

Clem Scores NAHB Resolution

"Serving the men who move the earth!"

ENGINEERS NEWS



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



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SAN FRANCISCO, CALIFORNIA

September, 1967

Says Labor Must Provide Training

In a sly 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 construction trades, 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 #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 any meaningful training program 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.

Clem noted that the resolution did not take into account membership supported pre-apprentice programs to upgrade the skills of the culturally deprived now under way. "We are not going to stand idly by while either industry or the government set up some kind of sub-standard construction trades training program—we now have and/or will produce the craftsmen just as quickly as government and industry produce the jobs."

International Convention

ELECTION COMMITTEE

Corresponding Secretary T. J. Stapleton announced this week that in accordance with Article XIII, Section 1 (c) of the Local Union By-Laws, relative to the election of International Convention Delegates and Alternates, the Election Committee shall be nominated and elected at regularly scheduled District Meetings during the fourth quarter preceding the election. (See "Meetings Schedule" on page 3.)

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

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

San Francisco and Honolulu meetings will be held simultaneously with telephone communication between officers in charge of the meetings so as to coordinate the nomination and voting for the Member from District 1. A Special Called Meeting for this purpose is scheduled to be held in Honolulu on October 4, 1967, at 6:00 p.m. The San Francisco meeting will start at 8:00 P.M.



PRE-APPRENTICESHIP Training Contract is signed by Jack Howard, Deputy Manpower Administrator, U.S. Department of Labor, with Al Clem, International Vice President and Business Manager of Local #3 and Harry R. Erickson, Executive Director, Northern California Chapter Association

of General Contractors looking on. Commenting on the program Clem said, "Hopefully this will provide a much needed incentive to induce the government and the construction industry to mount a full scale public works program aimed at full trade employment for all."

Labor, Local 3 Sign New Pre-Apprenticeship Pact

The U.S. Department of Labor and Local Union 3 of the International Union of Operating Engineers signed an \$833,063.00 contract to provide pre-apprenticeship training for one-hundred and twelve (112) culturally disadvantaged youths from the hard-core employment areas of Alameda county.

Dubbed Project PAT (Pre-Apprenticeship Training), the program, first of its kind nationally, will come under the Northern California Chapter Association General Contractor's and the Union's Joint Apprenticeship Committee, 46 Counties Northern California and Northern California Surveyors Joint Apprenticeship

Committee. Both organizations have the same administrator.

Actual training will be done at the Porter Creek Road facility of the Marine Cooks and Stewards in Santa Rosa, California.

International Vice President and Business Manager Al Clem of Local 3 and Jack Howard, Deputy Manpower Administrator, U. S. Department of labor signed the formal agreement at the Federal Building here.

In making the joint announcement, Howard said, "We believe this is the first major step in an in-depth program to provide prideful and marketable skills for the culturally deprived young men in our midst." The program will

consist of two twenty-six week sessions of fifty-six students, eighteen to twenty-one years old, and will combine classroom subjects with equipment familiarization and on-project-training. Ernest and Ernst, a nationally known management consultant firm worked with the Apprenticeship Committees in designing the curricula.

Selection of the candidates was done jointly by the Alameda Central Labor Council and Department of Labor. Candidates and alternates will be chosen on the basis of testing and those that it is determined will best benefit from the six-month training sessions.

Prince Will Fill Hamernick Term In District No. 2

At its regular quarterly meeting last month, the Oakland membership elected Ralph Noel Prince, 1139 Rincon Avenue, Livermore, California, to fill the balance of the unexpired term of Joe Hamernick who resigned from the Grievance Committee.

New Aid Funds

SAN FRANCISCO—The U. S. Departments of Labor and Health, Education and Welfare have approved \$750,000 in federal funds to conduct skill training courses for 250 jobless workers in various public and private training facilities in California.

Age Discrimination

Testifying before a House Subcommittee in support of legislation to prohibit age discrimination in employment, Labor Secretary W. Willard Wirtz said that applicants over 55 are barred from half of all private job openings. He said this was "inhuman, indecent and unnecessary."

Work Stoppages

Time lost because of work stoppages during the first half of 1967 amounted to 0.21 percent of total working time. Since 1953, the January-June rate was ranged from .11 to .23 percent, averaging .17 percent, according to the Bureau of Labor Statistics.



Collectively Speaking with Al Clem

During the past month we have devoted considerable time in preparing a proposal and negotiating a construction agreement in Honolulu.

The carpenters went on strike, and it goes without saying, that most of the Employers' effort was 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 500 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 Copper Mining sessions, and in all probability the pattern will be set by the steel workers.

The unfortunate part of this whole thing is that jobs are not too plentiful in related industries, so unfortunately many of the brothers are unemployed.

We still have pickets on Stuart Radiator Company in Merced, California and their other locations throughout California. This is the firm we recently organized and it seems as though the Employer is not interested in any labor contract which we could recommend to the members involved. We hope that somewhere along the line there will be a meeting of the minds and a contract will be acceptable.

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 out of work list in the various offices is somewhat larger for this time of the year, but in some areas they are short 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 North Central States Conference held in Duluth, Minnesota. Certain sections in their jurisdiction have considerable work and other areas are about the same as we are experiencing here. There seems to be considerable work in the State of Ohio for those people operating earth moving equipment, but it is getting a little late in the season to think about migrating to that part of the country.

Due to the fact that there has been so many mixups, and that some of the brothers do not have the correct social security number, we are requesting at this time that you check your social security number on your dues identification card with your original social security number. If you do not have the original card, you can write to the social security office in Baltimore and secure your correct number. This is becoming more and more important as in this computer age, the machines are all programmed to keep records by social security numbers.

We hope very soon to be able to furnish you with a permanent embossed card carrying your social security and registration number which will be used for dispatching purposes.

Wife Lauds New Fringe

Gentlemen:

We would like to take this opportunity to thank Local 3 for one of the many benefits that it offers. Last Saturday we took advantage of the eye examination at the Bay Area Union Health Center (Don's eyes proved to be better than normal, 20/15, mine haven't changed since I purchased my glasses one and a half years ago).

Thank you again for all your services.

Yours truly,

Mrs. Donald J. (Roberta) Pimentel
San Mateo, Calif.

IUOE Talks On Safety

IMPORTANT NOTICE!

On August 10th, in Tampa, Florida, a climbing tower crane parted at the turntable and fell 150 feet to the street. The operator, Brother Floyd Masterson of Local Union No. 925, IUOE, was killed and three women who were in an automobile which was struck by the jib were injured. The crane was a Liebherr, and was swinging with no load when the accident occurred.

An investigation suggests that the immediate cause of the accident was the failure of 24 hex-head capscrews which are screwed into tapped holes in the slewing ring-gear. There is no way of determining now whether or not the capscrews were tight at the time of the accident when they sheared. However, inquiries made by this office disclose that it is common to find one or more of these capscrews loose during regular inspections made on similar cranes.

The purpose of this letter is to call attention to this fact and urge all operators of similar cranes to include a tightness check of these capscrews in their daily inspection.

FIGHTING FIRES

Fire, man's greatest servant, can sometimes seem like man's greatest enemy. The unwanted, unforeseen and uncontrolled fire is the greatest destroyer our civilization knows. Our best weapon against destructive fire is prevention, by which is meant control of the surroundings to reduce the probability of a fire starting and continuing. We should always be conscious of this possibility and use forethought as our first line of defense. Part of this advance planning should be to make sure that fire extinguishing equipment of the proper kind is available, and that you know how to use it.

The National Fire Protection Association has adopted a method of classifying fires and recommends certain types of fire extinguishers for each one. The classifications are as follows:

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

The various kinds of water extinguishers and the soda-acid type are recommended for Class A fires only.

Foam type extinguishers are recommended for both Class A and B fires.

Carbon dioxide and dry chemical extinguishers are recommended for either Class B or C fires.

Class D fires are the most difficult of all to contend with and special arrangements for each individual case must be worked out beforehand in order to combat them successfully. Fortunately, such fires are not commonly encountered except in certain industries.

It cannot be emphasized too strongly that the most important factor in fighting fires, after assuring that there are a sufficient number of the correct type of properly maintained extinguishers available, is that you should take the trouble to find out how to operate them before the fire breaks out.

ENGINEERS NEWS

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Editorial

We Only Suggest— Washington Decrees

Dear Brother Clem:

This is a letter that I would like to have put in the *Engineers' News* and a few questions answered if they can be answered. You sent each of us brothers a card to fill out on what we are. I'd like to know if we can be fined \$10,000 by law if we don't tell them.

It's about time that someone who wrote that law comes up with the word "WHITE!", in or on this slip of paper. Just to check if I was right, I pulled my Honorable Discharge to see what the other meant on its so-called question and answer slip and on it (the discharge) it has the word WHITE first on the list.

Since when has a man that has paid his taxes and all his bills have to be questioned as to who or what he is. What are they doing to this land of ours? They might hire a few men and have them come around and have a look at us. I am a paid up member and have only worked 7 days this year and you tell us we have to answer these questions.

I'd like to know why the government don't spend some of our tax money to give us some work? To hell with all that they send overseas. I won't answer this questionnaire as I've been out in the sun. I am white in the winter and tan in the summer and I'd hate to be fined \$10,000 for that little mistake.

Faternally yours,
Brother Harold A. Owen

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 a \$1.60 an hour.

The Answer . . .

Dear Brother Owen:

If you read last month's issue of your *Engineers' News* (editorial, page 2, cols. 4 & 5) you will know how your Business Manager feels about full employment—first—for all our brothers.

However, though business managers may suggest, it is Washington, and your representatives there, that decree. They make the laws.

I agree with you wholeheartedly that the core of the race relation in this country is basic bread-and-butter, not color of skin.

That instead of high-paid theorists and pseudo-experts playing with a grab-bag of hit-or-miss programs, our government should turn its attention toward a vastly accelerated, and I might add, badly needed program of public works.

Such a program in the hands of grassroots labor-management experts is the quickest and best solution to full employment and the only time-tested answer to our minorities problem.

I would ask you to do two things:

First, stay active on your register and in contact with your dispatch office, and if you run into any difficulty here, let me know.

Second, write your congressman and senator and let them know of your feelings in this matter.

Faternally yours,
Al Clem

Cost of Living

The Bureau of Labor Statistics reports the June Consumer Price Index rose 0.3 to 116.0 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 March.

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Washington News Desk

From the International Union of Operating Engineers



Labor officials in Washington, including AFL-CIO President George Meany, were inclined to scrutinize President Johnson's request for a 10 percent surtax before giving it their unqualified approval.

There was, however, general agreement among them concerning several of President Johnson's proposals.

First, any tax rise must affect only those financially able to pay additional income tax.

Second, there must be a recognition of the fact that vital domestic programs must neither be terminated nor reduced.

And third, there can be no reasonable dispute with the sound principle that all citizens of the United States, not merely the members of the armed forces, must share in the sacrifice necessary to conduct successfully the defense of freedom in Viet Nam.

Most observers in the nation's capital, including organized labor, recognize that it is both difficult and painful for an American president to feel that he must call for a tax increase just before an election year.

Many members of the Congress have refused to commit themselves on the issue. As the House Ways and Means Committee this week opened hearings, no consensus has appeared. Nevertheless, congressional leaders believe that, while the President won't get all he wants, Congress, after much huffing and puffing, probably will pass some kind of tax bill.

Probably it will be less than 10 percent—perhaps closer to the 6 percent he talked of last January. Almost certainly, it will not take effect October 1, as Mr. Johnson wants. More likely, it will start next January 1, with the first payment in April.

In his behind-the-scenes talks with members of Congress, President Johnson reportedly is making a sales pitch for his tax bill by asking: "What are the alternatives?" He contends that, without a tax increase there will be a ballooning deficit and big federal government borrowing that would push up interest rates, slow the economic growth and reduce the purchasing power of the dollar.

Mr. Johnson assumes two major risks—that consumption will fall off when family purses are hit for more taxes and that investment capital could dry up enough to reduce job opportunities.

While the President is properly concerned about what he calls "brutally higher" interest rates and a "ruinous spiral inflation," many citizens, particularly in the building and construction trades, also have some misgivings.

