weller, Reno office.

**FOR SALE**—'60 Chev. 1/2-ton pickup, long body and wheel base. Good rubber, good condition. \$750. Ph. EM 6-9805, H. H. Fischer, 3015 Bayshore Blvd., Sp. 143, Redwood City, Calif. Reg. 9-221620.

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

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

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

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

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

**TV-RADIO** test equip. valued \$700, will consider small house trlr. Audley W. Maxwell, 9396 Aragonne Way, Forestville, Calif. Ph. 887-2590. Reg. 625884.

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

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

**BUDA GAS ENGINE**, model P-1879, like new, gen. type base, less than 1,000 hrs. oper. time. \$1,000. W. D. Sorensen, 7023 Thornhill Dr., Oakland, Calif. Ph. 552-3041. Reg. 238823.

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

**WANT TO BUY**—Mini bike in good cond. Ed Mestek, 248 Sycamore Dr., Antioch, Calif. Ph. 757-3215. Reg. 636394.

**BACKHOE**, Case 530 with front loader, very good cond. \$4,500. Semi tilt bed trailer, 25 ft. bed, air brakes, excel. cond. \$2,500. Bill Nelson, 2811 Lincoln Ave., Richmond, Calif. Ph. 415-235-4271. Reg. 908615.

**97TH POWER SHIFT CAT LOADER**, avail. for rent. Equipped with side dump, bucket, straight bucket, rippers and canopy. Fully maintained and operated. \$23. Edward A. Curtis, Ph. 686-1869, Concord, Calif.

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

**MAGNAVOX** penthouse with AM-FM stereo with Garrard A plus 60 changer. Cost \$260, will sell for \$150 or best offer. John Madsen, 149 Jackson Ave., Apt. 392, Ph. 365-6092. Reg. No. 1136480.

**1964 FORD** pickup, 3/4 ton, long bed, hyv. duty bumper w/hitch ball front and back. 4-speed w/3-speed brownie, custom cab. Tach., flasher lights, air horn and compressor, aux. tank. Mrs. Robert Carden, 2030 E. Yale Ave., Fresno, Calif. Ph. 222-1439. Reg. 601766 (husband deceased). ALSO—1964 Kentskill 28-ft. house trailer, beige, fridge, stove, dbl. bed, tandem axles, new tires, 25 gal. butane tank, tub-shower, 28-ft. sewer hose, carpet, cooler. Will sell extra—equalizer hitch, 25 gal. butane tank, wide mirror.

### WANTED TO BUY

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

### RULES FOR SUBMITTING ADS

Any Operating Engineer may advertise in these columns without charge any PERSONAL PROPERTY he wishes to sell, swap or purchase. Ads will not be accepted for rentals, personal services or side-lines.

PRINT OR TYPE the wording you want in your advertising on a separate sheet of paper, limiting yourself to 30 words, or less, including your NAME, complete ADDRESS and REGISTER NUMBER.

Allow for a time lapse of several weeks between the posting of letters and receipt of your ad by our readers. Please notify Engineers Swap Shop as soon as the property you have advertised is sold.

Because the purpose should be served within the period, ads henceforth will be dropped from the newspaper after three months.

Address all ads to: Engineers Swap Shop, AL CLEM, Editor, 474 Valencia Street, San Francisco 3, California. Be sure to include your register number. No ad will be published without this information.

## MEETINGS

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

### SEPTEMBER

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

### OCTOBER

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

### NOVEMBER

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

### DECEMBER

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

**SAN FRANCISCO**  
474 Valencia St. .... 431-1566

**SAN MATEO**  
1527 South B St. .... 345-8237

**SAN RAFAEL**  
76 Belvedere ..... 454-3565

**VALLEJO**  
404 Nebraska St. .... 644-2667

**OAKLAND**  
1444 Webster St. .... 893-2120

**STOCKTON**  
2626 N. California ..... 464-7687

**MODESTO**  
1521 K Street ..... 522-0833

**EUREKA**  
2806 Broadway ..... 443-7328

**FRESNO**  
3121 East Olive ..... 233-3146

**MARYSVILLE**  
1010 Eye St. .... 743-7321

**REDDING**  
100 Lake Blvd. .... 241-0158

**SACRAMENTO**  
2525 Stockton Blvd. .... 457-5795

**SAN JOSE**  
760 Emory ..... 295-8788

**SANTA ROSA**  
3913 Mayette ..... 546-2487

**RENO, Nevada**  
185 Martin Ave. .... 329-0236

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

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

**OGDEN, Utah**  
2538 Washington Bl. .... 394-1011

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

# Personal Notes

Continued from Page 10—

## MARYSVILLE

Best wishes for a speedy recovery to Brother Herbert Morgan who has been in Community Center Hospital in Oroville.

## Health Insurance

### SOCIAL SECURITY ACT

NAME OF BENEFICIARY  
**JOHN Q PUBLIC**

CLAIM NUMBER  
**809-49-1234-A**

SEX  
**MALE**

IS ENTITLED TO  
**HOSPITAL INSURANCE 7-1-66**  
**MEDICAL INSURANCE 7-1-66**

EFFECTIVE DATE

SIGN HERE *John Q. Public*

THIS IS A SPECIMEN of the card being issued by the Social Security Administration showing that the holder is entitled to hospital and medical care benefits under Medicare.

