In a bid to create an "open shop situation," the National Association of Home Builders have called on President Johnson to establish an "Independent" Emergency Commission on Manpower Training in the Construction Industry.

Citing an "increasingly severe shortage of craftsmen and skilled labor in the United States," the NAHB, meeting in Buffalo, N.Y., would themselves "launch a massive program of accelerated training among unskilled groups" and "broaden job opportunities for them in construction."

Commenting on the resolution, International Vice President and Local Union No. 3 Business Manager Al Clem said, "This mythical shortage of skilled craftsmen is not borne out by the facts. Every construction trade union has men on the out of work list."

Clem went on to point out that any program to train construction workers "outside of the traditional union apprenticeship programs would meet massive membership resistance."

"It is sheer stupidity on the part of the construction industry to even imply that a government and industry coalition can provide meaningful training programs that will produce a pool of skilled workers. What government and industry can do is join hands in an imaginative public works program aimed at full employment; they can also devote some time and energy to correcting seasonal unemployment in the construction industry—a situation which costs the working man tax payer billions of dollars each year," stated the union leader.

Clem noted that the resolution did not take into account members of the House of Representatives who have understood the problem and are working to pass a law which would eliminate the so-called "open shop."

"It is sheer stupidity on the part of the construction industry to even imply that a government and industry coalition can provide meaningful training programs that will produce a pool of skilled workers. What government and industry can do is join hands in an imaginative public works program aimed at full employment; they can also devote some time and energy to correcting seasonal unemployment in the construction industry—a situation which costs the working man taxpayer billions of dollars each year," stated the union leader.

"It is sheer stupidity on the part of the construction industry to even imply that a government and industry coalition can provide meaningful training programs that will produce a pool of skilled workers. What government and industry can do is join hands in an imaginative public works program aimed at full employment; they can also devote some time and energy to correcting seasonal unemployment in the construction industry—a situation which costs the working man taxpayer billions of dollars each year," stated the union leader.
During the past month we have devoted considerable time in preparing a proposal and negotiating a contract agreement in Harrah.

The negotiators went on strike, and it goes without saying, that most of the Employers’ efforts were diverted towards arriving at a settlement with the carpenters; however, we have made considerable progress in adjusting the administrative clauses of the agreement, and we hope to arrive at a settlement in the not too distant future.

Our organizing campaign is going along as well as can be expected. We were successful in winning two (2) elections in the past month.

We have over 300 members out of work due to the copper strike in the Kennecott Operation in Utah and Anaconda in the State of Nevada. We sincerely hope that there will be an agreement reached very soon; however, these are multiple union negotiations and Local 3 is the smallest in number at the Kennecott and Local 5 in the Anaconda in the Utah and Nevada area. We were successful in winning two (2) elections in the past year, but in some areas they are short in various sections in their jurisdiction. It's about time that someone who wrote that law comes up.

We are also busy in negotiations with the various Employers in the lumber industry where we have been successful in winning elections, and hopefully we can arrive at a satisfactory contract in this industry without having to resort to strikes.

We have completed the signing of a majority of the independent Rock Sand and Gravel Producers to appropriate agreements.

The worst of work in the various Employers is somewhat scarce for this time of the year, but in some areas it is scarce in various classifications, so if you are unemployed and there is not work in your district, you might contact your dispatcher or business agent and possibly you can locate work in other areas.

I attended a session of the National Forest Conference held in Duluth, Minnesota. Certain sections in their jurisdiction are not commonly encountered except in certain industries. It cannot be emphasized too much the need for having firefighting equipment of the proper kind, and the importance of having available, by which is meant control of the surrounding or reducing to the probability of fire starting and continuing. We should always be conscious of this possibility and forethought as our greatest destroyers, our civilization knows. Our best weapon against fire is the proper equipment, by which is meant control of the surrounding area. We should always be conscious of this possibility and forethought as our greatest destroyers, our civilization knows. Our best weapon against fire is the proper equipment, by which is meant control of the surrounding area.

The National Fire Protection Association has adopted a method of classification for fire extinguishers, which classifies the extinguishing equipment into different groups according to the type of fire to which they are suitable.

Class A-Wood, paper, textiles.
Class B-Oil, grease, chemicals.
Class C-Electrical.
Class D-Combustible metals.

The Bureau of Labor Statistics reports the June Consumer Price Index rose 0.3 to 130.0 up 2.7 percent over a year ago. Consumer prices in the Los Angeles area also climbed 0.3 percent in June while San Francisco-Oakland consumer experienced a 1.1 percent climb from May.

The purpose of this letter is to call the attention of the members involved.

The unfortunate part of this whole thing is that jobs are not too plentiful in related industries, so unfortunately many of the brothers do not have the correct social security numbers.

We held in Duluth, Minnesota.

We are busy also in negotiations with the various Employers in the lumber industry where we have been successful in winning elections, and hopefully we can arrive at a satisfactory contract in this industry without having to resort to strikes.

We have completed the signing of a majority of the independent Rock Sand and Gravel Producers to appropriate agreements.

The worst of work in the various Employers is somewhat scarce for this time of the year, but in some areas it is scarce in various classifications, so if you are unemployed and there is not work in your district, you might contact your dispatcher or business agent and possibly you can locate work in other areas.

I attended a session of the National Forest Conference held in Duluth, Minnesota. Certain sections in their jurisdiction are not commonly encountered except in certain industries. It cannot be emphasized too much the need for having firefighting equipment of the proper kind, and the importance of having available, by which is meant control of the surrounding area. We should always be conscious of this possibility and forethought as our greatest destroyers, our civilization knows. Our best weapon against fire is the proper equipment, by which is meant control of the surrounding area.

The National Fire Protection Association has adopted a method of classification for fire extinguishers, which classifies the extinguishing equipment into different groups according to the type of fire to which they are suitable.

Class A-Wood, paper, textiles.
Class B-Oil, grease, chemicals.
Class C-Electrical.
Class D-Combustible metals.

The Bureau of Labor Statistics reports the June Consumer Price Index rose 0.3 to 130.0 up 2.7 percent over a year ago. Consumer prices in the Los Angeles area also climbed 0.3 percent in June while San Francisco-Oakland consumer experienced a 1.1 percent climb from May.

P.S. If those men would like to look me over they'll find me out picking fruit and vegetables in the valley as I've used all my unemployment up, I make as high as $1.00 an hour.
Mining Starts Show Slow Progress in Silver State

BY GAIL BISHOP, BUD MALLET, ED DUBOS AND JOE HAMMICK

The construction picture remains dark in the Silver State. We hear rumors of jobs to be let, but neither contracts nor bidders are forthcoming.

A new 3 year agreement was negotiated and ratified at the Carlin Gary Co. Long-term contracts were scheduled to be opened for just wages and one fringe benefit for the next 3 years. By negotiating for the full 3 years, we gained a good deal of experience in negotiations with the new agreement ratified unanimously.

We are currently in negotiations with Austin Copper at Yerington.

D-C H Constructors have started the $12.5 million inter-state project. They have set up a yard at Lakeview Dam.

Tahoe Lake Area

Freshet Clemson, from Utah, has 12 laric logs cut from the upper Truckee bridge to Meyers. This will be the Meyers truck line going into the upper Truckee River truck line. This line will be 25,000 feet long and will be finished in October. The superfine on this job is Jim Britton and the foreman is Marion Barlow. The job has 4 operators and 1 iron."}

Mining Dollars for Western Highways

Secretary of Transportation Alan S. Boyd has announced appropriation to be made in fiscal 1967 for state highways. The total appropriation of $500,000,000,000, for fiscal 1967, is the highest in history and will provide for road improvements and for the Federal Highway Loans Program.

A total of 12,500 miles 10 to 21 years old were being worked on during the summer season, and the new program will provide for the construction of 1,000 miles of new roads and the repair of 2,000 miles of existing roads.

Summer Youth Work

A total of 12,500 miles 10 to 21 years old were being worked on during the summer season, and the new program will provide for the construction of 1,000 miles of new roads and the repair of 2,000 miles of existing roads.


california cities

Building trades workers in San Francisco-Oakland averaged $5.07 an hour on July 1, 1966 while the scale at Los Angeles was $4.85 an hour. $4.85 in San Diego and $5.03 at Sacramento. These figures include hourly rates plus fringe benefits.
Early Sensationalism Won't Hold Water

It is interesting to note that most of the early press sensationalism surrounding the AFL-CIO sponsored Kraft Survey of union members is being peeled away and we can now take a hard look at the survey's findings.