They fear the development of another "tight-money" situation, like that which had such damaging effects in the last year. They also want to be assured that, if there are to be higher taxes, there will be no reduction in such urgently needed projects as highway construction.

Three spray-type oven cleaners recently sold in Washington stores have been recalled by the manufacturers because they have been involved in fires and explosions.

The products, all containing propane gas as a propellant, are "Super-foam Oven-Cleaner with Ammonia," the "Heavy-Duty Cookware Cleaner" and the "Heavy-Duty Oven Cleaner." Dr. Murray Grant, D. C. health director, wanted housewives to return the products if they find them on their shelves.

President Johnson has announced the appointment of General President Hunter P. Wharton of the International Union of Operating Engineers to the "National Labor-Management Panel"—the Advisory Committee to the Federal Mediation Service.

Half Billion Dollars For Western Highways

Secretary of Transportation Alan S. Boyd has announced appropriations of \$4.8 billion dollars for federal-aid road building funds for fiscal year 1969. Federal-aid for 1968 was pegged at \$4.4 billion appropriations.

Of this amount some \$560,853,752 will go to western states areas covered by Local #3 Operating Engineers.

The 1969 allocations includes \$3.8 billion for the 41,000 interstate highway system, an increase of \$400 million, and \$1 billion for federal-aid primary, secondary and urban highways.

The federal government pays 90 percent of the cost of interstate highways and shares equally with the states the cost of other federal-aid roads.

Federal aid for highways has been provided to the states continuously since 1916. The 1969 figure sends the total funds earmarked since the beginning of the roadbuilding program to \$54.01 billion. Federal-aid funds may be used only for new construction or improvement, right-of-way acquisition and engineering costs.

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 \$4.80 an hour, \$4.85 in San Diego and \$5.03 at Sacramento. These figures include hourly rates plus fringe benefits.

Mining Starts Show Slow Progress In Silver State

By GAIL BISHOP, BUD MALLETT, ED DUBOS and JOE HAMERNICK

RENO

The construction picture remains dim in the Silver State. We hear rumors of jobs to be let, but nothing in print.

A new 3 year agreement was negotiated and ratified at the Carlin Gold Mine. This contract was scheduled to be opened for just wages and one fringe benefit for the last year of the existing 3 year agreement. By negotiating for the full 3 years, we gained a good deal in contract language, Health and Welfare increases, dental plan, wages, an additional holiday, new buses, etc. Brother George Chapell, Job Steward at the mine, sat in on the negotiations and was very helpful. The new agreement was ratified by better than a 3 to 1 vote.

A new 3 year agreement was also negotiated for the Wells Cargo Shop employees in Northeno Nevada. This agreement was ratified unanimously.

We are currently in negotiations with Anaconda Copper at Yerington.

D-C-H Constructors have started the 290 mile inter-tie project. They have set up a yard at Lahontan Dam.

LAKE TAHOE AREA

Frontier Const. from Murray, Utah have a 12 inch clay line from the upper Truckee bridge to Meyers. This will be the Meyers trunk line going into the upper Truckee River trunk line. This line will be 22,000 feet long and will be finished in October. The superintendent on this job is Jim Britton and the foreman is Marrell Barney. This job has 4 operators and 1 oiler.

Ernest Pestana from San Jose has 20,000 feet of 24 inch class 150 pipe. This will be a high pressure line 600 P.S.I. from S.T.P.U.D. treatment plant to Diamond Valley which is near Woodford in Alpine County. This job is supervised by Joe Henrique and Brother John Correia; both men are from San Jose. This job has 8 engineers and 3 oilers and will be finished about the middle of October.

Pacific Pipeline Co. from Montebello, Calif. is installing main lines and service lines from Kings Beach to Tahoe City for Southwest Gas Co. Dwayne Moyer, Superintendent on the job, said they will be finished by the first snow fall. We have 10 engineers on the job.

Nevada Paving has about half finished with 26 miles of overlay on the Hobart Mills Road going to Sierraville. We have 8 operators on the job and 2 oilers.

RENO

Rogers Construction Co. at Austin have about 40 miles of their job paved, are still placing sub-grade and moving the plant to another location, and should wind up in another six weeks. This has been a pretty rough job as it was 59 6/10 miles long, no housing, and there is just one cafe, but there were three bars. Some of the fellows had camp trailers but there were no trees to park under and the trailer court in town charged 12½¢ a kilowatt, so I was

told. Anyway, the average trailer house paid about \$25.00 a week for electricity. There were about 110 men working on this job at the peak.

Helms at Brady Hot Springs is in the last stages of their highway job 14 miles long. They have the second lift for about 9 miles to pave; some of the men were transferred to Ring Rd. in Reno. They also have a small subdivision, Idlewild district.

Stone & Webster at Wabuska have just about got all the iron frame work, now they will start to put the boiler together which will place some men on their job.

Nevada Barth have ceased their operation near Lovelock.

Donavan-Commonwealth & Hughes have started their power line operation which is 290 miles long and have little over 18 months to do the job.

The right of way road is being built by Pete Haumont and have already hired their crew from the Reno office.

Ernest Pestana Const. Co. have 5 miles of sewer line to put in and have been working for about a month and a half and are starting to get back on schedule.

Frank Gillespie & Son have a job in Verdi; this is a small job, but they have been going great guns.

Teichert & Son have several small jobs in the area around Reno, and have several members working for them.

ELKO

Most of the jobs in the eastern part of the state are coming to an end, with little prospect of any new one until fall.

Nevada Rock & Sand are near completion of their jobs at Wells and Deeth.

Burggraf Construction is having a hard time staying ahead with the C.T.B. Fresno Paving is right on

their tail with the paving. At the present time, Fresno Paving has two plants at Deeth and one at Wells.

Nevada Rock & Sand are still working two shifts on all operations trying to stay ahead of the C.T.B. and paving crews.

Silver State Construction is almost finished with the Palisade job and have moved their crusher to the Carlin Gold Mine Rd. job. They expect to be finished with this one by the last of Sept., which will be appreciated by all the boys working at the Carlin Gold Mine.

Industrial Construction has moved a scraper spread back to Inlay to complete the excavation there.

Allied Paving has about four to six weeks left with the paving. They will then move to Reno. Brother Lyons, the Steward on this job, told us the crusher will be moving to Reno in about two or three weeks.

For the Brothers who are interested in the mining operations in this area, it looks like we will be having another gold mine and mill in the Crescent Valley area in the near future, however, at the present time it is still in the exploration stage. We hope they will get started with the mill and stripping within the next month. As for the size of the mill, it looks like it will be about the same as the one at Carlin. This will be a winter job for some of the Brothers from this area.

Summer Youth Workers

A total of 12.5 million 16 to 21 year olds were working or seeking work this summer. This is an over-the-year rise of 500,000 and an increase of 1.9 million from the 1964 summer level. Summer youth employment climbed 400,000 to a total of 10.8 million.

MEETINGS SCHEDULE

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

1967—Schedule of Meetings Dates

OCTOBER

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

Special Meeting

Honolulu—Wed., Oct. 4, 6:00 p.m.

NOVEMBER

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

DECEMBER

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

Meeting Places

San Francisco
Labor Temple, 16th and Capp
Oakland
Labor Temple, 2315 Valdez St.
Stockton
Engineers Building,
2626 N. California St.
Marysville
Elks Hall, 920 D. St.

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

Kraft Survey Follow-Up

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 meat of the 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, these 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 offspring).

- 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 50 percent are less than 40 years old;
- nearly 50 percent of all members now live in the suburbs;
- nearly 75 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;
- 58 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 55-20 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 54 percent in favor; 23 percent disagreeing and 23 percent undecided.

Women members gave 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 controls draw 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 school bond issues are frequently of higher priority than national issues.

Although 64 percent of the union members polled were quick to identify with public, private, church or job-rated organizations, this is no guarantee of member 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 "regular attendance" and yet this same group had the largest percentage of those attending union meetings only "rarely."

The most challenging fact to emerge from the survey was in the area of communications. Union publications are not rising to the competition afforded by television, daily newspapers, radio and weekly news magazines. (The survey found that 58 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 traditional union leader must realign his 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.)

Spendable Earnings

A worker with a wife and two children averaged \$90.90 a week after taxes in June 1967—\$1.94 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.

Apples, Prunes Now Ripe Construction Stays Green

By RUSS SWANSON and BOB WAGNON

Since this is primarily an agricultural district, the area is really in full swing now. In Sebastopol and Forestville areas the apples are being picked, and the prunes will be picked soon.

In Ukiah and Lake County area which is largely pear country, the harvest is beginning also.

Since Napa Valley is known for its grapes, some of the finest wines in the world are made there; the grape harvest will begin in the next four to six weeks. This explains why all consider this an agricultural area.

We know this district has one of California's highest unemployment rates, and there are a lot of "hippies" in this area, which doesn't help the employment rates much; so the starting date of Santa Rosa City Schools has been delayed two weeks to aid in the harvest; however, all in all our Brothers have been very fortunate this year, as there have been numerous small jobs going to help keep them busy.

Since the last writing Reichhold & Jurkovich Company have gotten several bids amounting to over one half million dollars in paving contracts. This is not only a very good company to work for, but it has helped our "out of work" list considerably lately. The Highway 12 job which has already been in operation, is moving along quite smoothly, also using quite a few of our Brothers.

Bragato Paving Co. has been very successful on their bidding around this area. They are getting ready to start an extension for Farmer's Lane, which should keep them busy until the rains come.

Argonaut Constr. Co. has missed out on several good bids lately; however, they were successful in obtaining one for realignment work on Calistoga road. They also have several underground projects in progress around Santa Rosa.

Over at Sea Ranch the Arthur B. Siri Co. and Stevenson Construction Co. were successful bidders on the next unit. This development has furnished us with a lot of work. As soon as one unit is complete, a bid is let for another unit. We hope people keep buying so they can keep building. Also, Siri has quite a considerable amount of street work and road job work going throughout the district.

Up in Lake County, our largest contractor, Lange Brothers, picked up a fair size road job in Modoc County and is busily engaged in the preparations of moving to Modoc County temporarily. This is not as bad as it sounds for us, as quite a few men from our district will be going with the equipment.

Up on Highway 101, which presently houses the largest portion of our work, Morrison & Knudsen Co. are on a two shift basis, attempting to make quite a dent in their project this year. The Guy F. Atkinson Co. is just getting

Employment Situation

Employment increased more than usual in July, while unemployment showed about the expected June-to-July drop, the U.S. Department of Labor's Bureau of Labor Statistics reports. The total unemployment rate was 3.9, virtually unchanged from June.



657 SCRAPPER DIGS in at the start of the 11 million dollar state highway project north of Cummings (above); and (below) l. to r. Brothers Don Kjauth and Darrow Lewis, Safety Committeeman, Guy F. Atkison, project contractor, take a breather.



started on their new work, and are building up their spread as soon as they possibly can. Shuster Enterprises are doing the clearing and are coming along fine. Of course this has to be done before the actual dirtwork can begin to move.

Thomas Construction Co. of Fresno is doing the box culverts which have to be in before the fills can be done.

Our Rock, Sand and Gravel plants all up and down the Russian River are all very busy supplying rock for all the numerous road jobs, and some are working a two shift basis.

Last but not least, the Warm Springs Dam, a long time dream, is now a reality, as the first bid was let to Wunderlick Co. of Palo Alto for the relocation work. This

is the first major contract let on the Dam, which will be northeast of Healdsburg. This will eventually be a 70 million dollar project. Not only will it provide superb flood control, and a fine recreation area, but a lot of work for our Brothers. The House Committee on Appropriations has approved \$2,300,000 towards starting of this project; this is \$500,000 above the figure in the President's original request. The Warm Springs Dam dedication ceremonies were held Sunday, August 20th. We are certainly glad to see this project begin.

At present we are busily engaged in negotiations with Remco Hydraulics Inc. at Willits, also with the Gravel Dealers Assn. of Lake and Mendocino Counties.

UNTIL NEXT MONTH, THINK SAFE & WORK SAFE.



San Luis Dam Nearing End For Dirt Men

By KENNETH GREEN

Construction on the 21 miles of sewer in the Metropolitan Area have been under way the past few weeks. The completion for these projects will be October.