## Obituaries

JULY, 1966

Name	City	Init. Date	Deceased
Asavis, Fred	Alameda, Calif.	6-42	7-29-66
Benfield, Wayne	Trinity, Calif.	12-65	8-16-66
Boutwell, Colen	San Pablo, Calif.	7-66	8-7-66
Chambers, Robert	Klamath Falls, Ore.	2-53	7-24-66
Gottbehuet, Rolf	Lemmon Valley, Nev.	10-44	8-23-66
Graham, H. G.	Smartville, Calif.	5-50	8-19-66
House, Bernard	San Jose, Calif.	8-48	7-19-66
Peterson, Edward	Fairfield, Calif.	7-44	8-2-66
Rand, Steven	Clearlake Highlands, Calif.	7-24	7-30-66
Reese, Jesse	Stockton, Calif.	2-44	7-29-66
Treaster, Glenn	San Jose, Calif.	3-50	8-23-66
Watkins, Lawrence	Marysville, Calif.	6-41	8-17-66

\* One Industrial Accident in August, 1966

67 Deceased Members June thru August 1966.—4 Deaths caused by Industrial Accidents.

## STEWARDS — AUGUST

<b>DISTRICT 1—San Francisco</b> Thomas L. Olives	<b>DISTRICT 3A—Modesto</b> Douglas Peden
<b>DISTRICT 1A—San Rafael</b> Kenneth King	Jay Victor
<b>DISTRICT 1B—San Mateo</b> Gilbert Koeplin	C. A. Menefee
<b>DISTRICT 1C—Vallejo</b> Vernon Bright	<b>DISTRICT 4—Eureka</b> Clifford Percy
Keith Ward	<b>DISTRICT 5—Fresno</b> Don Shanahan
Ted Silk	Donald E. McDonald
Wesley Readhead	James Cremeen
Al Leerburg	<b>DISTRICT 6—Marysville</b> Lionel Despina
Lloyd D. Miller	Ward M. Moyer
Victor Karn	Charles Antrobus
<b>DISTRICT 1D—Hawaii</b> Tommy Tmarikel Kutei	<b>DISTRICT 7—Redding</b> Wesley Kinney
<b>DISTRICT 1E—Guam</b> Thomas L. G. Blas	Glen Steven
<b>DISTRICT 2—Oakland</b> Ivan Weston	<b>DISTRICT 8—Sacramento</b> Theodore Kalis
David Styes	Hugh D. Brocklehurst
Thomas O'Hara	Joe Merri
Harold White	Richard C. Clark
Trice A. Geer	William Davis
Kenneth W. Jones, Jr.	Raymond C. Basquez
Warren Wilson	<b>DISTRICT 9—San Jose</b> Clifford Hodges
Thomas Ben VanDeusen	Bert L. Washburn
Robert L. Parken	Ray H. Allen
<b>DISTRICT 3—Stockton</b> Ken H. Williams	<b>DISTRICT 10—Santa Rosa</b>
Dale Wise	<b>DISTRICT 11—Reno</b> Oren Pollock
Lyle Reinking	Abe Collins
Donald Woods	<b>DISTRICT 12—Utah</b> Derl Olsen



Jobless Funds  
Get Action  
In U.S. Senate

The United States Senate recently amended and passed a significantly improved unemployment compensation reform bill, H.R. 15119, that includes two important federal standards long sought by the AFL-CIO. One of the standards incorporated in the Senate-passed bill, which now goes to a Joint Senate-House Committee, would require each state to pay weekly benefits equal to 50 percent of unemployed workers' lost weekly wages, up to a level of 50 percent of each state's average weekly wage in covered employment. This standard, if enacted into federal law, would prevent the cut-throat competition that currently exists between the states that, through keeping unemployment insurance benefit standards at ridiculously low and unsatisfactory levels, tries to lure industry.

The second major requirement incorporated in the Senate-passed bill would require each state to pay at least 26-weeks of benefits to jobless workers who have credited to them 39 weeks of employment. This is particularly important for California workers in order to help protect them from unorganized low-wage states, particularly in the deep South.

Since the Senate enacted bill contains these federal standards and is hence much stronger than the bill passed earlier this year by the House of Representatives, opponents of this legislation, mostly industrialists, are flooding members of the House of Representatives with wires and letters urging them to oppose the Senate adopted standards. Thus, in order to keep federal standards in the bill, which is now before the Senate-House Conference Committee, requires strong support by organized labor in California and its allies. What is needed are letters, phone calls, and telegrams to your local Congressmen supporting the retention of Senate approved federal standards in the bill now before the Senate-House Conference Committee.

LONG, HARD DAY TYPICAL  
OF ENGINEER'S EXISTENCE

From metropolitan freeways to sheer cliffs, the Operating Engineer must be ready to put his equipment to work, using his skill and training to protect himself and his fellow workers.

At times it's difficult to leave his home and family to work in remote areas, sometimes as much as 85 miles from the nearest form of civilization, but the challenge of building a road through the rugged, formidable mountains, or the tunnel under a waterway or canal drives the Operating Engineer on.

It's a long, hard day, sometimes, but at day's end, there's always the warmth and friendliness of those at camp, and there's always the "chow."

There is the reminiscing and good fellowship found around the campfire when the Engineer sits back and thinks about tomorrow, hoping the future will be a good one.

Where do you find the Operating Engineer? He may be blazing a path through the dense jungles of Viet Nam, building a highrise structure in the middle of a metropolitan city, or in the remote but scenic wilderness of Canyonlands in Utah.

But wherever the engineer works, civilization will benefit from the new and modern structures he takes pride in constructing, be it a road, a bridge, a tunnel, a building or an airstrip.