It is true that there is some uncertainty among unionists in such areas as job and economic security, civil rights, Viet Nam and high taxes, however, there are generalities that have some impact on every member of our society.

The general profile of the trade union member today that emerges from the study is far less dramatic than first reports indicated. It looks something like this:

- 32 percent of union families are in the $5,000 to $7,500 a year income bracket (these figures include total family income, in many cases the working wife of a member and/or working off-spring).
- 46 percent are in the $7,500 to $15,000 a year income range.
- 25 percent of union members are less than 30 years old;
- nearly 30 percent are less than 40 years old;
- nearly 50 percent of all members now live in the suburbs;
- nearly 50 percent of members under 40 live in suburbs;
- about 20 percent of union members are women;
- about 13 percent of union members are Negro and 4 percent are Mexican, Oriental or other minority;
- 54 percent have belonged to the union for 10 or more years;
- 33 percent identify themselves as Democrats, 16 percent as Republicans, 17 percent as independents and 9 percent are not sure.

President Johnson stands head and shoulders above any competitor now on the scene. The survey shows that unions would support him 60-16 over Ronald Reagan, 55-22 over Richard Nixon; 46-30 over George Romney and 54-26 over Nelson Rockefeller.

Union members are 74 percent behind increased Medicare, over 90 percent in favor of water and air pollution controls, 67 percent in favor of expanded aid to federal education and 71 percent in favor of a minimum wage increase.

Repeal of Taft-Hartley Section 14(b) saw 51 percent in favor, 23 percent disagreeing and 25 percent undecided.

Women members gained the strongest support to union positions on all major issues.

There is some division between younger and older members on support of policy and age-group individual interests.

Recent issues such as air and water pollution control draws a higher degree of support among the younger members. While a grassroot issue such as Medicare draws higher support from older members.

Members in their 40s and 50s have an overwhelming concern for the high cost of educating their children.

Suburban living has had a definite impact on the thinking and activity of the unionist. Local issues such as tax assessments, zoning, sewage, garbage disposal, street repairs, transportation and high cost of living are more frequent than priority of national issues.

Although 64 percent of the union members polled were quick to identify with public, private, church or job-related organizations, this is no guarantee of their participation.

Only 20 percent of members questioned attended "most" local union meetings. Some 14 percent attended "quite frequently" and 36 percent attended rarely. Members under 30 years of age had the highest membership attendance and yet this same group had the highest percentage of attending union meetings only "rarely." They are the most challenging fact to emerge from the survey was in the area of communications. Union publications are not rating as high and are being replaced by television, daily newspapers, radio and weekly news magazines. (The survey found that 59 percent of the members spend 10 or more hours a week in front of their television sets.)

It is in this area, more than any other, that the majority of the membership realizes its thinking. It is my intention to develop an imaginative and forward-looking program of communications for our local and I shall be reporting to you on this program from time to time in future columns. (A.C.)

Spedable Earnings

A worker with a wife and two children averaged $50.30 a week after taxes in June 1967—$1.34 more than a year ago. Measured in 1957-59 dollars, his weekly take home pay was down 44 cents from June 1966, trailing the year-ago level for the 11th consecutive month.
California's New Guide "Reinsurance Bill" Annotation

The sales tax is expected to provide the state's largest single source of revenue, some $308 million. So, the regressive sales tax alone will produce 36 percent of the state's 1969 fiscal year's revenue. Add the additional regressive sales taxes on cigarettes and liquor and you come up with 50 percent ($508.7 million) that will hit Mr. Average. The摄入 is a straight to the point, he makes his point clear, and he states his case without any unnecessary fluff.

California's new billion dollar increase in state taxes will have an impact on the average Operating Engineer. A typical, two children and annual income of $8,500 who spends about $1,150,000 per year, said 15,000 cigs a year, an ounce of bourbon (or its equivalent) and branch water will be paying an estimated $57 a year in cigarette tax.

State Department of Finance says these figures take into account federal income tax offsets from the resulting payment of higher state taxes. The table below will give you an estimate of the tax increase and its impact on a family of four at different income levels.

<table>
<thead>
<tr>
<th>Income Level</th>
<th>State Tax</th>
<th>Federal Offset</th>
<th>Net Tax</th>
</tr>
</thead>
<tbody>
<tr>
<td>$5,000</td>
<td>$500</td>
<td>$300</td>
<td>$200</td>
</tr>
<tr>
<td>$10,000</td>
<td>$1,000</td>
<td>$500</td>
<td>$500</td>
</tr>
<tr>
<td>$15,000</td>
<td>$1,500</td>
<td>$500</td>
<td>$1,000</td>
</tr>
</tbody>
</table>

Note: The above computations reflect the full yearly effects of the tax changes, and the resulting offsets in Federal income tax liability. They assume that the taxpayer itemizes deductions on both the federal and state returns.
Apprenticeship Term Starts

Apprenticeship Administrator Danny O. Dees said this week that hundreds of apprentices would be back in classrooms for the fall term in the next few weeks.

New applicants were reminded that they must be prepared to take First Aid and must have a Class I Driver license after being accepted into the Program.

Dees said that classes must be attended regularly and that "school cards" must be sent into the administrative office by the fifth of each month.

Apprentices were also reminded that they must attend all Safety meetings and that stringent penalties were in effect for those not attending. If an apprentice did not show for a meeting was "death, in the hospital or on the job." 

Schedules for full classes and safety meetings, along with a list of coordinators are below:

**Apprentice Coordinators**

<table>
<thead>
<tr>
<th>Area</th>
<th>Coordinator</th>
</tr>
</thead>
<tbody>
<tr>
<td>Doig</td>
<td>Ed Middleton</td>
</tr>
<tr>
<td>San Francisco</td>
<td>Ed Heasle</td>
</tr>
<tr>
<td>1A</td>
<td></td>
</tr>
<tr>
<td>Valley</td>
<td>Lee Hunter</td>
</tr>
<tr>
<td>1C</td>
<td></td>
</tr>
<tr>
<td>1B</td>
<td>Ed Heasle</td>
</tr>
<tr>
<td>2A</td>
<td>Lon Jones</td>
</tr>
<tr>
<td>2A Contra Costa</td>
<td>Lon Jones</td>
</tr>
<tr>
<td>3B</td>
<td>Roy Scarborough</td>
</tr>
<tr>
<td>4A</td>
<td>Cliff Martin</td>
</tr>
<tr>
<td>5B</td>
<td>Glen Mallory</td>
</tr>
<tr>
<td>6A</td>
<td>Joe Retieth</td>
</tr>
<tr>
<td>7B</td>
<td>Bedoncourt</td>
</tr>
<tr>
<td>8A</td>
<td>Glenn Moore</td>
</tr>
<tr>
<td>9B</td>
<td>Ed Middleton</td>
</tr>
<tr>
<td>10A</td>
<td>Santa Rita</td>
</tr>
<tr>
<td>11A</td>
<td>Braid Jacobson</td>
</tr>
<tr>
<td>12A</td>
<td>Merle Bowson</td>
</tr>
<tr>
<td>13A</td>
<td>Jack McManus</td>
</tr>
<tr>
<td>14A</td>
<td></td>
</tr>
</tbody>
</table>

*Assistant Administrator and Coordinator for Tech. Program ... A. A. Feenbaher Administrator ... D. O. Dees*

CRAWLER-TYPE RIG was mated to coss a canal bridge near Monroe, Nebraska in 1936. The rig was one of the five or six made by Monahan in 1925, before merging with Buycor. Operator is Brother Troy Manzer.

Half Million In Forest Work

By BILL REILFFORD

Work in the mountain areas has been picking up this month. Murphy Construction out of Lodi was low bidder on a forest service job near Johnsdale. The job is somewhere in the vicinity of 408,000 dollars. From the looks of things it will run to the rest of the weeks. The job starts at Johnsdale and runs toward Hwy 190.