The sewer project is broken up into three groups. Haskell-Ellis Inc. the low bidder on one portion for \$639,863 is now working in the vicinity of Olive Ave., Sierra Vista Ave.

Kovick Bros. Constr. Co. has one portion with a low bid of \$661,846 and W. M. Lyles Co. received the third portion for \$447,263. They are also under construction at this date. About half of the services of the 21 projects located in the widely separated parts of the community is in the County.

The contract has been let on the Chestnut and Clinton street widening. A contract of \$552,499 for the widening of Chestnut between Jensen Ave. and Tulare Street and between Clinton and Dakota has been awarded to Hunsacker Construction Co. and J. J. Jurkovich a Joint Venture.

There will also be sewer branches installed along these portions of new construction. This portion of the sewer branches is about \$18,220.

North First street widening has been underway. Allied Equipment have moved onto the project at this time and are in the process of removing old pavement and some of the curbs and gutters. Completion date is about the middle of October.

Valley Excavation is busy removing the old pavement and widening Olive Ave. the past week between North First Ave. and Millbrook Ave.

Standard Materials is busy around Merced with street widening and improvements. They have just completed a parking lot at the new General Electric Plant in Merced.

Crooks Bros. on Bootjack Rd. at Mariposa have finally gotten underway the past few days. The weather has had them at nearly a standstill.

The work on the San Luis Dam is all but completed. There are a few mechanics repairing the equipment but as far as moving dirt all that phase is over with.

Some of the work the Brother Engineers can sub forward to is the Bonadelle Sub-division. He is going to sub-divide 240 acres north of Clovis 20 acre lot parcels.

The new public improvements in the redevelopment center is estimated at a total of \$637,492 for sanitary sewers storm drains and electrical lighting.

The Travel Lodge is planning to build a motel in the Central District of the Redevelopment Area.

The Board of Supervisors have indicated they will permit a neighborhood shopping center at the North East Corner of Ashland and Chestnut Ave.

Quotable Quote

"If Negroes today had the same skills as other Americans, and if they were free from discrimination in employment, our Gross National Product would become \$30 billion higher."

—President Lyndon B. Johnson

Billion Dollar Highway Budget Set By California State Commission

By CLAUDE ODOM

The first California highway budget ever to top \$1 billion came before the State Highway Commission today.

The budget totals \$1,002,667,000.

The 1968-69 fiscal year budget contains a total of \$415,050,000 for major highway construction in its introductory form. The northern counties, which receive 45 per cent of construction funds, are scheduled to get \$189,961,000 in major construction funds, with \$225,089,000 going to the more populous southern counties.

The record-breaking budget is up from the \$930,573,000 total of 1967-68.

Final adoption of the budget is not expected until the September meeting in Sacramento. It will be a prime agenda subject at the August meeting in San Diego.

Arizona forces suffered defeat in an attempt to block new reclamation projects in California until they have the votes to pass the Central Arizona Project.

The House Interior Committee, by 19-2 vote, approved a Senate-passed measure to authorize the San Felipe division of the Central Valleys Project at a cost of \$92 million.

San Felipe will extend CVP water delivery to Santa Cruz, Santa Clara, San Benito and Monterey Counties.

Rep. Sam Steiger, R-Ariz., offered an amendment which would have held up construction until Congress approved the Central Arizona Project.

Committee Chairman Wayne N. Aspinall, D-Colo., ruled Steiger's motion out of order.

California congressmen had given notice they will oppose the Central Arizona Project as long as no provisions are made to replenish the flow of the Colorado River and assure California a permanent annual guarantee of 4.4 million acre feet of water.

A bill without these assurances, backed by Arizona and Interior Secretary Stewart L. Udall, has cleared the Senate Interior Committee but is given little or no chance of making any headway in the House.

Rep. Morris K. Udall, D-Ariz., the secretary's brother, joined Steiger in opposing the San Felipe bill after the Arizona rider attempt failed.

California's Rep. Harold T. Johnson of the 2nd, Mountain Valley, District, disclosed he opposed in subcommittee an amendment sought by Pacific Gas & Electric Co. to limit the government's right to build its own power transmission lines for San Felipe.

Johnson said such an amendment has "no place" in an authorization bill. The most economical way of providing transmission lines, he said, should be left to the decision of the appropriations committees.

But the PG & E backed amendment remained in the bill cleared the committee. Only House approval is necessary to send it to President Johnson.

The leak-by-leak patching of the Exchequer Dam has been abandoned in favor of constructing a wall of impervious material some 280 feet beneath the surface.

Mike Wahlin, general superin-

tendent of the Dravo Corp., builders of the project, said 15,000 cubic yards of material, mostly a mixture of red clay, is being poured in the V between the old and the new Exchequer Dams.

The new dam was raised 180 feet above the old dam, constructed in 1926. The new structure, 490 feet high, adjoins the old one; however, leaks were discovered last March in several spots along the concrete face of the rock-fill dam. Hardhat divers were sent down to caulk the leaks, but were called off when pressure increased the leakage faster than repairs could be made.

Later, a closed-circuit television camera was lowered into the water to locate the leaks, which were then patched by a remotely controlled dump bucket. Again the job was not being done fast enough.

Chances are, said Reuben Schmidt, assistant engineer of the Merced Irrigation District, two shifts a day working seven days a week will be employed to lay down the 25-foot high impervious zone.

A mixing operation has been set up at the ungated spillway, from where the material is hauled in concrete trucks to the top of the dam.

From atop the dam, the material is chuted into a special underwater dumper and remotely spilled over the space between the two dams.

Meanwhile, work is continuing on the repair or replacement of a 96-inch valve which disintegrated last week at the recently completed Exchequer Dam powerhouse. Water since has been released through the six-gated spillway. The sudden 9,300 second feet of water washed out about 1,000 feet of newly completed roads.

The House Appropriations Committee today approved allocations totaling \$70.739 million for Central Valleys Project construction. Included is \$8.7 million for the Auburn Dam, \$2.750 million for New Melones and \$400,000 for Hidden Dam.

California's share was part of the \$4.6 billion congressional money bill which will finance during the current fiscal year a vast public works program throughout the nation of the Army Corps of Engineers, the Reclamation Bureau and several other agencies.

The San Luis Project appropriation of \$49.883 million includes \$14.022 million from the State of California for additional work on the San Luis Dam and forebay, the forebay dam, reservoir and wasteway, the Dos Amigos pumping plant and the San Luis reservoir pumping generation plant.

The total money package, the annual so-called "pork barrel" measure, is \$314.4 million more than provided last year but \$243.2 million less than the administration requested.

About \$114 million of the cut was in the nature of a bookkeeping transaction or deferral of items that may be financed in a later bill.

The money measure was sent to the House floor for consideration next week.

The committee made plain in a report to the House that it would have voted more money except for demands of the Vietnam war.

This year's CVP appropriation total is less than that of last year—\$100.592 million—but Reclamation Bureau spokesmen said there is no apprehension about a slow down on big works.

They said the San Luis unit is nearing completion as well as work on the Trinity and Sacramento River division and that other units, such as the peripheral

canal, the San Luis drain and the San Joaquin Valley East Side canal have not yet been authorized by Congress.

Work will continue on the San Luis canal and \$5.45 million will be available for the interceptor drain when the state, federal government and local agencies resolve their differences. Some of the money also would be spent on recreation facilities and operating headquarters.

Other items included are for work on the relief pumping plant and the San Luis canal turnouts and completion of the Pacheco tunnel inlet.

A sum of \$1.473 million is earmarked for the raising of the freeboard along the Delta-Mendota canal and water rights investigations.

For the rivers and harbors and flood control programs of the Army Engineers, the committee recommended \$1.26 billion, a reduction of \$45.8 million. The Atomic Energy Commission was allotted \$2.49 billion, a cut of \$153 million. The Reclamation Bureau budget was cut from \$315.5 million to \$304.4 million.

The Bureau of Reclamation is building the Auburn-Folsom south project and the Army Engineers are constructing the New Melones and Hidden Dam.

Among the other California allotments for the current fiscal year are: \$500,000 for clearing the channel of the Kings River; \$11.5 million for the Westland distribution and drainage system in the San Joaquin Valley, and \$750,000 for Buchanan Dam on the Chowchilla River for land acquisition.

Advanced also on the loan program to local irrigation and water districts for the construction of distribution systems is \$15 million. The program in California includes Arvin-Edison, \$9 million.

California's New Guile

Regressive Taxes Hit "Mr. Average"

California's new billion dollar increase in state taxes will have an impact on the average Operating Engineer.

A typical engineer with two children and annual income of \$8,500 who spends about \$3,100 on taxable purchases, smokes a pack of cigarettes a day and an ounce of bourbon (or its equivalent) and branch water will be paying an estimated \$57 a year more.

State Department of Finance says these figures take into account federal income tax offsets

resulting from the 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.

Note that the sales tax hits the family of four with an income of \$5,000 for \$23 a year while a family with ten times as much money (\$50,000) pays \$107, or less than five times as much. Sales taxes are called regressive taxes because they take proportionately more from low income families than the higher income group.

Estimates of Added State Taxes Facing a Family of Four

	\$5,000	\$7,500	\$10,000	\$12,500	\$15,000	\$20,000	\$25,000	\$50,000
Sales Tax	\$23	\$32	\$39	\$45	\$51	\$64	\$75	\$107
Personal Income Tax	-6	25	65	107	217	353	1,153
Cigarette Tax *	26	26	26	26	26	26	26	26
Distilled Spirits	1	1	2	3	4	4	5	6
Total State Taxes	\$50	\$53	\$92	\$139	\$188	\$311	\$459	\$1,292
Percent of Income	1.0%	0.7%	0.9%	1.1%	1.3%	1.6%	1.8%	2.6%
Change in Fed. Tax	-3	-4	-11	-20	-34	-68	-117	-563
Net Effect after Fed. Tax ..	\$47	\$49	\$81	\$119	\$154	\$243	\$342	\$729
Percent of Income	0.9%	0.7%	0.8%	1.0%	1.0%	1.2%	1.4%	1.5%

NOTE: The above computations reflect the full year 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.

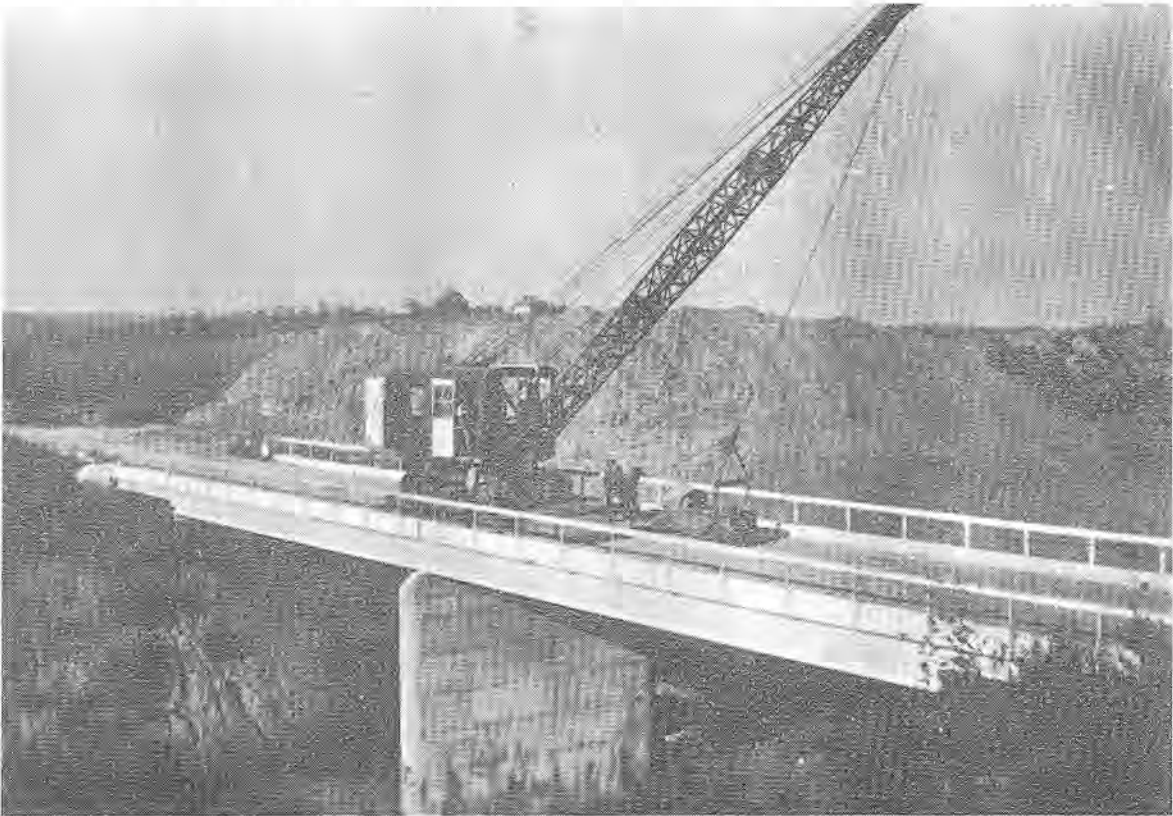
* Includes 3c tax for local governments. Some 38 charter cities now levy cigarette taxes varying from 2c to 4c per pack.