EMPLOYERS AGREE--TRAINING NOW NECESSARY

By DANNY O. DEES  
As the Apprenticeship program becomes steadily improved, employers become more convinced of the need for such training programs.

As an example, a company in Stockton has an apprentice on the payroll who will become a journeyman this month. The company plans to retain him in journeyman status, and hire another apprentice. Obviously, we are making progress.

In the Stockton area, apprentices are generally pleased with the program, especially in regards to the program for the coming school year.

At the next graduation, six apprentices will achieve journeyman status if they continue to improve and if the work holds out.

In the Sacramento area, only six apprentices were dispatched during July, but things looked more promising during August.

Four apprentices were advanced at the July conference. At present, one young man is in the fourth period, two in the third, three in the second and the rest in the first. Any apprentice who does not have a class one driver's license should contact the office.

State Fair

SACRAMENTO — The sound of hooves is growing louder. More than 400 steer and steeds are coming to the California State Fair Aug. 31 to Sept. 11 for the largest and longest rodeo in State Fair history. About 200 cowboys and cowgirls will compete in eight events for more than \$10,000 in prize money. Show time is 8 p.m. nightly and 1:30 p.m. Sept. 4 and 5 in the arena.

Lengthy Rodeo

SACRAMENTO — The largest and longest outdoor rodeo Californians have ever seen is coming to the State Fairgrounds Aug. 31 to Sept. 11. More than 200 cowboys and cowgirls will challenge 400 snorting animals during 14 performances beginning at 8 p.m. nightly and at 1:30 p.m. Sept. 4 and 5.

APPRENTICE  
CORNER

The class one license could mean the difference between a job and unemployment. We are extremely short of oilers possessing a class one license.

In Eureka, 26 of the available 37 apprentices were on jobs despite the cold and foggy weather which persisted for a week in early August.

Most encouraging in this area is the prospects for school enrollment this fall. Applicants have been contacted, and indications are enrollment will be large.

The attitudes of the applicants are something to be proud of. They are aware the road to becoming an Engineer is a difficult one to travel, but they take it all in stride, smile, and say "let's get on with it."

Such is the spirit of the Operating Engineer.

May we once again remind the interested journeymen that slots for teachers remain unfilled. We can use your services.

In the Marysville area, all in-

dentured apprentices are working at this time, plus four who have come in from Sacramento. Nine probationary apprentices have also been started from this area.

To date, 51 young trainees are on jobs gaining experience as Operating Engineers.

Companies participating in the program at this time include Buzz Hasking, Hydraulic Dredge, Fairley Construction Co., Wenrich and Associates, Cale A. Williams, Brogato Paving, Guy F. Atkinson, Kaiser Steel; Fiske, Firenze and McLean, Oscar Holmes, Real Equipment Co., B and P Construction Co., Kunz Paving, Morrison-Knudsen Corp., Granite Rock Co., Baldwin-Warren Co., Flora Crane Co., Peter Kiewit and Sons, L. C. Smith Co., P and Z Drilling Co., Challenge Construction Co., Case Foundation Co., Perini Corp., Clemintina Co., and Haas and Haynie Co.

In the two years since I became involved in this training program, I have seen tremendous strides taken in teaching the art and craft of becoming a skilled operator, and I would like to thank all who have participated and supported the program, and ask for continued support in the future.

BUSINESS AGENT NAMED  
TRADES COUNCIL CHIEF

Art Garofalo, business agent in the Sacramento office, has been elected President of the Four Counties Building and Construction Trades Council, headquarters in Auburn, California.

He was named in a meeting held August 16.

Fred W. Broos, council secretary, said Brother Garofalo had

attended every meeting of the Council, and has shown a sincere interest in its operation and his work with it.

The Operating Engineers Local 3 wishes to congratulate Art on his recent election, and wish him the best in his new task.

From Art's past performance, we are sure he will do a good job.

HEALTH AND WELFARE-  
PENSION ADMINISTRATION  
OFFICE

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

CREDIT UNION

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



BROTHER JOE BAKER pioneers a roadbed on U.S. 95 in rugged Canyonlands, Utah, where scenery is unmatched.

MORE WATER

Hetch-Hetchy  
Job Refreshes  
San Mateo, S.F.

By BILL RANEY,  
MIKE KRAYNICK  
and GEORGE BAKER  
SAN MATEO—Gates and Fox Co., Gordon H. Ball Enterprises and Granite Construction Co. were low bidders on a three-and-a-quarter-mile water supply tunnel for the San Francisco Water Department.

The \$8,616,850 joint venture bid was the lowest of five by \$2 million, and near the engineers' estimate.

The tunnel is part of a project to bring high-quality Hetch Hetchy water directly to San Francisco and San Mateo County users.

This type service has never been possible before.

The nine-foot five-inch diameter tunnel will run north from the Hetch Hetchy Aqueduct, carrying water directly to San Francisco without storage in peninsular reservoirs. Further information on this project will be published at a later date.

GROUND BROKEN

Huber, Hunt and Nichols Co. has broken ground for Kaiser Hospital in Redwood City. Sub-contractors include Raymond Concrete Pile Co., Carl Swenson and Trumpp Brothers.

Bellacitti and Pellicciotti Co. is moving dirt on the new South Campus, College of San Mateo. Keith Ward and Chuck Nelson are steward and safety committeeman, respectively.

Beyond the hill, Challenge Construction Co. is cleaning up after finishing the Oddstand Homes-Farm Hills job. Trifeletti's Planning is to have the firm's iron transferred to an East Bay job site soon.