Cooler Brot are moving right along with their job above Johnsdale. They have 38 miles of Forest Service road and it is expected to last another 6 months. These are 12 engines on the job.

Red Galeotti, Taylor Construction, C & H Crane and Kimiko Construction are still working on the repair of the road between Kervelle and Johnsdale. It looks like they still have a lot of repair work to do if the government keeps paying the bill.

The past week Tulare County got another 175,000 dollars from Uncle Sam for flood damage work. Triangle Construction is working in Sequoia Park. They have at least 2 months of work and maybe more if they can get more money.

They are repairing huge washouts of the road system in the park.

The rock, sand and gravel business seems to be moving right along. D. Bolcom and Oel Rock are extremely busy with Owl work job 12 to 12 hours per day. There being no road producers between Coalinga and Bakersfield the companies do not see any let up in business for a couple of years.

Pine Log on the other side of the valley has been busy also this season.

Copper Strike Still Slows All Work In Utah Area

By ASTER WHITAKER, JAY NEELEY, TOM MILLS and JOHN THORNTON

The most vital news at this time is that concerning Kennecott Copper Corporation. The strike at Kennecott doesn't look at all good as it is now in the second month and possibly the third month by the time this is printed. There has been little progress made, if any, at this time. We sincerely hope we can get a new contract with Kennecott as soon as possible.

The effects of the strike are far reaching. Stuuffer Chemical Company in Garfield is beginning to shut down. This is due to the lack of acid they need which is supplied by Kennecott Copper Corporation.

Also, the mine, Vernal, San Francisco Chemical Company, will be limited on production because of the strike. They will be able to stock pile for about two or three weeks. After this time, if the strike continues they will have to curtail operations.

The Salt Lake and Tooele Offices have been called up by the Ogden Office for many of the Beetles to fill the jobs in the northern area especially at Promontory Point and Little Mountain for the Gibbons & Reed, Ashbury Contractors, Chadwick & Buchanan, Inc. job. This job has been a lifesaver for the state at this writing.

Murphy-Kenwood Company job should be completed in the fall. This has been a very good job for the past 38 years, and we expect another total of over $1,000,000.

Fife Construction Company has gotten a good start on their job at Monte Cristo.

The Gibbons & Reed Construction Company is now coming to an end of their freeway project in Ogden with Brother Grant Calet as superintendent.

We would like to say a few good words concerning Brother Calet. This is one job where the Brothers will go to Grant, he will do his very best to correct the problems before they get out of hand.

Vennel Corporation has gotten a good start with their work on Interstate 70 which is one of Utah's east west freeways. It is progressing through sections of the state never before served by them due to the lack of water, as they are cut through the mountains.

The State Highway Department advanced work on Central Utah Interstate 70 opening apparent low bids on two constructions totaling over $20,000,000. One job in Sevier County east of Salina received a low quote of $4,509,387 from W. C. Clyde Construction Company, Springville. The other in Grand County east of Cisco was set at $1,549,070 by Wilber Christensen Company, Springville.

The Sevier County job, 10 miles between Canaanberry Junction and Springville Canyon, is described by Highway Department Officials as requiring removal of massive quantities of rock. Several companies bid for the contract under a preliminary engineers estimate of $5,010,875. This project is scheduled for 260 working days.

The Grand County Interstate 70 project received 9 bids. It was expected to cost approximately $5,143,000. The Highway Department reported, and has 260 working days for completion.

Work in Cedar City on Interstate 15 by the W. C. Clyde Construction Company will finish some time this fall.

In the Vernal area, McGee Gregor Triangle Company has completed hard work on Relief road and is now completed into Jones Hole.

Arthur Higgins Construction Company was low bidder on the fish hatchery job which is located in Jones Hole. Now that the road is completed this job should move right along.

Child Labor Act

SAN FRANCISCO—Farm employers were reminded by the U. S. Department of Labor that the law's language applies to all youngsters under sixteen, when school is in session, may work only outside school hours as the new school year starts. The reminder is in accordance with the child labor provisions of the Fair Labor Standards Act.

Regional Director Frank J. Murchen of the Wage and Hour and Public Contracts Division observed, "a youngster's future success depends on the education and training he receives today. He added that the "law helps the boy or young­­ster as well as the local child" and urged employers to cooperate in encouraging young people to return and stay in school.

Safety Meetings

<table>
<thead>
<tr>
<th>Date</th>
<th>Area</th>
<th>Location</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sept. 13</td>
<td>6</td>
<td>Yuba College, Marysville</td>
<td>8:00 p.m.</td>
</tr>
<tr>
<td>Sept. 20</td>
<td>2</td>
<td>Operating Engineers Hall, 1444 Webster Street, Oakland</td>
<td>8:00 p.m.</td>
</tr>
<tr>
<td>Sept. 28</td>
<td>11</td>
<td>120 W. Taylor St., Reno, Nevada</td>
<td>8:00 p.m.</td>
</tr>
<tr>
<td>Sept. 28</td>
<td>12</td>
<td>1958 W. No, Temple, Salt Lake City</td>
<td>8:00 p.m.</td>
</tr>
<tr>
<td>Oct. 5</td>
<td>9</td>
<td>Operating Engineers Hall, 120 W. Taylor St., Reno, Nevada</td>
<td>8:00 p.m.</td>
</tr>
<tr>
<td>Oct. 10</td>
<td>10</td>
<td>Labor Temple, 1701 Corley Ave., Stockton</td>
<td>8:00 p.m.</td>
</tr>
<tr>
<td>Oct. 24</td>
<td>3</td>
<td>Stockton Labor Center, 2426 California St., Stockton</td>
<td>8:00 p.m.</td>
</tr>
<tr>
<td>Oct. 31</td>
<td>5</td>
<td>3121 E. Olive Ave., Fresno, Calif</td>
<td>8:00 p.m.</td>
</tr>
</tbody>
</table>
Humble Oil Deal Will Bring $5.1 Million Dollars To Benicia

By AARON SMITH

Benicia-Humble Oil Water Pact Ready

The Benicia City Council has agreed to consider execution of a contract with Humble Oil Company for water service and to adopt specifications and issue a call for bids for construction of a 30 inch water transmission line from Cordelia to Benicia. The new pipeline, a pumping station at Cordelia and a water treatment and distribution facilities in Benicia, are to be financed by a $4,650,000 bond issue. The bulk of the water will be sold to the Humble Oil Company.

On the reliever site the boxes are sticking up all over the place. C. F. Brauns has a good number of new Americans working at the present time. The George F. Casey Company are drilling the foundation holes for the large storage tanks. C. B. & I. are erecting the new storage tanks. Eady Metal Works are building the new administration building. E. E. Engebret are furnishing most of the small backhoe, etc. At the present time there are about six survey crews working, Brothers Ed Bankin and George Maussey are the stewards on the erection crews, with Brothers George Craven and Ed Morgan on the survey end.

Kaiser Steel has employed more Operating Engineers this year than any other time of operation. Kaiser Steel first began its operation in Napa in 1935, when the company purchased the steel division from Basalt Rock Company, Inc. Since that time, the plant has continually expanded and today produces the largest diameter line pipe in the West. It also turns out 3/8 inch line rings for the B.A.R.T. project, pressure vessels, components for oil shore drilling platforms and other specialized fabricated steel items. The hull of the Operating Engineers consists of a high-lead and overhead crane operator. At the present time, Kaiser is working a three shift operation.

Basalt Rock is employing two shifts at the Napa quarry and Napa junction plants. Napa Quarry is furnishing the basic material for several construction projects throughout the area. Their prime concern is furnishing the Benicia plant with material. One of the newest functions is the manufacturing of pre-stress concrete for structural work. The Napa junction plant produces light aggregate material for cement plants throughout the area. Rip-Rap from the Napa quarry plant is being crushed and treated with Fremont for the Alameda Creek project.

C. Norman Petersen is working on the $1,500,000 water treatment plant at Jameson Canyon near Red Top. Collins, Pittsburgh-DeMoes are erecting two small storage tanks. American Bridge will commence work on the large storage tank in the near future.

Huntington Brothers have completed the excavation on HWY 13 between Fairfield and Rio Vista. Syar & Harms is doing the paving with the material coming from Madison Sand and Gravel.