The sales tax is expected to provide the state's largest single source of revenue, some \$397 million. So, the regressive sales tax alone will produce 39 percent of the 1968-69 fiscal year revenue.

Add the additional regressive tax hikes on cigarettes and liquor and you come up with 50 percent (\$508.7 million) that will hit Mr. Average Guy in the pocketbook.

Of course, you can always give up smoking and drinking, be healthier and save yourself a fat \$57 a year.

Apprenticeship Fall Term Starts



CRAWLER-TYPE RIG uses mats to cross a canal bridge near Monroe, Nebraska in 1936. The rig was one of the five or six made by Monighan in 1925, before merging with Bucyrus. Operator is Brother Troy Manzer.

Half Million In Forest Work

By BILL RELERFORD

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 Johnsondale. The job is somewhere in the vicinity of 400,000 dollars. From the looks of things it will run the rest of the season. The job starts at Johnsondale and runs toward Hiway 190.

Cooley Bros. are moving right along with their job above Johnsondale. They have 3½ miles of Forest Service road and it is ex-

pected to last another 6 months. There are 12 engines on the job.

Fred Galente, Taylor Construction, C & H Crane and Kimko Construction are still working on the repair of the road between Kernville and Johnsondale. It looks like they still have a lot of repair work to do if the government keeps paying the bill.

This 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. L. D. Folsom and Owl Rock are extremely busy with Owl working 12 to 14 hours per day. There being no rock producers between Coalinga and Bakersfield the companies do not see any let up in business for a couple of years.

Sequoia Rock 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 BILLS 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. Stauffer 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 in Vernal, San Francisco Chemical Company, will be limited on their production because of the strike. They will be able to stock pile for about two or three weeks. However, if the strike continues they will have to curtail their operations.

The Salt Lake and Provo Offices have been called upon by the Ogden Office for many of the Brothers 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.

Morrison-Knudsen Company job at Echo should be completed in the fall. This has been a very good job for the past 3½ years, and we are going to hate to see it end.

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 if the Brothers will go to Grant, he will do his very best to correct the problems before they get out of hand.

Vinnell Corporation has gotten a good start with their work on Interstate 70 which is one of Utah's two east-west freeways. It is progressing through sections of the state never before served by paved road. Work has been slow getting started on this job due to the lack of water, as they are out in the desert some 40 miles.

The State Highway Department advanced work on Central Utah Interstate 70 opening apparent low bids on two construction projects totaling over \$6,000,000. One job in Sevier County east

of Salina received a low quote of \$4,509,387 from W. W. Clyde Construction Company, Springville. The other in Grand County east of Cisco was set at \$1,549,070 by Wilbur Christensen Company out of Aurora, Colorado.

The Sevier County job, 10 miles between Gooseberry 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 \$5,610,875. This project is scheduled for 360 working days.

The Grand County Interstate 70 project received 9 bids. It was expected to cost approximately \$2,143,000, the Highway Department reported, and has 240 working days for completion.

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

In the Vernal Area, McGregor Triangle Company has completed their job at Jones Hole. The road is now completed into Jones Hole.

Arthur Higgins Construction Company was the 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.

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 1 Drivers 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 (5) 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 and that the only excuse for not making a meeting was "death, in the hospital or working."

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

Apprentice Coordinators

Area	Coordinator
Dredgers	Ed Middleton
1 San Francisco	Ed Hearne
1A San Rafael/Vallejo	Lee Hunter
1C	
1B San Mateo	Ed Hearne
2 Oakland	Lou Jones
2A Contra Costa	Lou Jones
3 Stockton	Roy Scarbrough
3A Modesto	Roy Scarbrough
4 Eureka	Cliff Martin
5 Fresno	Glen Mullooney
6 Marysville	Joe Reinert
7 Redding	Cliff Martin
8 Sacramento	Clem Hoover
9 San Jose	Ed Middleton
10 Santa Rosa	Lee Hunter
11 Nevada	Bud Jacobsen
12 Utah	Merle Bowman
Education	
Coordinator: Jack McManus	
Assistant Administrator and Coordinator for Tech. Program	A. A. Pennebaker
Administrator	Danny O. Dees

Journeyman Educational Committees

Marysville	1st Monday
Sacramento	2nd Tuesday
Stockton	4th Wednesday
Modesto	4th Thursday
Eureka	9/19/67
	11/14/67
	12/19/67
Fresno	9/20/67
	10/31/67
	11/29/67
	12/20/67
Redding	9/12/67
	10/10/67
	11/7/67
	12/12/67

Safety Meetings

Date	Area	Location	Time
Sept. 13	6	Yuba College, Marysville	8:00 p.m.
Sept. 20	2	Operating Engineers Hall, 1444 Webster Street, Oakland	8:00 p.m.
Sept. 26	11	120 W. Taylor St., Reno, Nevada	8:00 p.m.
Sept. 28	12	1958 W. No. Temple, Salt Lake City	8:00 p.m.
Oct. 5	9	Operating Engineers Hall, 760 Emory Street, San Jose	8:00 p.m.
Oct. 10	10	Labor Temple, 1701 Corley Ave., Santa Rosa	8:00 p.m.
Oct. 24	3	Stockton Labor Center, 2626 California St., Stockton	8:00 p.m.
Oct. 31	5	3121 E. Olive Ave., Fresno, Calif.	8:00 p.m.

It's A Small Small, Small Small World

A young Fresno Army sergeant was finding the quarters more than a little cramped aboard the helicopter he was in during an assault operation in South Vietnam. The Viet Cong was splattering the machine with bullets.

"What the hell you trying to do?" shouted Sgt. John Vindish to the pilot over the craft's intercom.

"I'm trying to land this thing," snarled the pilot.

"Yeah? Well, land it someplace else. There's VC all over the place down there."

"Who is this anyway?"

"Vindish. Sgt. John Vindish. Who are you?"

"Thornton. Warrant Officer Dean Thornton."

"From McLane?"

"From McLane."

Small world (Vietnam style): Vindish, son of Mr. and Mrs. Joe Vindish, and Thornton, son of Local 3's Brother and Mrs. Burt Thornton, were members of the same 1964 McLane High School graduating class.

Also helping make things more at home in Vietnam is the new Bear Flag hanging in a 9th Infantry Division mess hall, placed there by Spec. 5 Joe Archuleta of Fresno. It was sent to him in a gesture of international understanding by Dale Seiders of Del Webb's TowneHouse, chairman of the Chamber of Commerce's military affairs committee.

Child Labor Hit

SAN FRANCISCO—Farm employers were reminded by the U. S. Department of Labor that 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. Muench of the Wage and Hour and Public Contracts Divisions observed, "a youngster's future success depends on the education he obtains today." He added that the "law helps the migrant youngster as well as the local child" and urged the public's cooperation in encouraging young people to return and stay in school.

Lay Last Link In San Mateo Bridge

★ ★ ★

Wet Winter Still Hampers Most Work

By BILL RANEY, MIKE KRAYNICK and GEO. BAKER

By all prior standards we have reached the peak of the season of a very poor year for construction in San Mateo County.

The expected marked increase in jobs has arrived but is marked, not by full employment, but by only a moderate increase and an actual slow down of many jobs. The net result is unemployment for some and only sporadic employment for many. There are still some 66 journeymen living in the San Mateo area who are out of work.

The very wet winter, coupled with the tight money, the state austerity program, the near total lack of new subdivision work, has combined to make this a bad year for many Brothers. Even the Vietnam war has not brought many jobs for engineers to this area. Were it not for the various small highway jobs, the Redwood Shores project with adjoining Marine World, it would be indeed rough. 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 which will, 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 Construction Co. has \$216,000 of surfacing to do in three counties including San Mateo.

Piombo's Junipero Serra Freeway section has the heavy dirt moved and will be some months finishing the frontage roads and detail work. This company has however, picked up 2 or 3 other jobs that will help engineers considerably—a \$850,000 fill job at the Cabot & Cabot Forbes site in South San Francisco and a 2 million plus job of filling the bay for extended runways at the San Francisco Airport. Work on this job is expected to start this month.

L. C. Smith's Junipero Serra Freeway spread has been plagued by much heavy and troublesome rock. Numerous small jobs have helped to supplement the resultant slow down such as a \$130,000 street job in San Mateo and now we hear that L. C. will furnish a lot of "hot stuff" for some bayshore resurfacing very soon.

Bragato has numerous jobs going all over the county. One of their biggest spreads is at the Redwood Shores Site. We see at least 40 rigs all over the salt flats belonging to many contractors.

The mammoth Junipero Serra Freeway from Woodside Road south to Page Mill Road is being generated by Freeman Sondgroth. A. A. Baxter is however the large sub contractor doing most of the dirt work at this time. This has allowed Freeman Sondgroth to do a number of other lesser jobs in the area, such as the nearly \$200,000 Farm Hills Blvd. job in Redwood City.

As predicted, the final sections of the high rise San Mateo-Hayward bridge were set in place recently. (see photo.) E. R. Foley, Chief Engineer of the State Division of Bay Crossing has predicted the bridge to be open for traffic in October.

The City of Half Moon Bay will soon have a batch plant to be erected by P.C.A. Cement Contractors have "talked" about this since the "year one." Finally it seems such will be a fact. The well known *high cost* of hauling concrete "over the mountain" will no doubt soon be a thing of the past. We expect the new plant, possible competition and resultant lower costs, should spur the lagging coasts building industry.

American Airlines has started a new 1½ Million dollar airfreight terminal at the San Francisco Airport. The facility will be partially automated and will be capable of handling 4 enormous jets at one time with a total loading and unloading time of 50 minutes. This project will be relatively small and barely noticeable if the freight depots on the drawing board are ever started. One such depot is reported to cost 500 million dollars.

A bizarre plan to place a four lane expressway in San Francisco Creek is on the drawing board. The creek waters are to be carried in culverts below the depressed freeway. This winter has seen San Francisco Creek flowing over the banks as in the past. It seems that such a depressed freeway might make a rather good channel for flood waters but a poor highway in such times, however, it would be a good job for engineers. In any case, a direct multilane access to El Camino is and has been a dire need for years. Let's hope they do something soon.

Project OK Hydro Power

SAN FRANCISCO—A contract for the construction of the Belden Powerhouse structure has been awarded to Rothschild, Raffin & Weirick Inc., San Francisco, Pacific Gas & Electric Co. president Shermer L. Sibley announced here.

The contract is part of the \$32 million Belden hydroelectric project on the Feather River. The outdoor type powerhouse will be located adjacent to State Sign Route 70 about 50 miles from Oroville in the Feather River Canyon.

The powerhouse is scheduled to be in operation by Nov. 1, 1969, adding 117,000 kilowatts to PG & E's system generating capacity.

The contract award announced includes the 80 by 88 foot powerhouse structure, equipment foundations, and related structures. This work will begin by Oct. 1, Sibley said.

Work awarded under previous contracts is under way on two 15-foot inside diameter pressure tunnels totaling approximately 6.5 miles in length. The two tunnels are connected by a steel pipe siphon.