ON MUD

Bragata Paving Co. and Dutra Dredging Co. have some 30 Engineers floating on mud. "Frenchie" Clem Burnett is presently pushing the spread for Bragata et al. on the Redwood Shores project, which we plan to cover in detail at a later date.

Potential development of the Redwood Shores project is of such proportions that we expect to remain enthusiastic for the next 20 years.

Murphy Pacific and Kaiser Steel are still setting iron on the San Mateo-Hayward Bridge, but steel shortages have caused some problems. Murphy was recently awarded a smaller contract on the Dumbarton Bridge.

In scattered projects, S and Q Construction Co. was awarded a \$200,000 pumping station at the San Francisco Airport.

Brother Phil Bortolussi will be "supering" at the Watkins and Sibbald Association's 2.6-mile landscaping job in Pacifica. The company's similar project at Half Moon Bay is nearing final stages.

FF and M Co. was awarded an additional \$100,000 job in its back yard at the San Carlos Airport.

Peter Kiewit is well underway on the 19th Avenue freeway job, with about 20 Engineers scratching around. From all appearances, this will be an excellently run operation with a minimum of problems and plenty of work for months to come.



# Tough Job On Tahoe Road

A difficult slope toward Lake Tahoe on U.S. Highway 50 has made widening and resurfacing a most challenging task for the Operating Engineers, who have been on the job for A. Teichert and Sons Construction Co., Sparks, Nevada.

The old two-lane highway is being increased to four lanes between Round Hill and Cave Rock. The present 24-foot-wide roadway is being widened to an average of 52 feet as the rest of the route is being repaved.

To add to the problems, there is a high volume of traffic, including local and tourist drivers, not to mention the equipment necessary for the job.

In spite of the problems, work has been kept on schedule with the cooperation of the State Department of Highways Resident Engineer Glen Kritner, the Teichert Co., and all the men of Local No. 3 who have spent time on the project.

One of the most arduous tasks has been blasting rock on the east side of the roadway away from the lake. Blasting has been necessary to widen the roadway. Hauling the large rocks away is one reason four months were needed to complete the job.

The target date for completion was the end of August, but those estimates have not been confirmed to date.

The average traffic count through the area is 7,000 vehicles



Because of a high backslope and soft materials, bin-type retaining walls had to be used on the Tahoe highway project. Cost of the bins was estimated in excess of \$200,000.

a day. In the past year more than 50 accidents have occurred in this section of the highway. Widening is expected to remove much of the risk.

A severe erosion problem developed because of the high backslope consisting of soft material.

Then there were access problems that had to be ironed out with many of the property owners in the area.

The project called for bin-type retaining walls, with an installation cost estimated at \$200,000, to contain fill material around Zephyr Cove.

The bins are made of a pre-colored material that will turn brown and blend with the natural terrain. Delivery of materials has been a factor in maintaining construction schedules. The war situation has affected availability of metals needed for the completion of the project.



A high volume of traffic, sometimes running up to 7,000 vehicles a day, hampered construction of Tahoe's highway.



Arduous task of setting culvert in rocky ground was just one of the problems encountered in road construction.

## BROTHERS' KEEPERS

# San Jose Bristles With Activity

By BOB SKIDGEL, JIM HALL, CECIL PRESTON, LYNN MOORE and

WM. HARLEY DAVIDSON

SAN JOSE—Granite Construction Company's Watsonville freeway job is now in full swing, with 40 Brothers working. The project is scheduled for completion next year. Brother Johnny Lawrence is superintendent.

Low Jones Construction Co., handling structures, has a dozen Engineers pouring low-level footings in an effort to beat fall rains. Raymond Concrete and Pile has moved in to help with heavy work.

PG and E's power plant at Moss Landing is providing work for 60 Brothers.

### MAKE HEADWAY

Edwards and McCammon is underway on a bridge in Santa Cruz. Operators are steadily

making headway despite tide persistence and San Lorenzo River water.

The dirt work on Peter Giordano's high school project is rapidly coming to an end.

Drummond and Bronneck Co. has installed a hydraulically propelled steel shoring slide for sinking a sewer line in downtown Santa Cruz. It has increased production 100 per cent.

There is considerable activity in the Santa Cruz area. The courthouse, two hospitals, additions to the Cabrillo College and extensions to the University of California campus and facilities are underway.

### MORE HIGHWAYS

Granite Construction has captured about \$2 million in highway construction in the past few weeks. The work picture looks pretty good.

Work in and around Monterey seems to be picking up somewhat. Fullerton Construction Co. was low bidder on the \$1 million academic building at the Presidio, while Hampshire Construction Co. was low bidder at \$9,203 for an addition to the Officers' club.

Dillingham and RR and W have the Del Monte Shopping Center, a project estimated at \$4 million and projected to take a year for construction.

### ANOTHER MACY'S

Williams and Burrows is getting underway on the new Macy's Department Store.

Phil Calabrese was low bidder at \$31,000 on a state intersection at Prunedale and Watsonville cutoffs.

Hampshire Construction Co., Salinas, was low bidder at \$5,071

for installing sand and oil interceptors at Fort Ord.

Work in the San Antonio area is holding up, but we hope the King City bypass will get underway by fall.

In San Jose, several jobs are being let.

Branham High School, being built on 41 acres at Branham Lane and Dent Avenue, is one of the largest.

### LOW BIDDER

Jasper Construction was low bidder at \$2.5 million. Work should be completed by September, 1967.

Aiken Construction Co. was low bidder on Leland High School in Almaden at \$3 million. This school is also to be completed by next September.