Independent Construction Company has moved back into Napa to complete the housing project between Brown Street and the river.

As Kriloff recently started the 14 miles of 14 inch gas and oil line from Suisun to Benicia. This project is sponsored by the Southern Pacific Pipeline, Inc.

Floyd Trounce is finally getting a new face lifting. A long time eye sore in the city of Vallejo, Creek Wrecking of San Francisco is demolishing the old buildings.

Clyde Flynn has several small projects in Vallejo, including the renovation of the new Elks Club, Church property at the end of Tennessee Street and the Granada Shopping Center.

Syar & Harms has been picking up a number of projects in Solano County. They have excavating crews presently working at Napa Square subdivision, Silver Heights subdivision and at the Napa Junction, the new location of St. Patrick’s Church between Vallejo and Benicia.

In Napa, Syar is in the completion stages of the newer form oxidation ponds. Their paving crew is paving in the approaches to the new Mare Island bridge.

Syar & Harms, Ericksson, Lips & Weisburg are the apparent low bid submitted by them has not been ready for traffic in October. The bid, shown below will be demolished.

At the present, the new storage tanks. Andsy present time. The George F. Brauns is working a three shift operation.

The creek waters are to be carried in culverts below the depressed freeway. The work will be done in three counties in conjunction with the coastside building industry.

The very wet winter, coupled with the tight money, the state agriculture program, the total lack of new subdivision work, has combined to make a bad year for many others. Even the Vietnam war has not brought many jobs for engineers to this area. We are not for the miraculous will be the Redwood Shores job, with adjoining Marin World, it is under consideration, but a broad. Numerous indicators show a very probable increase in housing starts next year and even better the year after. By 1970 we should be in another housing boom period. Of course cause a boom in roads and a multitude of services that are always a necessary part of such a boom.

We note numerous smaller jobs (up to 2 million) being awarded to a number of local contractors that should at least keep the engineers presently in their employ going for a few months.

We also note that Granite Company is working on the Oakland Bay Bridge, a good job for engineers. In any event, the big projects are not gone.

Bragato has numerous jobs on the Sacramento River. Bragato has one or two big jobs that will help engineers considerably—a $850,000 fill job at the Cabel & Cabot site in the South San Francisco and a 2 million plus job of filling the bay for extended runways on the San Francisco Airport. Work on this job is expected to start this month.

L. C. Smith’s Junipero Serra Freeway section has been plagued by too much heavy and troublesome rock. Numerous small jobs have helped to no Meno the big ones being slow down such as a $1,300,000 street job in San Mateo and new work that is being picked up for a total of "hot stuff" for some backhoe marveling very soon.

Kraus has numerous jobs all going over the county. One of their biggest projects is the Redwood Highway from San Mateo to 40 rings all over the salt flats belonging to the Harbor Commission.

The mammoth Junipero Serra Freeway from Woodside Road to Page Mill Road is being generated by Freeman Sonntag. A. A. Baxter is however the large construction contractor on most dirt work at this time. This has allowed a number of other bidders to do a number of other large jobs, an area, such as the nearly $200,000 Park Avenue Milljob in Redwood City.

The net result is unemployment which of course cause a boom in roads and a multitude of services that are always a necessary part of such a boom.

Project OK

Hydro Power


The contract is part of the $32 million Belden hydropower project on the Feather River. The ribbon type powerhouse will be located adjacent to State Suisun Route 70 about 30 miles from Oroville in Plumas County.

The powerhouse is scheduled to be in operation by Nov. 1, 1969, and is a 100,000,000 KWH powerhouse of the California Public Utilities Commission. The contract award announced includes construction of the powerhouse, powerhouse structure, equipment foundation and appurtenances. The work will begin by October 1, Slaby said.

The contract was awarded after two previous contracts is under way on two 15- foot inside diameter pressure tunnels totaling approximately 4.5 miles in length. The two tunnels are connected by a steel pipe in place.
By WAYNE A. (LUCKY) Crites

San Rafael Has Work Backlog

All local contractors are picking up a few jobs— and it seems like as the year comes to a close, that they are getting busier, and the help they will have will be busier for the remaining weeks, which will be good— not only for the contractors, but for the Operating Engineers. We have two major jobs at present in the area which are not underway, but should be within the next two weeks. One is Dunkerhook Construction Co., located at Pt. Reyes National Seashore—the last start is due to the fact that they are waiting for the clearing contractor, Graville and Graville, to get in front, so when they do get their dirt spread moving, they will be able to continue their operations. At the present time, we have 5 men on the Dunkerhook job getting the equipment ready to go.

The other major job is the Reed Highlands job at Tiburon. Contractor is Brown-Ely Company. At the present clearing, is underway with Henry Bros. Company is moving in the first of the week to start their big 54 inch storm drain, and when this is completed, Brown-Ely will be able to start dirt spread, and there is 35,000 yards of dirt to go into one area where the storm drain is to be laid. In the next week or so, Granton and Gravell and Gravell, to get out some of the equipment to Danville area to start a new project there.

Robert E. McKee at the Civic Center is going real good. They are putting the third deck on now with Bigge setting the pre-stressed beam. This has one of the better jobs for the Engineers in the area because they have worked this tunnel job rain or shine within the past year. We would like to say that the Operating Engineers have a very excellent relationship with this company, especially to their Project Manager Jim Doggett and their outstanding safety record — also their capable personnel — no lost time accidents on this job. We have had very capable operators, an excellent job steward and safety committeemen throughout this job.

Brown-Ely Airport job in Nvato is starting to move at a good pace. The dirt has been topped off. The job is being supervised by Ed. Van Meter and is going real good at the present time. Fisher Bros. from Rio Vista work on this job. Wendel has 4 or 5 pieces of equipment of their own, with Brown-Ely still handlingimport to the parking area and apron and parking area and to the main runway, keeping quite a few of the Brothers busy.

In the Novato area, Argonaut has finished their Wilton School site job for the present, and has moved into the High School job at San Marin. This job is under Argonaut and a few of the Brothers busy.

We have 7 pieces of equipment working on this job, with a very capable crew. Argonaut also has a Drive-In Theatre job between Novato and Petaluma off Highway 101—which is nearly in the completion stages. When all work is in, they will move back in and do the sub base and paving.

Bobo has been going real good on Wild Horse Canyon sub-division with most of the lots and streets—down to sub-grade now. Filling stages will be starting soon.

Soiland Company has all their underground crews back to work, and adding a few Brother engineers as they need them. They have a good work load at the present time throughout Marin and Sonoma. Brother Lou Payne job stewards and mechanics—also Brother Dalton have kept busy keeping the equipment in top shape—working in this field.

The work in the Petaluma area is starting to move with Siti coming in finishing up their sub-division and Argonaut Construction taking care of their end.

Hein Brothers Quarry in Petaluma is working still have a lot of short and small jobs in the area.

Soiland's pre-stressed yard in Petaluma has been going full blast and some of the Brothers are getting overtime due to the commitments of pre-stressed beams for the Civic Center Buildling, Robert E. McKee's job in San Rafael.

Holzbrinzer Bros. has quite a few men for another two weeks keeping quite a few of the Brothers busy.
New Projects Slow As Old Projects Ending

By WALTER TALBOT, AL McMANAMA and JERRY ALGOOD

The prospect of work in this district continues to lag behind last year, with no change anticipated for the immediate future.

New contracts awarded so far this year include a moderate number for engineers that was expected. This is due in part to the considerable lags in projects over the past three years and to the lack of economic growth to absorb the surplus. Nevertheless, to say, many factors enter into the magnitude of projects before any balance can be obtained.

Guy F. Atkinson Co. have a small crew working on the preliminary work at the New Don Pedro Damsite. However, the Modesto out-of-work list is growing quite large due to this project, and with the number that continue to sign up each day, it will be several months before any balance can be obtained.

Fredrickson & Watson have completed the concrete paving on Highway 132 and new Interstate 5 having only the shoulders and miscellaneous work to complete both projects. The completion of these projects now provides a four lane divided highway from Altamont Pass (Highway 49) to San Joaquin City (Highway 125). However, this is not open to through traffic as yet. The West Connections and San Francisco Bay area now having a corridor traffic through the west side of the valley and away from large cities and towns.