FINAL LINK in the \$70 million San Mateo-Hayward Bridge goes into place. The two girders, longest and heaviest on the bridge, weigh-in at 520-ton and are 380-ft. long. E. R. Foley, chief engineer,

State Division of Bay Toll Crossings said the new bridge will be ready for traffic in October. The old bridge, shown below will be demolished.

Humble Oil Deal Will Bring 5½ 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 36 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 refinery site the booms are sticking up all over the place. C. F. Braun have 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. Eandy Metal Works are building the new administration building. E. E. Einboden are furnishing most of the small backhoe, etc. At the present time there are about six survey crews working. Brothers Ed Rankin and George Massey are the Stewards on the erection crews, with Brothers George Graves 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 1955, 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 subway liner rings for the B.A.R.T. project, pressure vessels, components for off shore drilling platforms and other specialized fabricated steel items. The bulk of the Operating Engineers consist of Fork lift and overhead crane operators. 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 base material for several construction projects throughout the area. Their prime concern is furnishing the Basaltite 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 trucked to Fremont for the Alameda Creek project.

C. Norman Peterson is working on the \$1,500,000 water treatment plant in Jamison Canyon near Red Top Dairy. Pittsburgh-DeMolles Steel 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 HiWay 12 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.

Alex Robertson 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 Terrace is finally getting a new face lifting. A long time eye sore in the city of Vallejo. Cleveland Wrecking of San Francisco is demolishing the old buildings.

Clyde Plynell has several small projects in Vallejo, including the excavation of the new Elks Club, Church property at the end of Tennessee Street and the Granada Heights sub-division.

Syar & Harms has been picking up a number of projects in Solano County. They have excavating crews presently working at Napa Square sub-division, Silver Heights sub-division in Vallejo, and the new location of St. Patrick's School between Vallejo and Benicia. In Napa, Syar is in the completion stages of the sewer farm oxidation ponds. Their paving crew is putting in the approaches to the new Mare Island bridge.

Syar & Harms, Erickson, Phillips & Weisburg are the apparent low bidders on the Sonoma Creek bridge. Although the \$1,500,000 low bid submitted by them has not been awarded, it is expected to be awarded in the very near future. The completion of the Sonoma Creek bridge will be the final obstacle before the Sears Point freeway can be awarded.

Recent contract awards are as follows: Carl J. Woods, \$142,965 canal improvements, Vacaville area, and \$1,750 to Larry Johnson for drainage on Mare Island.

Dredging



By AL HANSEN

The Army Corps of Engineers has plans for beautification of the Corte Madera Creek channel upstream from Bon Air Bridge as part of the creek flood control project. Lt. Col. Frank C. Boerger reported, District Engineer for the Corps' San Francisco District. Colonel Boerger said the first phase, expected to cost \$750,000 to \$1 million, should be completed next year. Plans call for award of a contract next July for the stretch from Bon Air Road to College Avenue, which will include a stilling basin 180 feet long by 40 feet wide with walls 18 feet high. He hopes final contract, for the portion from College Avenue through Ross, can be awarded in March, 1969. County Supervisor Ernest N. Kettenhofen said he will continue to press for a speedup of this schedule. He pointed out the first phase will do little to alleviate flooding in such hard-hit areas as Granton Park and College Park.

WESTERN PACIFIC DREDGING CORP. OF PORTLAND, OREGON, low bidder for first-stage dredging in the Corte Madera Creek Flood control project with a bid of \$455,450. The first-stage dredging, from the creek mouth to Bon Air Bridge, is to be completed by next summer. The dredging will widen the creek to a bottom width of 80 feet and a depth throughout of 12 feet. The channel right of way is 380 feet wide. An estimated 726,000 cubic yards of material will be dredged. The project includes removal of the abandoned and bulldozed arks along the creek below the bridge.

UNITED SAND AND GRAVEL—Hopper Dredge "Sandpiper" hauling sand for Trans-Bay Constructors running one 12 hr. shift. All phases of the operation are running very smooth.

S. F. PORT DREDGE running 2 shifts—still plugging along with lots of work around the waterfront in San Francisco.

UTAH DREDGING still going strong at Bay Farm Island with the "Franciscan." "San Mateo" is tied up at So. S. F. where they are changing the ladder—putting on a short ladder for a job in Oakland, for about 6 weeks—will be in drydock for about 6 weeks. Also all the crew is at the So. S. F. Yd. at present.

SHELLMAKER COMPANY "Explorer" will probably be in the Sacramento area in the next week or so, and the Dredge "Vanguard" is at Elk Horn Ferry pumping sand for the approaches for the new overpass crossing the Sacramento River. They have about 800,000 to one million yards on this job at the present time.

ASSOCIATED DREDGING "Orton" is in Corte Madera Creek working on pipeline—should be out of there soon. The Dredge "Truckee" is working at Richardson Bay and will be moving out probably the first of the week to finish up their job at Loch Lomond Harbor in San Rafael. Altogether they had about 70,000 to 80,000 yards to pump.

DUTRA DREDGING "Liberty" is down in the lower end of the bay—still working, quite a bit to go yet. The "Stockton" is down there also. The "Sacramento" is there, too. The "California" is up at Colusa—will be there for another two or three weeks.

WEST COAST DREDGING COMPANY—Floyd Crites—not too busy at the present time, but things look pretty good for the future.

IDEAL CEMENT CO.—still going strong with 2 shifts down at Redwood City.

LESLIE SALT CO. still working all around the Bay—building levees and keeping 2 shifts busy.

CHAS. HOVER DREDGING—have been a little slow, but looking forward to a few jobs in the near future.

HYDRAULIC DREDGING CO. have their "Papoose" up at Benicia Industrial Park, and will be finishing up the end of this week, looking for another job. With a little luck, may get it this month—if not, they will probably take the "Diwamash" back to Foster City and move the "Papoose" over to their yard in Pittsburg with the "Rogue" which is still tied up over there.

OLYMPIAN DREDGING CO. not too busy at present, but looking forward to a few jobs in the near future.

*Something To Think About!
Take People Where You Find Them.*

Few men in history have been shrewder judges of human nature than Benjamin Franklin. The following tips he gave deserve thoughtful attention: "The best thing to give your enemy is forgiveness;—to an opponent, tolerance;—to a friend, your ear;—to your child, good example;—to a father, reference;—to your mother, conduct that will make her proud of you;—to yourself, respect;—to all men, charity."

Taking people where we find them is far more arduous in fact than in theory. Such a continual attitude, multiplied over and over by millions of people, could bring about a heartening renewal in individuals, the family, as well as public and private institutions of all types. And it all begins with you!

San Rafael Has Work Backlog

By WAYNE A. (LUCKY) SPRINKLE

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 we are hoping they will have a back log for the following year, 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 as of yet; but should be within the next two weeks.

One is Darkenwald Construction Co. located at Pt. Reyes National Seashore—the late start is due to the fact that they are waiting for the clearing contractor, Gravelle and Gravelle, to get out 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 Darkenwald 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 stage, clearing is underway with Heim Bros. Soiland 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 their dirt spread, and there is 25,000 yards of dirt to go into this one area where the storm drain is to be laid.

In the last issue of the ENGINEERS NEWS, we stated that some state work was to be let in the area—the proposed widening of Waldo Grade to 4 lanes—and the overlay from Greenbrae to San Rafael Viaduct. As this goes to press, we learn that Chilotti Bros. were the low bidder on the overlay between Greenbrae and the San Rafael viaduct at approximately \$189,000. They also were the one and only bidder on the Waldo Grade, approximately \$80,000 over the Engineer's estimate, and the State has this job under advisement at the present time.

Chilotti Bros. also was the only bidder on the widening of Bridge-way Blvd.—\$30,000 over the Engineer's estimate. This job too is under advisement. This firm has various jobs throughout the area—

all their men have been back to work for quite some time, and they are using a few men from time to time, from our out-of-work list.

Following is run-down on jobs in the area underway at the present time:

- McGuire & Hester's job at Corte Madera—moving along at a slow pace due to formation of rocks in certain areas, but going along smoothly. Their other job at Hamilton Air Force Base is starting to move now—hoping to get some more men in the near future. This job has been slow due to mud.

- Moberly Construction with two jobs in the area—have kept quite a few of the brothers busy. At the present time he is moving 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 coming from Ben C. Gerwick's Yard in Petaluma. The county will be advertising for bids for the new auditorium which is part of the Civic Center complex—September 26th at an estimated \$4 million.

- Morrison-Knudsen tunnel job still has three shifts in operation at this particular time, but are starting to cut down for their final completion date scheduled for some time in September. This has been one of the better jobs for the Brothers in our 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 had a very excellent relationship with this company, especially to their Project Manager Jim Duggan 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 Novato is starting to move at a good pace. The dirt has been subbed out to Elmer G. Wendt under the supervision of Ed. Van Meter and is going real good at the present

time. Fisher Bros. from Rio Vista has 2 draglines on this job. Wendt has 4 or 5 pieces of equipment of their own, with Brown-Ely still hauling import to the parking 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 Wilson School site job for the present, and has moved into the High School job at San Marin. This job is under the supervision of Bro. Snyder of Argonaut Construction.

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

- Bobo has been going real good on Wild Horse Canyon subdivision with most of the lots and streets—down to sub-grade now. Finishing 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 Paysse job steward and mechanic—also Brother Dalton have kept busy keeping the equipment in top shape, working in the field.

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

- Hein Brothers Quarry in Petaluma is back to normal operations with a lot of short and small jobs in the area.

- Ben C. Gerwick'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 Building—Robert E. McKee's job in San Rafael.

- Holtzinger Bros. has quite a few jobs throughout the area—keeping quite a few of the Brothers busy.



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SURVEY NOTES

By
MIKE
WOMACK



Like most growing cities, Napa has developed a serious sanitary sewer problem. Some of 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 50 miles of these original lines are still in use. Their deterioration has led to street cave-ins and other problems.

The obsolescence of much of the District's sewer system has been compounded by the connecting of storm waters to this network. By 1953, 450 inlets were carrying storm water into the sanitary sewer system. The effect was that this system was flooded beyond capacity during heavy rains. Raw sewage was backing up onto city streets or was being carried into the Napa River. Ground waters were penetrating the system through leaking sewer mains, manholes and laterals for long periods after storms and prolonging the burden on the sanitary sewer system.

As the situation worsened, the Napa Sanitation District sought ways to correct it. In 1965, consulting engineers and planners were retained to study the problem comprehensively, to recommend remedial measures, and to estimate their cost. It was recommended 1) that the sanitary and storm sewer systems be separated completely, and 2) that a number of old sewer lines be sealed and repaired to restore their capacity and to halt the infiltration of ground water into the system.

It was estimated that these projects, together, would cost \$2.4 million. They were approved as part of a more comprehensive, \$8-million improvement program approved by the electorate in 1965.

Heid & Heid, civil engineering, planning and land surveying firm of Napa, had participated in the long-range planning effort completed in 1965. In 1966, the firm was retained to design the separation project, to compile 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 during construction, assuring compliance with the specifications in terms of materials and workmanship. Before construction was begun, a closed-circuit television camera was run through all of the old sewer lines to locate and chart live service laterals for the guidance of the contractor. After construction, the new lines were tested under air pressure to determine tightness.

The initial phase has been satisfactorily completed and with three more phases to go will provide employment for many Local 3 Brothers.

Labor Turnover

The major indicators of labor 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 second most favorable month since 1953.

New Projects Slow As Old Projects Ending

By WALTER TALBOT, AL
McNAMARA and JERRY
ALLGOOD

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 have not made the demands for engineers that was expected. This is due in part to the completion of large projects that have been under construction for the past two to three years and to the lack of enough new contracts to absorb the surplus. Needless to say, many factors enter into the lack of new work.

Guy F. Atkinson Co. have a small crew working on the preliminary work at the New Don Pedro Dam site. However, the Modesto out-of-work list is growing quite large due to this project, and with the number that continue to sign 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 leaving only the shoulders and miscellaneous work to complete both projects. The completion of this segment of Interstate 5 now provides a four lane divided highway from Altamont Pass (Highway 50) to Los Banos (Highway 152). However, this is not open to through traffic as yet. The West Side freeway (Interstate 5) will speed traffic between Southern California and the San Francisco bay area by routing 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 Bakersfield 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 serve Stockton and Sacramento; however, these contracts have not yet been let with the exception of the bridge construction that has been in progress by Lord & Bishop.