## It's A Confusing Situation in North Nevada

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

RENO—The situation in northern Nevada can only be described as confusing.

For instance, it appeared Nevada Rock and Sand had its gears meshed on two jobs, taken over from Wells Stewart, but the gears slipped.

Rogers and Austin started two-shift operation going, but went to one, and cut half the crew.

Rumors are now floating that Lawton's Verdi freeway will get underway this month. This project has been an on-and-off tease, so we are just waiting.

The freeway, mostly a rock job, would provide excellent winter work.

### GROUND BROKEN

Stone and Webster Engineering Corp. has broken ground for the first phase of Sierra Pacific Power Company's new plant at Fort Churchill.

The new station will generate 110,000 kilowatts of power. It will be located on a new site, and will require two years to complete.

A survey crew is presently engaged, but it will be early next year before crews begin 300,000 yards of excavation. Robert L. Heims presently has 20 men working and will undoubtedly require more.

Silver State Construction is now completing the Lovelock highway, and plans to move the hot plant to Shurz, now complete except for paving.

### NEW BRIDGE

Holcomb Construction Co. is nearly finished with the Key stone Bridge, which is scheduled to open around Labor Day.

The bridge was a must for relieving city traffic.

At Brady's Hot Springs, Helms Construction has begun stripping overburden, paving and constructing additional lanes.

The roadway will provide the link between Fernley and Brady's Hot Springs, adding greatly to tourist convenience.

Subdivision expansion at Lake Tahoe has been curtailed because of funds shortages.

### BLAME MARKET

Montgomery Estates, Tahoe Paradise, Round Hill Village and others blame the tight bond market for their woes.

Teichert and Son Co. is doing final paving on Highway 50 near Cave Rock. The firm also has a sizable sewer job at Truckee, California, part of the master sewer plan for the north Tahoe Basin.

Cabildo Corporation, finished with natural gas mains, is now putting in service lines.

At Daggett Pass, Gibbons and Reed is racing with approaching winter weather on forest service roads. Only small segments are let at any one time because of severe weather in the winter.

### WATER LINES

TAB Construction Co. is installing new water lines in Carson City, a somewhat aromatic project when crews inadvertently hit old cesspools.



# Marysville Highway Slated For Relocation

By HAROLD HUSTON, W. R. WEEKS, WM. E. METZ and ROBERT WAGNON

**MARYSVILLE** — Operating Engineers began finding more jobs and cooler temperatures as readings in the Yuba-Sutter area dropped below the 100 degree mark for the first time in 10 days. New shop negotiations have been settled, offering wage, fringe benefit and working condition gains.

On the work front, relocation of Highway 70 south of Marysville will get under way later this year, according to state officials.

Bids will be advertised with \$3.3 million available. Work should begin within six weeks after bid openings, offering two years' construction.

## BYPASS WEST LINDA

The new segment will bypass the present route through West Linda. One and a half miles of four lane freeway will be built near Olivehurst. The remainder will be two lanes, part of a future four lane system.

Interchanges will service the four lane segment on the Highway 65 junction.

Another freeway pact, awarded A. Teichert and Son, will involve extension of Butte House Road in Yuba City.

Teichert's bid of \$44,820 was about 18 per cent below engineers' estimates.

## START SOON

Work should get under way after Labor Day to include curbs, gutters, paving and drainage. Gray Avenue at Butte House road will also be reworked.

Bids were advertised for reconstruction of 2.7 miles of Zumwalt Road.

According to A. E. Rhoades, county public works director, the project will provide two 12-foot asphalt lanes and improved shoulders.

The road is part of the Federal Aid Secondary System, and is under a \$179,900 fund to bring important country roads up to modern standards.

On the west side, H. Earl Parker has moved down the river, putting riprap on completed levee segments.

The Bureau of Reclamation pipeline job under contract to Whittman Contracting is slowing

down. The mainlines are in and mechanical equipment is being put in.

## MORE ACTION

Activity is increasing on the Woodland Mills Elevator project, as it is on the Willows Freeway.

Fredrickson and Watson will be preparing the project for official sale. Ribbon-cutting ceremonies have been held.

Rock and hot plants at Chico and Orland are busily supplying materials for numerous district jobs.

Kaiser-Hamilton City has gone to two shifts in an effort to fill orders.

## NEW HOSPITAL

A new hospital being built in North Yuba City is solving two problems — one of providing work for Engineers, the other, taking care of the sick and injured. Work should continue for quite some time.

An around-the-clock operation is under way at Yuba Consolidated Gold Fields. Engineers are finding excellent employment and safety conditions here.

In Oroville, the dam has reached a new height. Material flow from the "Big Wheel" to belt conveyors and into 40 car trains, more conveyors and to the fill in 100-ton belly dumps continues 'round the clock.

## A LEGEND

The "Wheel" is now a legend because of its high speed delivery of large quantities of material.

Such an operation requires top quality engineers and mechanics.