The freeway will begin at Wheeler Ridge at Highway 99 south of Altamont Pass and run through the west side of the San Joaquin Valley to a point south east of Tracy.

The north end of the freeway will branch there. The north branch will service Stockton and Sacramento; however, these contracts have not yet been let with the exception of the bridge construction that has been in progress by John W. Mather.

The above mentioned company has three bridges under construction on this freeway, Calaveras River and Smith Canal. They were also the successful bidder on the highway project in Hanford and the project to be erected on the San Joaquin River at the Port of Stockton. This later project is now getting under way at this writing.

100 YEARS OF MEMBERSHIP IN LOCAL #3 is represented by some members who attended a recent Job Stewards and Safety Meeting at San Rafael.Shown (l. to r.) are O. S. "Red" Wilson, Safety Committeeman; Bill Fachechi, Job Steward; Yates Hammert, Crane Operator; L. B. Hancock, Oiler.

Your International Vice President and Business Manager Al Clen has combined the meetings of Job Stewards and Safety Committee.

100 YEARS OF MEMBERSHIP IN LOCAL #3 is represented by some members who attended a recent Job Stewards and Safety Meeting at San Rafael. Shown (l. to r.) are O. S. "Red" Wilson, Safety Committeeman; Bill Fachechi, Job Steward; Yates Hammert, Crane Operator; L. B. Hancock, Oiler.

Good Turnout For San Rafael Job Steward and Safety Meeting

Like most growing cities, Napa has developed a serious sanitary sewer system problem. The existing sewer system dates back to the 1870's when the original sewer lines were installed. Of the District's present 115-mile system, more than 30 miles of these original sewers have been totally or partially replaced. The deterioration has led to street cesspools and other problems.

The solution to much of the District's sewer system has been compounded by the connecting of storm water systems to this network. By 1893, 435 inlets were carrying storm water into the sanitary sewer system. The effect was that this system was flooded beyond capacity during heavy rains. New sewers were being dug up into city streets or was being carried into the Napa River. Construction men were building the systems through leaking sewer mains, manholes and laterals for long periods after streets and sidewalks were repaired on the bordering the sewer sanitary system.

As conditions worsened, the Napa Sanitation District sought ways to correct it. In 1950, consulting engineers and planners were retained to study the problem comprehensively, to recommend solutions and to estimate their cost. It was recommended that the sanitary and storm sewer systems be combined, that 110 miles of new sewers be built to replace the old, and that a number of old sewer lines be sealed and repaired and renewed and to halt the infiltration of ground water and storm water.

It was estimated that these projects, together, would cost $3.4 million and would include more than 30 miles of combined sewers, 110 miles of new sewers, and 150 miles of storm sewers, one-third of a more comprehensive, $8 million improvement program approved by voters.

Heid & Heid, engineering, planning and land surveying firm of Napa, were retained to undertake the feasibility study for both the sanitary and storm water projects, to complete the necessary field data, to prepare plans and specifications, to assist in the awarding of contracts, and to supervise the construction.

Working under an agreement with the District, Heid & Heid provided continuous supervision and supervision during construction, assuring compliance with the specifications in terms of materials and workmanship. After construction was begun, a closed-circuit television camera was run through all of the old sewer lines to locate and chart five primary laterals for the guidance of the construction. After construction, the new lines were tested to determine their pressure to determine tightness.

The initial phase has been completed and the system now includes the long-constructed project, plus others with three more phases to go will provide employment for many Local #3 members.

Labor Turnover

The Labor Department says that turnover—the new hire, quit, and layoff rates—in June were unchanged from the previous month. And, the Labor Department says, after seasonal adjustment, June was the best favorable month since 1953.

Survy Notes

Attendance At Job Steward Meet-Ups

Purchasing Power

Attendance At Job Steward Meet-Ups

Your International Vice President and Business Manager Al Clen has combined the meetings of Job Stewards and Safety Committee. Al Clen pointed out that by holding the meetings jointly it would give the stewards the job and likewise the stewards the opportunity to exchange ideas and work together on the job as a team. Meetings were held in the following districts during August: San Francisco, San Rafael, Santa Rosa, Eureka, Redding, Marysville, Sacramento, Stockton, San Mateo, Fresno and Vallejo. At the various meetings, both the Job Stewards and Safety Committee brought out and discussed some very important issues on various kinds of jobs. The San Mateo Job Steward and Safety Committee Meeting brought out the largest group for the month of August. A lot of the stewards reported on their jobs and different issues discussed, then the meeting was opened for a question and answer session when some very constructive issues were brought up.

We would like to call each member's attention who accepts the obligation when he is appointed Job Steward or Safety Committeeman to make every possible effort to attend meetings in his area, as these meetings are set up strictly for them. We would also like to call the attention of the fact that they keep a record of any complaints made by the members and to forward them immediately to the District Office or give it to the agent servicing the area. Also, check each new employee for a proper referral.

School Dropouts

The proportion of school dropouts among young people in the U. S. labor force is decreasing. In 1968, 71 percent of the 10.3 million 16-24 year old workers possessed at least a high school diploma compared with 69 percent a year ago and 63 percent in 1990.

Purchasing Power

The average paycheck reached a record in June—$101.88, but its purchasing power was slightly below the level for June, 1968. Gross pay of production and supervisory workers came to $87.83 when measured in constant dollars. Higher living costs and shorter working weeks are blamed for the decline in purchasing power.

Job Stewards Appointed

The proportion of school dropouts among young people in the U. S. labor force is decreasing. In 1968, 71 percent of the 10.3 million 16-24 year old workers possessed at least a high school diploma compared with 69 percent a year ago and 63 percent in 1990.

Purchasing Power

The average paycheck reached a record in June—$101.88, but its purchasing power was slightly below the level for June, 1968. Gross pay of production and supervisory workers came to $87.83 when measured in constant dollars. Higher living costs and shorter working weeks are blamed for the decline in purchasing power.

Job Stewards Appointed
Rapid Transit Still Key Oakland Job

Blood Bank Empty Seeks Local Help

By NORRIS A. CASEY, TOM CARTER, A. A. CELEN, FRED GONZALEZ, ROB MAYFIELD, CUT JONES

The Fr e mont chamb er board held its first meeting at a restaurant near Nile's. Plea se help your Brother by giving some blood.

A Bay Area Rapid Transit District director recently said he welcomed a grand jury investigation of the project's financial problems as long as it would not delay construction. The statement came from George Sillman of Newark after the Fremont Chamber of Commerce executive board held a closed meeting on BART, then refused to reveal what action had been taken.

Sillman said he would welcome a grand jury investigation "because it would settle in the people's minds once and for all that there is nothing wrong with BART."

There were eight members of the Fremont chamber board present at a closed meeting last night at a restaurant near Nile's. Sillman said he would welcome Manager Donald Briggs also attending, but left the meeting early. According to Tom Tolbert, the chamber general manager, the executive board did act as a request to demand a grand jury investigation of BART.

Toborg said today he was ordered by James Perley, chamber president, not to reveal the decision "because it is subject to final approval" by the chamber's 75-member board of directors. All members of the executive board were told not to reveal the content of the decision made at the meeting, Toborg said.

Meanwhile, Contra Costa County representatives were planning strategy on the 18 miles of cutbacks proposed by the BART management because of financial problems. Most of the cutbacks would be in Contra Costa.

By THE NEWS

The resolution urges all 75 miles be built whether it can be placed in operation or not, rather than trying to get only 57 miles in operation. It also calls for the state legislature to help. Concord and El Cerrito have taken similar stands.

The Contra Costa County Board of Supervisors also has summoned its two representatives to a meeting Tuesday to explain BART's problems.

The resolution urges all 75 miles be built whether it can be placed in operation or not, rather than trying to get only 57 miles in operation. It also calls for the state legislature to help. Concord and El Cerrito have taken similar stands.

The other congressman taking a similar stand is Rep. Jerome Waldie, D-Anthoch. A statement from Waldie was read to a hearing on BART finances in Richmond.

Waldie said he would oppose any federal aid of BART made cutbacks in the 75 miles promised to the voters in 1962.