The above mentioned company has three bridges under construction at 14-mile slough, Calaveras River and Smith Canal. They were also the successful bidder on the sub-structure of the new bridge to be erected on the San Joaquin River at the Port of Stockton. This later project is just getting under way at this writing.

Total cost of the West Side freeway is expected to exceed \$290 million or more than \$1 million a mile.

Cooley Bros. of Victorville have moved onto their nine miles of new road for the Forest Service on Cottonwood Road approximately twenty miles from Tuolumne City.

Lewis-Nicholson of Eureka also have opened up their road job into Beardsley Reservoir for the Forest Service.

Arthur McKee Co. of Chicago, Illinois, sub contracted the paving and grading work on their Swift & Co. contract to Standard Materials Co. of Modesto. Standard subbed the excavating to Lindquist and Rapp of Turlock and the field engineering to Paul Birmingham of Modesto. The McKee Co. also will have operators and technical engineers employed on this new meat packing plant facility that will cost over \$6 million to construct.

Claude Wood Co., Stolte, Inc. and Hydrox Corp. have engineers employed at the new Bear Valley sub-division and Mt. Reba ski resort. This work must be completed before the snow flies this winter.

S. & Q. Construction was the successful bidder on the Tesla Portal tunnel relining job south of Tracy and also secured a contract from Spreckles Sugar on plant additions and modifications at Manteca.

Elmer Wendt, Inc. of Rio Vista has resumed operations on his San Joaquin River levee job near San Joaquin City. This job has been down since last winter due to rain and the unusually deep snow pack that has kept the San Joaquin River higher than average for the year. Although the job is now underway, the operators are encountering many bog holes and soft footing.

A. Teichert & Son has new and old jobs scattered throughout Stockton, San Joaquin, Calaveras and Amador Counties that should keep their engineers employed for the remaining construction season.

Gallaven & Tompkins was the successful bidder on the Ham Lane drain and sanitary sewer job in Lodi at \$99,000.

Stanfield & Moody of Tracy and Stockton have several engineers employed at various locations.

R. Gould & Son of Stockton was low bidder at \$107,000 to construct a sewage pumping plant at Lincoln Village.



100 YEARS OF MEMBERSHIP in LOCAL #3 is represented by these 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 Pacheco, Job Steward; Yates Hammett, Crane Operator; L. B. Hancock, Oiler.



Attendance At Job Steward Meets Up

Your International Vice President and Business Manager Al Clem has combined the meetings of Job Stewards and Safety Committeemen. Clem pointed out that by holding the meetings jointly it would give the steward and the safety committeemen the opportunity to exchange ideas and work together on the job as a team. Meetings were held in the following districts during the month of 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 Committeemen brought out and discussed some very important issues on various kinds of jobs.

The San Mateo Job Steward and Safety Committeemen 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 men's attention to the fact that they keep a record of any complaints made by the members and to forward them immediately to the Dispatch 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 1966, 71 percent of the 10.3 million 16-to-24 year old workers possessed at least a high school diploma compared with 69 percent a year ago and 63 percent in 1960.

Purchasing Power

The average paycheck reached a record in June—\$101.88, but its purchasing power was slightly below the level for June, 1966. Gross pay of production and nonsupervisory workers came to \$87.83 when measured in constant dollars. Higher living costs and shorter work weeks are blamed for the decline in purchasing power.

JOB STEWARDS APPOINTED

Week Ending August 31, 1967			Week Ending August 10, 1967		
Dist.	Name	Agent	Dist.	Name	Agent
3	Art Paisley	W. Talbot	1A	Oran Center	Al Hansen
5	Pete Paolericio	K. Green	1A	Freddie Cargile	Al Hansen
5	Bobby Cooper	K. Green	1A	Phil Durnford	Al Hansen
6	Ken Burns	D. Carpenter	1B	Joe E. McGee	M. Kraynick
6	Wm. Zitelli	D. Carpenter	10	William Gilson	B. Wagnon
8	William Dunn	J. Gentry	11	George Chappell	B. Mallett
10	G. K. Gardner	B. Wagnon			
12	Wynn Wood	W. Mettz			
12	Clair Doyle	H. Bodam			
12	Wayne Maupin	H. Bodam			
Week Ending August 17, 1967			For Week Ending August 3, 1967		
4	Russell Amy	L. York	1	Thomas Kennedy	W. LeMoine
4	Maurice Kelly	L. York	1A	Henry Hahne	W. Sprinkle
4	Wesley Kenny	L. York	1B	Ed Davis	M. Kraynick
5	Kenneth Hasley	K. Green	1C	Dale Walker	A. Smith
5	Joe Harper	G. Blair	1C	Ed Rankin	A. Smith
8	Dale E. Richardson	M. Womack	1C	Edgar Morgan	A. Smith
9	John D. Foster	R. Long	2	Cleve Pipkin	R. Mayfield
9	Leo L. Pera	R. Long	2	Ed Dempsey	R. Mayfield
9	J. G. Kemmer	R. Long	4	Thos. Crawford	R. Cooper
11	Marlan Klingaman	B. Mallett	4	Vernon Chase	L. York
12	Warren Thompson	W. Metta	9	B. Lauderdale	R. Long
			9	Fred Carrier	R. Long
			10	Richard Tucker	B. Wagnon
			10	Terry Hines	B. Wagnon



GOOD TURNOUT FOR San Rafael Job Steward and Safety Meeting included (standing l. to r.) Yates Hammett; C. W. Gubka, Vern Thomas, Allen McClure and Wayne "Lucky" Sprinkle. Back row (sitting) Charles James, Len Genetin; O. S. "Red" Wilson, Bill Pacheco, L. B. Hancock and (front row) Sandy Mills, Sr., William Taylor, Harold Rygard and Al Guion.

Rapid Transit Still Key Oakland Job

★ ★ ★ Blood Bank Empty Seeks Local Help

By NORRIS A. CASEY, TOM CARTER, A. A. CELLINI, FRED GONSALVES, BOB MAYFIELD, GUY JONES

Work in the Oakland Area has not been subjected to much change in the past month. The downtown area looks like a boom farm, but it is mostly confined to the Rapid Transit Project. With the work as slow as it has been, there is little turnover in men. Jobs are hard to come by. It is of course a real tough situation to have good weather and so little work, but we hope to see a change soon.

The Oakland Blood Bank is empty. We have many calls for blood. We have to tell them we cannot help. The only way we can improve this situation is by the help of you Brothers. Please 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 door meeting last night at a restaurant near Niles.

Sillman said he would welcome Manager Donald Driggs also attended, but left the meeting early.

According to Tom Toborg, the chamber general manager, the ex-

ecutive board did act on 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.

Representatives from Walnut Creek, Richmond, Concord, El Cerrito and Pleasant Hill met and drafted a resolution asking BART to finish 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 Contra Costa County Board of Supervisors also has summoned its two representatives to a meeting Tuesday to explain BART's problems.

The actions came as two state legislators held a special hearing in Richmond on BART's problems.

A Second Congressman said he will oppose any federal aid to bail out the Bay Area Rapid Transit system "unless they build the Hayward-Fremont section as promised. Rep. Don Edwards, D-San Jose, whose district includes Fremont, Newark and Union City,



SCALE MODEL shows plan for new \$3 million Rancho Verde garden apartment community on a 20-acre site in Rheem Valley. Robert Goetz Associates, Oakland, is proceeding with final design for the 168-unit complex. Separate areas will be set aside for single people, couples and families

with children; each "mini-neighborhood" will have its own swimming pool, play area and other recreational facilities. Rheem California Land Co., the owner, has received an FHA-207 commitment for mortgage insurance. Construction is set for early 1968.

said he also will press for a congressional investigation into BART finances.

"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 taxpayer," Edwards added. Edwards said he would back another bond issue to help BART "but only if Fremont is guaranteed inclusion in the system."

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

Waldie said he would oppose more federal aid of BART made cutbacks in Contra Costa County. B. R. Stokes, BART general manager, told the hearing that the financially hardpressed project needs state aid to finish the construction program.

If BART cannot get state aid, only 57 of the 75 miles promised to voters in 1962 will be finished.

Without state aid, chances of finishing the 57 miles would be much less, Stokes said, because chances are small the voters would approve more bonds.

However, if BART does receive more federal aid—and there is a good chance of this, more than 57 miles would eventually be built, the district has said.

Stokes' statement came in response to a question by Assemblyman John T. Knox, D-Richmond, at an informal hearing called by Knox and fellow Assemblyman John Foran, D-San Francisco.

Del Valley Dam in Livermore is beginning to take shape. At this time, a little over three million yards have been placed on the fill. This job has been working two shifts all summer and they are moving about 40,000 yards per day. The job is scheduled to continue at this rate for another two months.

Fredrickson & Watson Construction is busy on the Altamont Pass Freeway Project. This job consists of eight miles of eight lane divided freeway with nine bridges and structures. At present there is about 50 pieces of equipment on the job and they are moving about 100,000 yards of dirt per week.

The Gordon Ball Freeway Job in Sunol is about 80% completed. This job is the connecting link between Dublin and Mission San Jose Freeway and is scheduled for completion this fall.

The Contract for the new Oro Loma Treatment Plant in San Lorenzo has been awarded to

Hensel Phelps Construction Co. This is a 6½ Million Dollar project, and will take three years to complete. Ramond Concrete Pile Co. is on the job driving test piles at this time.

Rock, Sand and Gravel people have new agreement. Most of the Sand and Gravel plants are working two shifts. Kaiser in Clayton has also started a two shift operation. Pacific State Steel is working three shifts seven days a week. The Equipment Dealers are working. Peterson Tractor is working a two shift operation.

OUR WAR DEAD

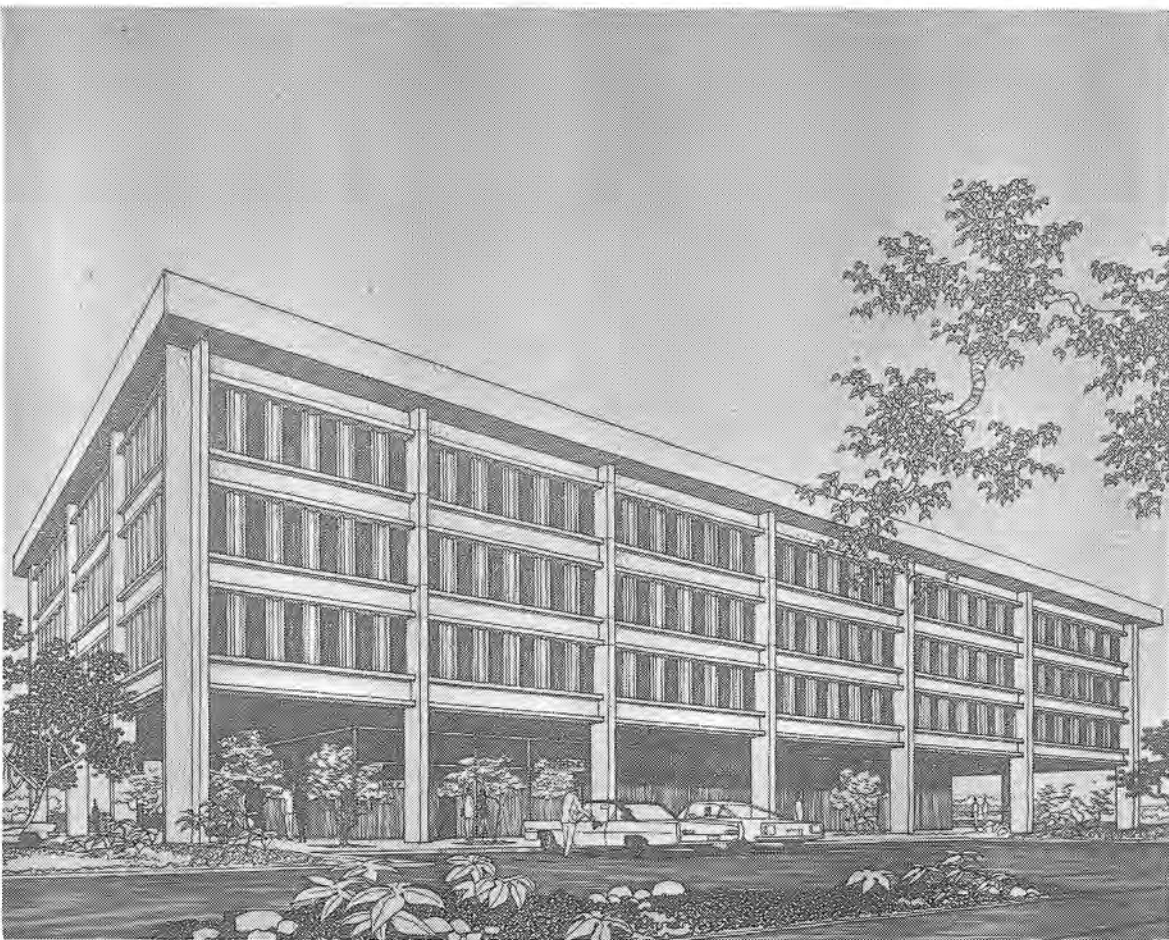
I am sure I speak for all the officials and the Brotherhood of Local 3 in offering our heartfelt condolences to Mrs. Ida Petersen, widow of our late Brother, Henry T. Petersen, on the death of her gallant son Private First Class Raymond A. Petersen, who was killed in action in Vietnam.