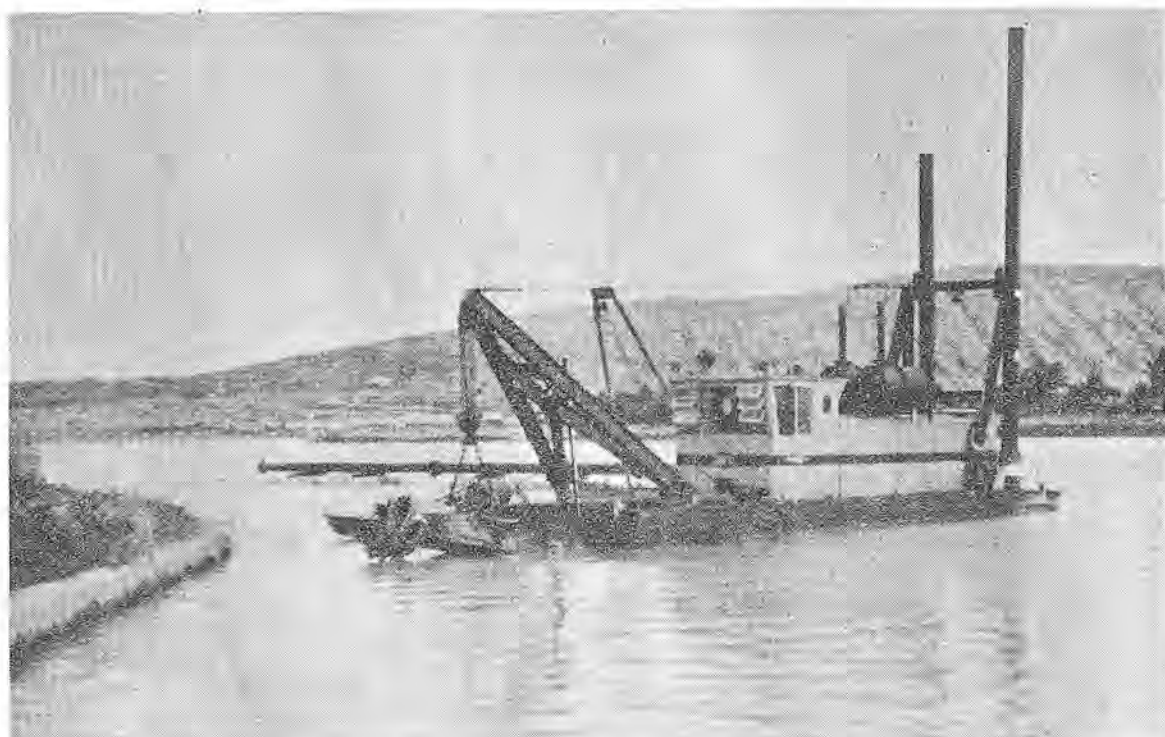
The spillway emergency overflow is topped out. Crews are now pouring control gate substructures. Approximately 750,000 yards of rock will be removed from the upper portion and 100,000 from the spillway prism channel. Shovels are working two shifts.

## DOUBLE SHIFTS

On the powerhouse, machine room and the numbers one and two intake shafts, two shifts are pouring concrete. The \$8.5 million completion contract for turbines, switch yards and necessary buildings will get under way in the near future.

Guy F. Atkinson is pouring concrete four days a week on the Thermalito Powerhouse.

Sub structures and wing walls are complete, but two shifts are working excavation and three shops on the forebay. River inlet structures and reservoir outlet gates are also under way.



The Fish Pond in Hawaii will have over 1.3 million yards of muck removed to provide additional land for development of Kaiser, Hawaii-Kai. Job will run for about 17 months.

# 14-Inch Suction Dredge Tackles Hawaii Pond

By HAROLD LEWIS, BERT NAKANO, WILFRED BROWN, KENNETH KAHONEI and WALLACE LEAN

**HONOLULU**—Mid-Pacific Contracting Co., Inc., is removing 1.3 million yards of muck from the Kapua Fish Pond in Hawaii-Kai. Dredging operations began in June.

The 17-month project will provide Kaiser Hawaii-Kai Development Company with additional acreage.

Mid-Pacific's newly purchased 14-inch suction dredge has two auxiliary diesel engines and an output of 400 cubic yards an hour.

The first crew, Frank Soares, James N. Rowland, Jr., Wallace Kunukau and Donald Lee, spent a month working seven days a week, 10 hours a day.

## EIGHT EMPLOYED

Eight dredgemen were employed during July working two shifts.

Additional Brothers employed were Peter Kahananui, Abraham Lukela, John Kiesel and Renugio Pagtulingan. Jim Rowland is our "most efficient" steward.

Brother Wallace K. Lean, new business agent, has been assigned organizing tasks. Brother Lean has been a member of Local Three for eight years.

Prior to his becoming a business agent, he was employed by Hawaii Dredging and Construc-

tion as a tractor operator, where he was a steward. He was also chairman of the Hawaii grievance committee.

## NEGOTIATIONS COMPLETE

Negotiations with C. S. Onaga Trucking, J. M. Tanaka Construction, Jensen Welding and Machine Works, Okada Trucking Co. and Theo H. Davies Tractor and Implement Department, have been completed.

Negotiations are presently being discussed with Ray S. Tomihama Tractor Service, Canadian Pacific Corp. and Mark Construction. Agreements are expected in the near future.

On Maui, Fong Construction Co. was awarded widening of the winding Haleakala Mountain Road, leading to the famous 10,020-foot peak, world's largest inactive volcano.

## ANOTHER PACT

Fong was also successful bidder on Hana Road construction and installation of Kula Transmission Water Line. The Lanai Airport project will also be finished soon.

Land and Construction Co. was successful bidder for construction of Waiehu Beach Road. The firm is presently engaged in Kahulu Development Company's 10 increment, a phase of the Dream City.

Just completed is Hawaii Redevelopment Agency's Kaiko project, which consisted of safe-

guarding lands from tidal waves by filling and grading vulnerable lands.

## WATER LINE

Oda has also begun the long-awaited Waimea water line.