The resolution urges all 75 miles be built whether it can be placed in operation or not, rather than trying to get only 57 miles in operation. It also calls for the state legislature to help. Concord and El Cerrito have taken similar stands.

The other congressman taking a similar stand is Rep. Jerome Waldie, D-Anthoch. A statement from Waldie was read to a hearing on BART finances in Richmond.

A BART delegation assured us a year ago that the entire plan would be implemented as promised. The cutbacks constitute a breach of promise to the taxpayers," Edwards added. Edwards said he would back another bond issue to help BART "but only if Fremont is guaranteed inclusion in the system.

The resolution urges all 75 miles be built whether it can be placed in operation or not, rather than trying to get only 57 miles in operation. It also calls for the state legislature to help. Concord and El Cerrito have taken similar stands.

The other congressman taking a similar stand is Rep. Jerome Waldie, D-Anthoch. A statement from Waldie was read to a hearing on BART finances in Richmond.

Waldie said he would oppose any federal aid of BART made cutbacks in the 75 miles promised to the voters in 1962.

The resolution urges all 75 miles be built whether it can be placed in operation or not, rather than trying to get only 57 miles in operation. It also calls for the state legislature to help. Concord and El Cerrito have taken similar stands.

The other congressman taking a similar stand is Rep. Jerome Waldie, D-Anthoch. A statement from Waldie was read to a hearing on BART finances in Richmond.

Waldie said he would oppose any federal aid of BART made cutbacks in the 75 miles promised to the voters in 1962.

The resolution urges all 75 miles be built whether it can be placed in operation or not, rather than trying to get only 57 miles in operation. It also calls for the state legislature to help. Concord and El Cerrito have taken similar stands.

The other congressman taking a similar stand is Rep. Jerome Waldie, D-Anthoch. A statement from Waldie was read to a hearing on BART finances in Richmond.

Waldie said he would oppose any federal aid of BART made cutbacks in the 75 miles promised to the voters in 1962.
Brother "Ham" Aids Eye-Bank Network

2001 Gain New Eyes Through Unique Plan

(Inserted note: It is a letter to the Engineers News, Brother Art Clark.

Dr. Briley had the whole State of Iowa at his command and also he called Washington, D.C., where the Eye Bank Network is located as well as several other States. But he was unable to locate in time to save the vision of his patient.

Eyes, to be used for penetrating transplants if the patient is dead within 4 to 6 hours of the death of the donor and must be used for transplants within 48 hours of the death of the donor, and if a person's cornea is either punctured or perforated (such as in a sight saving operation), he needs an emergency transplant) must be kept within 48 hours of the puncture or perforation. Thus you can readily see the need for a pair of eyes from Phoenix as it was still before Anchorage had received the eyes.

All anyone has to do is to write to the "Lions Eye Foundation for Children Inc." at 2018 Webster St., San Francisco, Calif. 94115, and ask for donor forms, and they will be sent to him. I would like to state right here that eyes can neither be bought nor sold. This is true in all states. The charges are all for hospital and surgeons' fees and are never a penny for the eyes themselves. I am enclosing some literature that may give you some ideas.

Also here are some figures that may stagger you:

1. There are 50 million in the U.S. today who have some sort of Color Disorders.

2. 3,500,000 of these are unconscious of the science knowledge of today.

3. 1 million are functionally blind and can neither read a paper even with glasses.

4. 30,000 lose sight each year.

5. Of 10 cases of blindness the causes are unknown with science knowledge as of today, this includes cataracts, glaucoma, detached retina, diabetic, etc. Cost of blindness in U.S. today is 1 million dollars a year, much more needed for study to get more causes and cures.

To date now (July 31st total number is that the Eye Bank has produced a grand total of 2001 eyes. These eyes are not only being used in Iowa but in 49 other states or countries.

The network is first started in December of 1962 and by the end of July of this year there is a membership of 15 operators, of which there are about 1 total of 139 eyes through the net, of which we were very proud. By the end of the first year the total membership had risen to close to 100 members representing more than 30 different states.

We had placed 435 eyes the second year making a running total of 534 eyes.

To date now (July 31st total number is that the Eye Bank has produced a grand total of 2001 eyes. These eyes are not only being used in Iowa but in 49 other states or countries.

The network is first started in December of 1962 and by the end of July of this year there is a membership of 15 operators, of which there are about 1 total of 139 eyes through the net, of which we were very proud. By the end of the first year the total membership had risen to close to 100 members representing more than 30 different states.

We had placed 435 eyes the second year making a running total of 534 eyes.

To date now (July 31st total number is that the Eye Bank has produced a grand total of 2001 eyes. These eyes are not only being used in Iowa but in 49 other states or countries.

The network is first started in December of 1962 and by the end of July of this year there is a membership of 15 operators, of which there are about 1 total of 139 eyes through the net, of which we were very proud. By the end of the first year the total membership had risen to close to 100 members representing more than 30 different states.

We had placed 435 eyes the second year making a running total of 534 eyes.

To date now (July 31st total number is that the Eye Bank has produced a grand total of 2001 eyes. These eyes are not only being used in Iowa but in 49 other states or countries.

The network is first started in December of 1962 and by the end of July of this year there is a membership of 15 operators, of which there are about 1 total of 139 eyes through the net, of which we were very proud. By the end of the first year the total membership had risen to close to 100 members representing more than 30 different states.

We had placed 435 eyes the second year making a running total of 534 eyes.

To date now (July 31st total number is that the Eye Bank has produced a grand total of 2001 eyes. These eyes are not only being used in Iowa but in 49 other states or countries.

The network is first started in December of 1962 and by the end of July of this year there is a membership of 15 operators, of which there are about 1 total of 139 eyes through the net, of which we were very proud. By the end of the first year the total membership had risen to close to 100 members representing more than 30 different states.

We had placed 435 eyes the second year making a running total of 534 eyes.

To date now (July 31st total number is that the Eye Bank has produced a grand total of 2001 eyes. These eyes are not only being used in Iowa but in 49 other states or countries.

The network is first started in December of 1962 and by the end of July of this year there is a membership of 15 operators, of which there are about 1 total of 139 eyes through the net, of which we were very proud. By the end of the first year the total membership had risen to close to 100 members representing more than 30 different states.

We had placed 435 eyes the second year making a running total of 534 eyes.

To date now (July 31st total number is that the Eye Bank has produced a grand total of 2001 eyes. These eyes are not only being used in Iowa but in 49 other states or countries.

The network is first started in December of 1962 and by the end of July of this year there is a membership of 15 operators, of which there are about 1 total of 139 eyes through the net, of which we were very proud. By the end of the first year the total membership had risen to close to 100 members representing more than 30 different states.

We had placed 435 eyes the second year making a running total of 534 eyes.

To date now (July 31st total number is that the Eye Bank has produced a grand total of 2001 eyes. These eyes are not only being used in Iowa but in 49 other states or countries.

The network is first started in December of 1962 and by the end of July of this year there is a membership of 15 operators, of which there are about 1 total of 139 eyes through the net, of which we were very proud. By the end of the first year the total membership had risen to close to 100 members representing more than 30 different states.

We had placed 435 eyes the second year making a running total of 534 eyes.

To date now (July 31st total number is that the Eye Bank has produced a grand total of 2001 eyes. These eyes are not only being used in Iowa but in 49 other states or countries.

The network is first started in December of 1962 and by the end of July of this year there is a membership of 15 operators, of which there are about 1 total of 139 eyes through the net, of which we were very proud. By the end of the first year the total membership had risen to close to 100 members representing more than 30 different states.

We had placed 435 eyes the second year making a running total of 534 eyes.

To date now (July 31st total number is that the Eye Bank has produced a grand total of 2001 eyes. These eyes are not only being used in Iowa but in 49 other states or countries.

The network is first started in December of 1962 and by the end of July of this year there is a membership of 15 operators, of which there are about 1 total of 139 eyes through the net, of which we were very proud. By the end of the first year the total membership had risen to close to 100 members representing more than 30 different states.