Young Petersen, only 19 years old, was a member of Local 3. Prior to being drafted, he was working as a heavy equipment operator while studying at West Valley College in San Jose.

Brother Petersen attended St. Christopher's Parochial School and Del Mar High School and had been a member of the swimming team.

He is survived by two brothers, Henry T. Petersen and John W. Petersen, of San Jose; his grandparents, A. O. Petersen of Loma Mar and Mr. and Mrs. Joseph Deini of Greenfield. His father died some 10 months ago.

A. J. "Buck" Hope
Financial Secretary.



THE FOUR-STORY office building shown here is the first phase of the \$6 million, nine-acre Oakland Airport Office Center being developed by Stolte Inc. Designed by architect Robert W. Kite,

the center will include extensive landscaping and free parking for 190 cars. It is scheduled for completion in the fall of 1968.

Brother "Ham" Aids Eye-Bank Network

★ ★ ★

2001 Gain New Eyes Through Unique Plan

(EDITOR'S NOTE: In a recent letter to the Engineers' News, Brother Art Clark of Lafayette, California said that he and his wife were ham operators and that "in our shack you can get a new set of eyes." He thought his item might make a good filler for the paper. Fascinated by Brother Art's terse understatement, we called wife Beth for more details on what looked like an exciting feature, but let Beth tell you the rest of the story in her own words.)

Dear Mr. Clem:

I will try to give you a brief review of our Eye Bank Network. Dr. Braley (one of the foremost ophthalmologists in our country, and the head one in the Iowa City Eye Bank) had a very good friend, who was also a patient and he needed an emergency corneal transplant. There is only one Eye Bank in Iowa State and it is in Iowa City. There are some 64 sub-stations throughout Iowa that all funnel into the one Bank. This way Dr. Braley had the whole State of Iowa at his command and also he called Washington, D.C., where the International Eye Bank is located as well as several other States. But he was unable to locate eyes in time to save the vision of his patient.

Eyes, to be used for penetrating transplant, must be taken within 4 to 6 hours of the death of the donor and must be used for transplant within 48 hours of the death of the donor, and if a person's cornea is either punctured or perforated (then he is considered to need an emergency transplant) he must have the transplant within 48 hours of the puncture or perforation. Thus you can readily see the fact that time is the most important item of concern.

Dr. Braley found out several days after it was too late to save his friend's vision that there had been a pair of eyes available in San Diego at that particular time, and these eyes had gone for research.

Now Dr. Braley is an amateur radio operator and so is a friend of his, Mr. Ted Hunter, who is the President of the Iowa City Eye Bank and also the Editor of the Eye Bank of America Publication. These two got together and conceived of the idea of the Eye Bank Network.

The Network was first started in December of 1962 and by the end of the first year had a total membership of 15 operators, of which I was one. We had placed a total of 139 eyes through the net, of which we were very proud. By the end of the second year the total membership had risen to close to 100 members representing many more Eyebanks, and we had placed 445 eyes the second year making a running total of 584 eyes since its beginning.

To date now (July 31st total since inception), we have placed a grand total of 2001 eyes. These are eyes that could not be placed in any other way due to lack of adequate communications in any other field. Our net meets four times a day at 5:00 a.m. and again at 7:00 a.m. and again at 6:00 p.m. and the final net of the day at 9:00 p.m. All of these times are Pacific time. The way the net works is that the net control station calls the net together and

gives the preamble and then asks for any needs for eyes and then asks for any availabilities.

Let's assume that there are needs listed and no availabilities—then all of the members of the net call our local Eyebanks or ophthalmologists through which we work and give them the needs and then if they have eyes become available they call the place of need collect and give them the information on the eyes they have.

If the place needing eyes accepts them then the place of availability makes the travel arrangements by Jet airlines and they are shipped in a polyethylene container by the fastest lines. After the control station gets all of the needs or availabilities he repeats it for the benefit of all net members and then calls roll of the stations on net.

A sample of this I will give you is one where Anchorage, Alaska got ahold of me and reported the need for a pair of eyes on urgent basis (meaning there was neither a rupture nor perforation). They gave me the name of the doctor and phone numbers where he could be reached day and night (two numbers in that case—but sometimes they give a hospital number where one number is good for day or night). We never know the name of the patient. I got this information at 4:00 p.m. so I put it on the 6:00 p.m. net and again on the 9:00 p.m. net. By 9:00 a.m. the next morning he was offered a pair of eyes from Phoenix, Arizona (which he accepted) and again by 11:00 a.m. was offered another pair from Miami, Florida (see they had no way of knowing Anchorage had received the eyes from Phoenix as it was still before the next net time).

It just so happened that Anchorage had, in the meantime had another need arise so they accepted the second pair of eyes. Then they let me know and I notified the net at 6:00 p.m. and the need was taken off the net. Right at the present we have a need for two eyes listed for Oakland, Calif. This is also an urgent need. An emergency need is one where they must have the eyes within 48 hours of the need or the patient loses his vision permanently and irrevocably. Now, I don't know how much you want, Ken, so am giving you some information you likely won't use. But if the need for eyes is from a clouded, scarred or diseased cornea then a person can be completely blind even for many years and still regain his vision when he receives a transplant.

One woman we got eyes for had gotten lime thrown into her eyes as a 3 year old child and had been completely blind from that time till she was 38 years old when she got eyes through our net and sees today 20-20 vision. She was married and had two teenage daughters she had never seen, so she had a wonderful experience when she received her vision and for the first time saw her husband and children.

Now, to get to the part where we are very interested and the part



Beth Clark



Brother Art Clark

where you can help through your "Engineers News." The removal of the eyes, in no way mutilates the corpse, as you never see a corpse with his eyes open, and even if the eyes aren't removed there are many, many cases where the eyes have to be padded to make them look natural. And to leave instructions in one's will to have their eyes given for use as transplant is not useable, for by the time the will is read it is too late to use the eyes for transplant.

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—never a penny for the eyes themselves. I am enclosing some literature that may give you some ideas also.

Also here are some figures that may stagger you:

- There are 90 million in the U.S. today who have some sort of ocular disorders.
- 3,500,000 of these are non-correctable with science knowledge as of today.
- 1 million are functionally blind—cannot read a paper even with glasses.
- 30,000 lose sight each year.
- 8 out of 10 cases of blindness the causes are unknown with science knowledge as of today—this includes cataract, glaucoma, detached retina, diabetic, etc.

Cost of blindness in U.S. today is 1 million dollars a year, and much more needed for study to get at more causes and cures.

Between 18,000 and 20,000 in the U.S. today need corneal transplant and only 10% of these will receive transplant due to lack of supply. I think it is so wonderful to know that when I am 6 feet underground part of me is still going to live and see what is going on in the world through someone else's eyes.

I am sure that most of the lack of donors is due to lack of information as to how to donate eyes. I would also like to say that even if a person has not signed a donor card the next of kin can give the eyes at time of death. The only problem here is that most often the next of kin is too upset to think of it, and if they have signed a donor card someone else will probably do the thinking for them.

I am one of the Net Control sta-

tions in the North & West branch of this network and control the net at least one day a week. My husband pinch hits for me when I cannot be at the station at net time. One of us always makes it a point to be there. This is all voluntary work—we are not allowed (by F.C.C. regulations) to accept any monetary remuneration whatever, and if we should be caught doing so could be fined from \$5,000.00 to \$10,000.00 and imprisoned in a Federal prison for from 5 to 10 years. The total membership of the Network now runs close to 200 members.

I am sending you some of the different articles that have appeared in some of the papers about the Eyebank network and also about the traffic we run for servicemen overseas. We feel that also is a very important link with the families of the men who are fighting for our country. Please return all of this as we do like to keep it. I have given about 30 talks to different civic organizations about our network, but am just sending you one of the notices. The dates are all on the different ones.

At first I was net control station most of the time on the North & West net, but now we have it so there is a different net control station for each night of the week. Also one of these gives our address in Concord which is where we lived at the time, but now live in Lafayette.

To receive the services of our Eyebank Network, if a person needs a transplant he should contact a registered ophthalmologist and have him contact us by calling us on the telephone and we will list the need on the net. Our phone number is 939-7440 (area code 415). But it must be a registered ophthalmologist who contacts us.

Hoping I have not made this

too lengthy, and have told you what you want to know, I am,

Sincerely,
"Beth" Elizabeth Clark
WB6BSE

P.S. My husband's call is WB6 BSD—"Art" Arthur V. Clark. We have been in Amateur Radio since late in 1962 and feel it is the most rewarding hobby a person can have. In case of any disaster "Ham" operators are the first to the rescue, and many times the first to know of the disaster, such as in the case of the Alaskan earthquake—we were the only means of communication with the outside world for Alaska for five days. Radio was my husband's idea in the first place, but we are both very much involved.

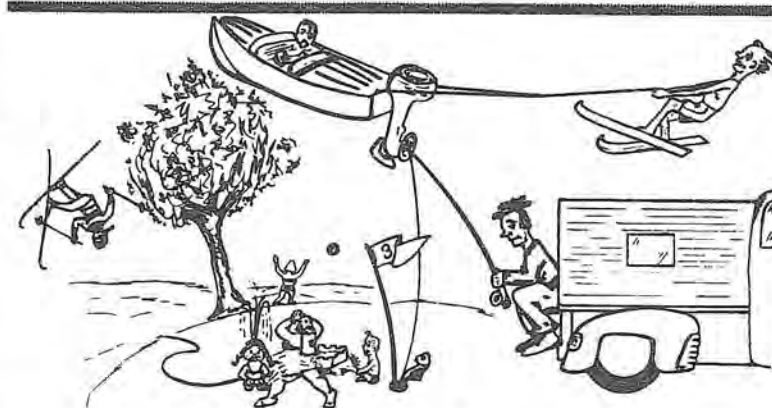
B. C.

Apprentice Named NG's Top Soldier

CAMP RILEA, ORE.—A Local 3 apprentice engineer, Staff Sergeant David N. Roberts, has been named "Guardman of the Year" in Nevada National Guard's 221st Artillery Battalion.

Sgt. Roberts was presented a trophy by Governor Paul Laxalt of Nevada. His unit also received a trophy that will be displayed in the office of the battery until a new Guardsman is chosen next summer.

The Local 3 apprentice works for the Nevada Aggregate Co. Officers of his unit described him as "a fine soldier who displays initiative and always finds extra time to make certain the job is done properly."