J. M. Construction is ahead of schedule on the Kukuihale Road leading to scenic and historic areas near the north shores in Waipio Valley.

In addition, Tanaka has the Kuakini Pipe Line, City of Refuge water line, Captain Cook Subdivision, and the Kona Sunshine subdivision. Brother Edward Hose is steward at Kona.

Canadian Pacific, recently organized, has a 20-year contract with the State of Hawaii to harvest timber which is used for building pallets for the pineapple and other industries. Plans are to construct a modern lumber mill. Negotiations are in the mill for a new agreement.

Congratulations to Fellow Engineers Julio Tomas, Pell Co., named to the Commission on Children and Youth; Akira "Blackie" Wanabe, American Factors, and Kazuna Taguchi, Hilo Transportation and Terminal Co., who were named to the Committee on Aging.

On Oahu, Hawaiian Bitumuls and Paving is reworking the airstrip and taxiways at Barber's Point Naval Air Station. The project is utilizing 15 trucks.

A problem involving construction surveying on the California Water Plan has caused considerable concern for technical engineers.

Survey work is now being done by civil service personnel who are working for below-union scale wages, displacing union members who usually do the same work on heavy construction projects.

During recent months, several meetings have been held with representatives of Locals 3 and 12 and with Gov. Edmund G. Brown.

Governor Brown has paved the way for continued meetings with Department of Water Resources officials.

Through cooperation and understanding of the governor, and

## Survey Notes

By DAVE REA



under the guidance of Business Manager Al Clem, the problem is disappearing.

As of Aug. 17, specification changes clearly state which survey work is to be done by the Department of Water Resources and which is to be done by the contractor.

These changes will create more jobs and opportunities.

The changes will apply to all new contracts and, we hope, open the way in establishing the same concept with other agencies.

The work load has been spotty at best recently, with a drop in subdivision construction and heavy construction down to some extent. The situation has created an above average out-of-work list.

To be sure of your hiring rights, study the various hiring regulations covering surveyors. Agreements are available in all Local 3 union halls.

Survey classes will be offered this fall in Sacramento. For further information, contact the Surveyors Apprenticeship and Training Administration Office, Area Code 415-431-3835.

# ENGINEERS NEWS

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

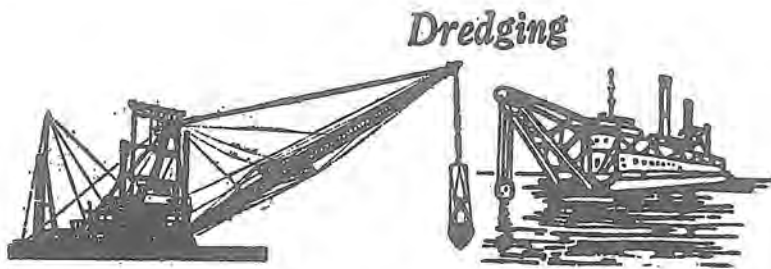
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## OLDTIMER'S CORNER

## 35 Years Of History



By AL HANSEN

The old problem of water pollution caused a bit of a stink around the Las Gallinas Creek a few months back as tidal mud all but made the waterway impassable. Raw sewage was abundant in the area.

Boats had to wait for high tide to enter the channel, so a committee was formed to study the possibility of dredging the canal.

It was not until two years ago the supervisors created a county service area. Residents at one time had high hopes the State Division of Small Craft Harbors would finance some of the cost of dredging, but the plan was discarded, so the property owners decided to take matters into their own hands.

It took just one week for residents to acquire the necessary signatures, 60 per cent of the property owners, for formation of an assessment district.

Today, the channel is about six feet deep at low mean water, extending 13,200 feet from the site of Joe's Boat Landing to the Marin County Civic Center.

Boys now swim in the canal and the fish are coming back. In fact, it won't be too long before there will be bass-fishing again.

Home owners in Gallinas Village and Northridge are rejoicing over the job done by the dredge "Vanguard" and the Shellmaker Dredging Company. The project is about a week from completion.

Property owners along the canal wish to thank all the men who worked on the job.

The project cost was \$270,340, and is the only one financed in this manner in the County. Quite a compliment to the determination and fortitude of the residents in the area.

On the present work scene, Dutra Dredging's "California" is at Belmont, and will be there for another two or three months. The "Alameda" is at Sunnyvale working for the Santa Clara flood control, and is expected to be there the rest of the year.

The "Liberty" is also at Sunnyvale, working for the city, and will also be there the rest of the year.

The "Sacramento" is up in the delta, and should be there until the first of the year. Dutra also has two draglines—a one and a quarter yard Link Belt and a one and a half yard Bucyrus Erie.

Associated Dredging is fairly quiet, with the "Solano" tied up at Fairfield and the "Pacific" and "Delta" at the yard in Sausalito. The "Delta" requires some work, which should be complete. The "Orton" is up the river.

Hydraulic Dredging is still employing a big crew at Foster City. The "Rogue" is under the employ of the Army Corps of Engineers on the Alameda Flood Control job, which should take at least a month.

The "Papoose" is still tied up, but should be returned to service in the near future.

Olympian Dredging Co. had its "Holland" doing a job for Dutra Dredging Co. at Rodeo just off Davis Point, but now have her and the "Golden Gate" tied up at the yard in Rio Vista for repairs.

The "Monarch" is still being worked on, and the "Neptune" is at Steamboat Slough, where she is expected to remain for some time yet.

San Francisco Port Authority has two crews actively engaged around the docks.