We had placed 435 eyes the second year making a running total of 534 eyes. 
High Land Costs Cause Push In Hawaii's New High Rises

By HAROLD LEWIS, BERT NAKAGO, WILFRED BROWN, KENNETH PERKINS and WALLACE LEAN

BUILDING CONSTRUCTION

From a high vantage point from one of Oahu's mountain sides, highrise hotels, apartment buildings and business plazas can be seen towering upward throughout the city of Honolulu. Building construction has expanded into such great proportions which resulted in one agent policing this area of construction. The cause for the great number of highrises is due to the scarcity and the high cost of land in Hawaii. Even the low income homes are being placed in highrises on Kalakaua Avenue. Crossing throughout the City of Honolulu, you will find majestic highrises of many unusual abstract designs and ingenious conveniences.

The Waikiki Plaza with its revolving restaurant at its top, Waikiki Circle Hotel designed like a high cylinder, Twin-Towers on the Ala Wai with its two towers of condominium apartments and the Elitak Hotel which branches out like a tree into three wings with its glass elevator viewing the shoreline off Ala Moana Beach. In the area of Waikiki and the City of Honolulu, presently there are approximately twenty tower crane units in operation. We have had an excellent safety record in building construction the past few months.

NEWLY ORGANIZED

Custom Canneries of Hawaii, Inc. is a newly organized company now under contract. This company produces thirty-seven varieties of soft drinks. Brother Harvey Morono, our steward at this company, commented that since he had first started with this company, the production of soft drinks has progressed considerably. Due to the fact that a large number of soft drinks are imported from the mainland to supply the military in Hawaii, the plant manager feels that there's a definite need for production here in Hawaii to enable them to service the State of Hawaii more profitably. Enlargement will also mean more work availability for our brother members. This company presently employs approximately eleven employees. We would like to commend Custom Canneries of Hawaii, Inc. for donating a few cases of soft drinks to the Hawaii Job Corps at the request of Local 101.

NEGOTIATIONS

Negotiations with the General Contractors Labor Association is underway and Local 35's negotiating committee consists of Brothers Al Clum, Business Manager; Paul Edgell, Vice-President; and Harold Lewis, Sub-District Representative.

On September 1st forty-five contracts expired in addition to the contract with the General Contractors Labor Association.

KUAPA LAGOON MARINA

At HAWAIIKA

The State Highway Division thought long and hard before granting Kaiser-Hawaii-Kai Development Company the right to build a two lane, 250 foot long, Kuapa Lagoon bridge on Kualani Highway. The firm plans on building two highway bridges at a cost of $1 million.

The second span will be 100 feet long and 70 feet wide and will connect Marina One with the Central Kuapa Waterways. The two bridges will give 115 feet clearance to boats moving between the marina and the ocean. Kaiser-Hawaii-Kai Development Company will undoubtedly benefit from the bridges through increased land value and so well the public. Since the highway is a Federal Aid Route, all changes in its configuration are submitted for Federal approval.

It is noted that the Federal government has approved the Kualani Highway bridge. Kaiser-Hawaii-Kai Development Company has already begun a $2 million project of dredging and deepening Kuapa Lagoon and building 175 acres of land for its Kuapa Lagoon Marina. The firm is dredging out an ultimate 250 acres of present Kuapa Lagoon boat-eating areas to average depths of 75 feet below sea level. Canal dredged from the pond is being compacted to elevations of six to nine above sea level to form land areas for development.

The bridges, channels, dredging and land filling projects are part of a master plan development program. The mayor of John Carl Wameck & Associates to convert the Kaupa area into residential marinas, boating, recreation waterways and water oriented commercial areas.

On the island of Kauai, we have four prime contractors that are doing a considerable amount of work in three different phases of construction. Hawaiian Dredging & Construction Company, Ltd., has started a portion of the inboard improvement program approximately two months ago for Kaiser-Hawaii-Kai Development Company. Work will be in progress in the near future.

On the island of Kauai, we have four prime contractors that are doing a considerable amount of work in three different phases of construction. Hawaiian Dredging & Construction Company, Ltd., has started a portion of the inboard improvement program approximately two months ago for Kaiser-Hawaii-Kai Development Company. Work will be in progress in the near future.

HAAS & HAYNE CORPORATION should be completing the Sheraton Hilton Hotel at Poipu Beach within the next few months.

HERCULES CONSTRUCTION COMPANY is undertaking both subdivisions at Poipu and Kapaa.

We are sincerely anticipating more work for our Brothers residing on Kauai, the Garden Isle.
By HAROLD HUSTON, W. B. WEEKS, DAN CARPENTER and JOHN THORNTON

During the past month your business representatives have been quite busy in negotiations. We are happy to report that most of the contracts that were previously negotiated and approved by the majority of employees in each bargaining unit are in effect. The negotiating committee could not have made the gains that have been made without the support of all the brothers in each unit. Your negotiating committee has only one thing in mind and that is to protect your interests and improve your benefits, and working conditions. By working together you will always get better jobs. Thanks again for the wonderful support.

A great deal of enthusiasm was shown at our last Stewart-Safety Committee meeting held at our Sacramento Office. All your constructive suggestions that were given are really appreciated. We know that with the guidance of Brother Al Clem the very best working conditions and safety conditions possible on every job. Again in this district all of you have given us your 100% cooperation.

NEW CAUSEWAY ON SCHEDULE

C. K. Mosier Construction Company has started work on the 1.1 mile Sutter By-pass bridge, located north of Roblinson on Highway 113, in high gear along with the several subcontractors involved on the project. Three hundred six pre-stressed concrete piles are being driven by Bob Clevy, Sub-contractor, with a 3100 Maniotowoc with a detached hoist mounted on a low-bed trailer. Also a second 3900 is on the job for handling piling and welldrilling trucks.

Another sub-contractor driving concrete piling for temporary structures is Barney Bunchall of Cainsun.

Pre-drilling for the main piling are being completed by A. J. Drilling and Zonver Inc. Each crew is moving on the job and having the contract to set 520 pre-cast double "T" concrete girders. They plan to use Motor Cranes for lifting.

Supporting on the project are John Carsenten, Mosier Superintendent, Jack Jenkins, Pomeroy Carpenter, W. S. Supervising Inspector, and Dean Burke Superintendent for Blage Drainage, Ed Harrymax is acting as Supervising Inspector.

The new causeway across the Sutter River is being built next to the present 39-year-old span 14 miles south of Yuba City on Hwy. 133. Most of the work on the project’s new Bonita Vista and Wheeler Ridge Pneumatic Plants, both of which are located north of 200 miles south of Bakersfield. Yuba Industries Inc. of Benicia, Solano County, have submitted a bid of $2,010,000 to furnish the valuables. The state engineer’s estimate for them was $2,388,600. They are due to be installed by June 1971.

Two other jobs are to be carried out. The first of which is the Yuba-Butte County, H. Earl Parker Inc. of Marysville submitted a bid of $154,182 to relocate U.S. Forest Service roads in the Big Bend area in Butte County. The road will serve as the main road to the North Fork Feather River, 15 miles northeast of Oroville. The state engineer’s estimate for the work was $198,000. The work is to be completed by September 1968.

Another contract is being worked on by U.S. Forest Service’s headquarter at the State Forest Service in Butte County. It is estimated that the improvements, which will be started immediately, would cost the county about $500,000 if the work were not being done within the Yuba River Project construction contract.

The joint powers agreement for project contractor Perini-Yuba Associates to do the road construction work under a change order in September 1969 was approved the Yuba County Water Agency.

The county is to pay the first installment of $21,412 in November and subsequent payments will be made on July 31, 1968 and July 31, 1969.

The roads being improved during the course of construction in lieu of the maintenance of the old roads required of the contractor under the project contract. Perini-Yuba Associates will be required of much of its maintenance responsibility upon acceptance of the new and improved roads by the county.

It is explained that the county can have the work done through the agency without bidding because the Yuba River Project contract act applies. The lump sum project construction contract calls for road work and the change order substitutes the new improvements for the work required under the prime contract.

The joint powers agreement and change order were approved by both the Yuba County Water Agency and the Yuba County Board of Supervisors. Supervisors serve as member of both boards.