West Coast Dredging is finishing its Utah project at Bay Farm Island, and will move to Moss Landing where some 50,000 yards will be moved for Rothschild, Raffin

United Sand and Gravel is still running sand around the bay, keeping busy.

Here's a bit of interesting news. West Australian Premier David Brand has signed a formal agreement to allow Leslie Salt, San Francisco, to develop a \$7.8 million salt industry at Port Hedland in Northwest Australia.

The company was granted a lease for 40,000 acres of otherwise useless marshland for salt production. The project involves commerce proceedings with Japan on an agreement to export salt.

In another bit of news, it is rumored bids for the \$7.5 million Corte Madera Creek project will be let in September. Hope the rumor is correct.

Last month we published a poem titled "THE DREDGERMAN."

Credit for the last paragraph goes to Brother Terry Murray, to whom we owe our thanks.

A happy Labor Day to you all.

Henry T. Peterson, a 35-year member of the Operating Engineers Local 3, recalls a lot of history in his membership tenure.

Henry was just a lad in the early 20s when J. P. Holland moved into a remote section of Mendocino County to build a highway.

Bro. Peterson remembers the two Marion steel shovels, chain drive hard rubber-tired trucks and two blades pulled by tractors with ball bearing-mounted tracks and tiller wheels.

He became interested in the shovels and continually pestered the operators.

His father later bought a rig and hired Jim Montis to run it.

Jim and Bro. Peterson become good friends. Henry learned to fire and operate the rig, which he did full time during school vacations.

In 1927, Jim prompted Henry to join the Union, so Henry came to San Francisco where he became an apprentice fireman. He was initiated into Local 45 by its president, George White.

The depression hit, but Henry signed on with Youdall Construction Co. contracted to lay the first Hetch-Hetchy pipeline.

The first backhoe on the west coast was introduced on this job.

Shortly thereafter, Bro. Peterson moved to San Gabriel Canyon where he latched onto an old 52B steamer, working in a quarry.

The quarry had high, sheer, overhanging walls.

One day, Henry moved into a particularly bad spot. The walls caved in and demolished the rig, but because the fireman had alert eyes and a loud voice, Henry jumped clear. He headed for the paymaster's office and back to northern California.

Bro. Peterson joined Local 59 in 1931, and shortly became an executive board member, then president. He was working for Barreton and Hilp on the Golden Gate Bridge at the time.

"The local had some 300 members, mostly unemployed, but we kept them in good standing through work assessments and

personal contributions," Henry said.

But a jurisdictional dispute with Local 45 caused internal strife in Local 59, so International chartered Local 208 in Oakland, with Bro. Peterson being elected secretary.

In 1939, northern California Engineers got a break. The International amalgamated all hoisting and porthole locals into one Union. Included were San Francisco, Oakland, Sacramento, Stockton, San Jose and Redding. The combined membership was 3,700.

Officers included Manager Thomas S. Swanson, President Pat Clancy, Bro. Peterson as vice president, Recording Secretary Frank Lawrence and Financial Secretary Tom Bynon.

Thus began the growth period for Local 3, soon to gain jurisdiction of Northern Nevada and Utah, and the mid-Pacific Islands and Hawaii. But gains did not come without struggles.

Two rather bitter conflicts developed—the first with the smelter workers, who tried to assume jurisdiction on the Broadway low



H. T. Peterson  
... recalls past

level tunnel in Oakland, the other with machinists who tried to take jurisdiction on cranes in the Bethlehem-Alameda shipyards.

Local 3 won both battles, opening the door for Local 3s jurisdiction of all equipment in the shipyard.

Then came the war, taking many members into the Armed Forces. Mr. Peterson served in the South Pacific, and upon his

return, he was assigned to the Fresno office, replacing Curle Spence, who was transferred to Reno.

An amusing incident occurred on Henry's first visit to the job.

"I hadn't been released from the service when I made that first visit," Henry explained.

"I was introduced to project manager Keith Wassen, who assured complete cooperation with the Union. He said as men were hired, they would be referred to the union for clearance.

"As I had just returned from the service, I asked him what his rank was, and he said he was Chief Warrant, Seabees.

"I then told him this time a buck colonel would take precedence, and he would have to call the Union and we would clear the men."

The agreement was okayed and relations with Brother Wassen and the Kiewit Co. remained excellent.

In 1941 Bro. Peterson moved back to San Francisco, then to San Jose and to Stockton as a representative, then Treasurer of Local 3, an office he held until 1963.

"At that time, we had firmly established and written into the contract working rules, health and welfare, a pension fund, an apprenticeship program and an established safety program.

"Wages had increased from \$7.75 an hour for firemen to almost \$5 an hour, and to almost \$6 an hour for shovel operators," Henry said.

The membership jumped from 3,700 to nearly 32,000, now the largest single Local in the country.

Bro. Peterson is now retired, living in San Jose and enjoying his pension.

## A Request For Old Photographs

Got any old photographs of ancient or antique equipment you used to run, or have seen run?

Or do you know of any old time members who have access to such photographs?

The Engineers News has a demand for such photos, and would welcome any assistance the readers of the paper could give in locating such material.

We would request when such material is offered, the sender would include the type equipment, where it is being used, the date, who operated the equipment, the project or job employing the equipment, and such things as wages at that time compared to today's scale, where the operator is today, the contractor on the job, etc.

Pictures taken from anywhere in Local No. 3's jurisdiction are most welcome.

Send them to: The Engineers News, 474 Valencia St., San Francisco, California, ATTN: NEWS-PAPER.

All photographs will be returned after they have been published.

## MOVING?

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

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