About 4.4 miles of the road from Bidwell to the project terminus off near the 4H Club Camp is to be realigned and built to Federal Aid Secondary Standards. The work is expected to be completed in about 75 days. The county is to furnish and clear right of way and stake out the center line. The county relieves Perini-Yuba Associates of its responsibility for maintenance of the old and new road, except for a period of one year in which the contractor will be responsible for any failure in the new road. (The estimated cost of the clearing, $21,412 it is included in the total county cost.) The supervisors also authorized the signature of rights of entry on the new road to be acquired for rights of way.

The joint powers agreement also is reimbursement of maintenance of the road from Highway 20 to Bidwell.

About 3.3 miles of the road from the project terminus to the Perini-Yuba headquarters at the dam site will be brought up to "proper maintenance standard," which means it will be returned to a condition at least as good as it was before work started on the project. The contractor will be responsible only for excessive damage caused by excessive accumulation of water.
Paving, Canal Work Keep Brothers Busy In Fresno

By LAKE AUSTIN, TOBY BASS

The big news in the southern area of District No. 7 is the new $5.5 million canal job that should be out and completed by the end of this month. The job, which is printed in the Esceneces News, is a continuation of the Feather River Project and serves to illustrate the progress of the project. The weather is going to be the main factor on this one due to the fact that a 1000-calendar day deadline is in the works. This is an issue because of the weather and the job is expected to be completed this season.

At this writing, Frederickson & Watterson is going along fine, and the work seems to be on schedule. The heal on the job has been working hard to keep the job on schedule, and the job is expected to be completed by the end of the season.

Oklahoma Earthquake Experts Say Nuclear Blast Won't Trigger SF Faults

SAN FRANCISCO—Underground nuclear explosions can be detonated with the force of a magnitude 7 earthquake, but they will trigger earthquakes, according to a panel of six experts including three from the University of Oklahoma.

A special subcommittee of a Panel of consultants to the Nevada, Oregon and Idaho Geological and Energy Commissions concludes that such explosions would be a "natural" earthquake, according to a panel of six experts including three from the University of Oklahoma.

The panel consisting of University of Oklahoma, Berkeley, Thomas F. Thompson, consulting engineer and geologist, Burlingame, and Lyndel S. Jacobsen, professor emeritus of the University of Oklahoma, are 

Serving along with the Californians were Don Dome, professor of civil engineering and geology, University of Illinois; Thomas F. Thompson, consulting engineer; and Lyndel S. Jacobsen, professor emeritus of the University of Oklahoma, are 

Earthquake experts agree that natural earthquakes are well-known, but they are not sure how well they understand the full extent of the potential damage. The panel has spent the past two years working on the problem, and its report is expected to be released soon.

The panel’s report also provides an overview of the potential impacts of underground testing on seismic activity, and it outlines a number of recommendations for future research and monitoring efforts.

The panel’s work is part of a broader effort to understand the potential risks posed by underground testing, and its findings highlight the need for continued research to better understand these risks. The panel’s report is an important step forward in this effort, and it will be widely disseminated to ensure that policymakers, industry stakeholders, and the public have access to the latest information on this important issue.
SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE

1946 SKY BOAT, inboard, old type, 3 cyl. with "4-1" outdrive. Owner: John M. Shaw, 2355, 2nd St., San Francisco, Calif. Tel. 473-4500.

MOTTLE HOME, F. P. 1962 21 ft. 9 in. sunken home. Located at 18000 Baja Rd., P.O. Box 61, San Diego, Calif. Phone: 565-6669.

WHITE WOLF, 1958 40 ft. all-weather cabin cruiser, custom built, 31 ft. waterline, 24 ft. beam. Located at 1225 NE 33rd Ave., Portland, Oregon. Phone: 943-7300.

Y. S. T. DUMP, 7th St., Oroville, Calif. Phone: 2-4668.


P. O. Box 732, Placerville, Calif. 95667. Phone 61-W 333.


P. O. Box 732, Placerville, Calif. 95667. Phone 61-W 333.

FOR SALE or trade, Four 10 1/2-ft. (2 in. thick) portable beds with complete bed sets. Located at 205-30 Dr. San Jose, Calif. 95123. Phone: 30-4549.

FOR SALE or trade, 19 ft. 6 in. inboard boat. Located at 705-52 Avenue, Oakland, Calif. 94605. Phone: 582-3527.

FOR SALE, all 1960s electronics. Located at 1229 Mill St., Richmond, Calif. 94804. Phone: 593-4305.


Old Timers Corner

Iron Men, Steam Cranes: A Memory

Seventy-eight year old Henry Schlichtmann has three claims to fame — 52 years of continuous membership in Operating Engineers, 32 years with the San Francisco Department of Public Works and 36-year bachelorhood.

Boasting excellent health at an age when most of his contemporaries have passed on to that great construction project in the sky, Schlichtmann still has a sharp memory for the old days of "steam power and iron men."

"When I first started at the old SP Yards on Paul Avenue the average laborer made $35 an hour making smoke and boiling water for steam, while operators of pile-drivers and derricks made $40 an hour. A project foreman made $45 an hour, and of course, a bricklayer could earn $50 an hour, and was in great demand."

Workers were paid twice a month, and the regular day was a 10-hour day from 6 a.m. to 4 p.m. with a half hour for lunch. Henry said that deer meat was taken with a bow and arrow, and timber was sheared with an 8 and 10-inch pilings. "When the pilings began to break up, the hard sandy beach for a roadway to make the 40-mile run for Mapleton, Oregon, to catch the train for Eugene and Portland. The Pards always beat the Packards."

Schlichtmann remembers vividly the violent "general strike" of 1912 and the waterfront strike of '34, "We had to fight and sacrifice for a lot of things that the average young union member takes for granted today. They can't imagine what working conditions were like before they could break the legs of another social." Brother Schlichtmann also became involved and responsible on the performance of that day's automobile, especially the Packard and Ford. "Before the SP rails reached Mantuafield, some to 40 cars, mostly Fords and Packards, used the hard sandy beach for a roadway to make the 40-mile run for Mapleton, Oregon, to catch the train for Eugene and Portland. The Pards always beat the Packards."

Brother Schlichtmann had moved up to the bowtie (feather) class when this 1939 photo was taken. He's 'illin the SP Yards. Link belt steam crane was one that had been moved up to Hetch Hetchy."

$8 Million Lockheed Job Gets Go Signal

By Bob Sedgell, Lynn Moore, Harley Davidson and Robert Long

In the San Jose area we have had a few new jobs come up and a few more coming. One of our new jobs is an 8 million dollar building project at Lockheed. Norman Engineering from Los Angeles is the prime Contractor with Creegen and DeAngelo doing the Engineering, Freeman Sondgroth, Wally Trump, Raymond Sondgroth, Wally Trump, Raymond Sondgroth, Wally Trump, Raymond Sondgroth, Wally Trump, Raymond Sondgroth, Wally Trump, Raymond Sondgroth, Wally Trump, Raymond

Some of the old timers and "firsts" that Henry still remembers include Jack Faged, Morgan, H. Gill, Ed Snider, Frank Lively and someone known as "Rock the Bones."

He points out that he worked on the 1st Liberty Bell across the Dumbarton Bridge in 1914; 1st Bridge across the Bay; and that the first man to walk under the Bay was an engineer by the name of Martin Brown. Schlichtmann lives at 3237 San Bruno Ave., in San Francisco and would like to hear from any of his brothers that remember the old days of "steam power and iron men."

Better Than Nothing

U. S. Labor Department's Wage Hour and Public Contracts Division has recovered $27 million of the $76 million in wage underpayments discovered in fiscal '67.

LINK BELT STEAM CRANE provides background for Brothers (l. to r.) Henry Schlichtmann and Ed "Oscar" Snider at the old SP Pipe Yards. The year was 1933.

Brother Sondgroth was initiated into Engineers News, 474 Valencia St., S. F., Calif. 94101

CRÉDIT UNION
476 Valencia St.,
San Francisco, Calif., Phone: 421-5858

HEALTH AND WELFARE
PENSION ADMINISTRATION
OFFICE
200 Golden Gate Avenue,
San Francisco 3, Calif.
Phone: 623-3325

MOVING?
So you may not miss one issue of Engineers News BE SURE to advise us of your change of address.

REG. NO....
LOCAL UNION NO....
SOC. SECURITY NO....
NAME....
NEW ADDRESS....
CITY....
STATE....
ZIP....

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

September, 1967