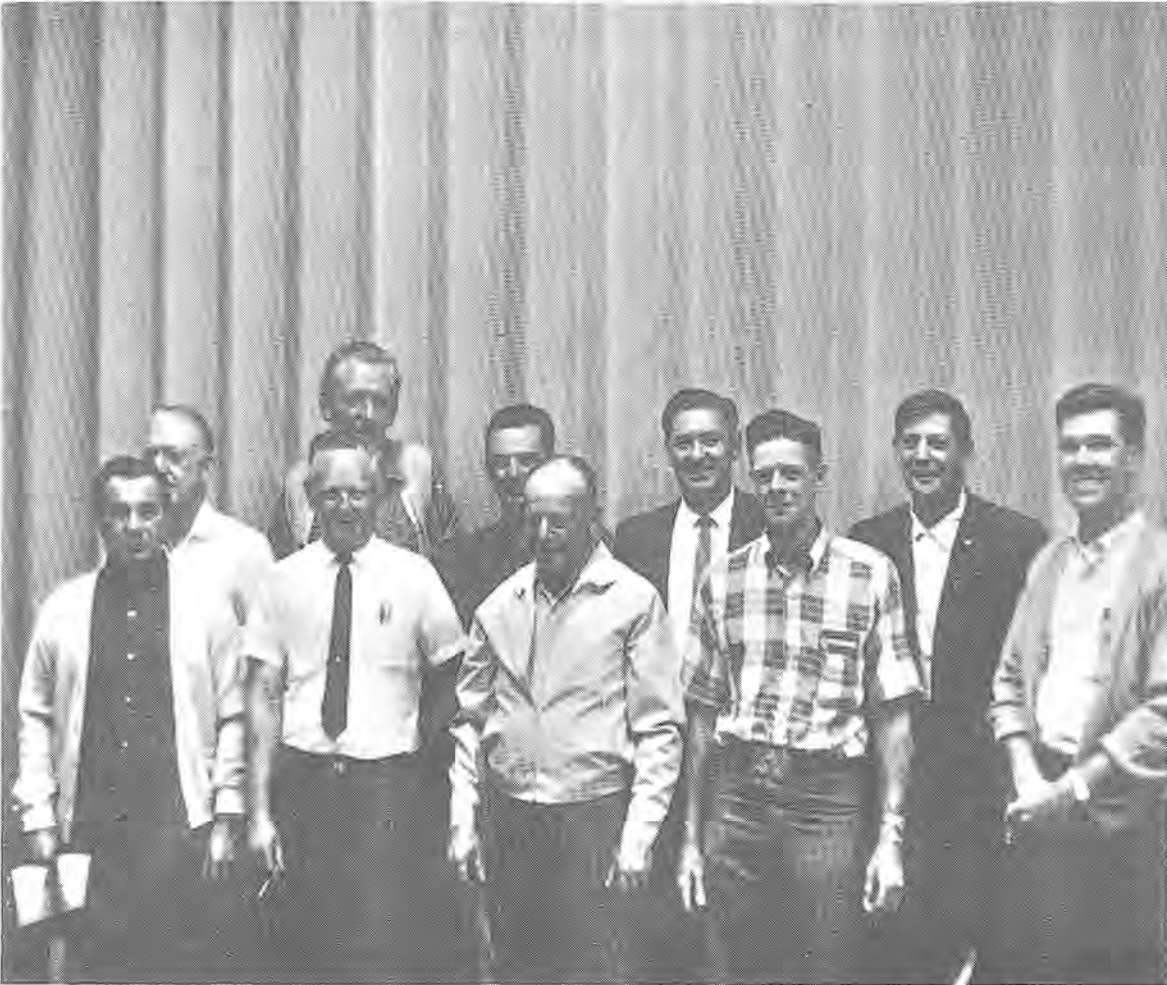


At Your Leisure

Obituaries

Name — City	Local Social Security No.	Register	Deceased
Bennett, Paul	3	595095	8/11/67
Margaret—Wife	SS# 710-07-2334		
1783 Margaret St. San Jose, Calif.			
Brown, David	3	899298	7/29/67
Lois—Wife	SS# 528-42-3615		
1631 E. 7200 So. Salt Lake City, Utah			
Duarte, Harry	3	558696	8/3/67
Ida—Wife	SS# 566-03-0870		
Box 254 Diamond Springs, Calif.			
Fisher, Robert D.	3	856536	7/27/67
George Fisher, Sr.—Father	SS# 529-07-7429		
Altamont, Utah			
Fraser, S. W.	3	22460	7/23/67
Newell Fraser—Son	SS# 560-07-5413		
1931 No. 11th Ave. Hanford, Calif.			
Fritz, Joe, Sr.	3	863744	7/24/67
Clara—Wife	SS# 526-09-4409		
Rt. 2, Box 2423A Oroville, Calif.			
Guptill, Virgil*	3	290789	8/11/67
Genevieve—Wife	SS# 536-07-9975		
1600 B Central Alameda, Calif.			
Henderson, Ernest	3	283460	8/14/67
June—Wife	SS# 506-12-0250		
2540 Ardee Lane So. San Francisco, Calif.			
Hottle, Boyd	3	848377	8/24/67
585 Rosario Dr.	SS# 318-16-5544		
Thousand Oaks, Calif.			
LeBrun, Joe	3B	382400	8/6/67
Rosalyn Everhart	SS# 561-01-4897		
Box 326 Tuolumne, Calif.			
Morse, Edgar	3	274582	8/9/67
Klea—Wife	SS# 525-07-5830		
3004 Shane Dr. Richmond, Calif.			
Otis, James	3A	908754	5/27/67
Viola—Wife	SS# 569-20-3420		
730 - 6th St. Lakeport, Calif.			
Pastorelli, Emil	3	1014491	8/20/67
Esther—Wife	SS# 558-01-2808		
512 San Benito Los Gatos, Calif.			
Perkins, Ira	3	583607	7/23/67
Aunita—Wife	SS# 566-05-5765		
820 W. Harding Way Stockton, Calif.			
Pickert, Jack	3	238016	8/22/67
Dorothy—Wife	SS# 533-16-5153		
3404 Lerwick Rd. Sacramento, Calif.			
Price, Douglas	3	1133435	8/16/67
Bonnie—Wife	SS# 518-24-9814		
975 So. State Clearfield, Calif.			
Reynolds, Doyle	3	1277920	8/19/67
Juanita—Wife	SS# 571-20-7132		
1810 Murry Rd. McKinleyville, Calif.			
Robinson, J. D.	3	854176	8/18/67
Marion—Wife	SS# 519-30-1237		
24765 Tioga Rd. Hayward, Calif.			
Scott, Jasper	3	420145	7/25/67
Shirley Brann—Dgtr.	SS# 523-05-6411		
1677 Rushton Ogden, Utah			
Shannon, Donald	3A	1088539	8/9/67
Joe Shannon—Father	SS# 560-54-8321		
809 Delano San Francisco, Calif.			
Skinner, W. P.	3	104671	8/20/67
Marion Smith—Dgtr.	SS# 553-03-9740		
Box 304 Cottonwood, Calif.			
Swenson, Nemyl	3	635557	8/5/67
Goldie—Wife	SS# 482-09-7652		
Markleville, Calif. Box 206			
Winters, Wm. D.	3A	925061	8/3/67
Ruth—Wife	SS# 519-01-7528		
453 Park Blvd. Ogden, Utah			

* 1 death due to industrial injury.
June, July, August
77 deceased members.
3 deaths due to industrial injuries.



JOB STEWARDS & SAFETY MEETING in Santa Rosa brought together, front row, l. to r., Joe Malugani, Bob Wagnon, L. S. Kitzmiller, Frank Wilton and Pat O'Connell. Back row, l. to r., are Harper McClain, Carl Nelson, Garth Patterson, Russ Swanson and Al Hansen.

High Land Costs Cause Push In Hawaii's New High Rises

By HAROLD LEWIS, BERT NAKANO, WILFRED BROWN, KENNETH KAHOONEI 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 soaring 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. Cruising 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 Ilikai Hotel which branches out like a tree into three sections 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 cranes in operation. We have had an excellent safety record in building construction the past few months.

NEWLY ORGANIZED

Custom Canners of Hawaii, Inc. is a newly organized company now under contract. This company produces thirty-seven varieties of soft drinks. Brother Harry Momoa, 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 is a definite need for enlargement to enable them to service the State of Hawaii more proficiently. Enlargement will also mean more work availability for our Brother members. This company presently employs approximately eleven employees. We would like to commend Custom Canners of Hawaii, Inc. for donating a few cases of soft drinks to the Hawaii Job Corps at the request of Local 3.

NEGOTIATIONS

Negotiations with the General Contractors Labor Association is underway and Local 3's negotiating committee consists of Brothers Al Clem, Business Manager; Paul Edgecombe, 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 HAWAII-KAI

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 Kalaniana'ole Highway. The firm plans on building two highway bridges at a cost of \$1 million.

The second span will be 100 feet long and 76 feet wide and will connect Marina One with the Central Kuapa Waterways. The two bridges will give 13.5 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 will 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 Kalani-

anaole Highway bridge. Kaiser Hawaii-Kai Development Company will pay the full cost of the two public bridges and boat channels.

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 258 acres of present Kuapa Lagoon boating areas to average depths of 7½ feet below sea level. Coral dredged from the pond is being compacted to elevations of six to nine feet above sea level to form land areas for development.

The bridges, channels, dredging and land filling projects are part of a master plan development prepared by John Carl Warnecke & Associates to convert the Kuapa area into residential marinas, boating, recreation waterways and water oriented commercial areas. J. M. Tanaka Construction Co., Ltd. had started a portion of the inland bridge improvement program approximately two months ago for Kaiser Hawaii-Kai Development Company. Work will boom again in this area shortly.

ON THE ISLAND OF KAUAI

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. is constructing a new bridge in Hanalei Valley. Completion date will be about March of next year.

Haas & Haynie Corporation should be completing the Sheraton Hilton Hotel at Poipu Beach within the next few months.

Hercules Construction Company and C. W. Vincent, Inc. are both subdividing at Poipu and Kapaa.

We are sincerely anticipating more work for our Brothers residing on Kauai, the Garden Isles.

New Causeway At Sutter By-Pass Set

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

During the past month your business representatives have been quite busy in negotiations. We are real happy to report that most of the contracts that were opened have been renegotiated and approved by the majority of employees in each bargaining unit. We know the negotiating committee could not have made the gains that have been made without the tremendous support of all the brothers in each unit. Your negotiating committee has only one thing in mind and that is to better your wages, fringe benefits, and working conditions. By working together we will always get the job done. *Thanks again for the wonderful support.*

A great deal of enthusiasm was shown at our last Stewart-Safety Committeeman meeting held at our Marysville Office. All your constructive suggestions that were given are really appreciated. We know that Business Manager Brother Al Clem wants 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. Moseman Construction Company of Fresno, prime contractor for the 1.2 mile Sutter By-pass relocation bridge, costing in excess of 2 million, located north on Robbins on Highway 113, is in high gear along with the several sub-contractors involved on the project. Three hundred six prestressed concrete pilings are being driven by Pomeroy-Gerwick, Sub-contractor, with a 3900 Manitowoc with a detached boiler mounted on a low-bed trailer. Also a second 3900 is on the job for handling piling and unloading trucks.

Another sub contractor driving wooden piling for temporary structures is Barney Barnhall for Caissons.

Pre-drilling for the main piling was completed by A-1 Drilling and Zonver-Jarrett.

Bigge is moving on the job and has the contract to set 520 pre-cast double "T" concrete girders. They plan to use Motor Cranes for hoisting.

Supervising on the project are John Carsenten, Moseman Superintendent, Jack Jenkins, Pomeroy-Gerwick Superintendent and Dean Burke Superintendent for Bigge Drayage. Ed Harryman is acting as Steward.

The new causeway across the Sutter By-pass is being built next to the present 39 year old span. The new span will be 40 feet wide with two lanes and is scheduled for completion next summer. The old two lane causeway is only 24 feet wide.

Other equipment on the job is a Link-Belt Motor Crane for Moseman along with a Fork Lift and front end loader.

M. E. Dubach has completed the fills on either side of the causeway.

TEHAMA-COLUSA CANAL BILL IS OK'D

The Senate has passed and sent to President Johnson a bill to expand the capacity of the Tehama-Colusa Canal to permit delivery of Sacramento River water to fast-growing areas of Solano and Yolo counties. The \$17.4 million legis-

lation is the first new California reclamation measure to receive approval from the 90th Congress.

Construction of the 122 mile canal—from the Red Bluff diversion dam southward to the Colusa-Yolo Counties line—is in progress. As originally authorized, it was to deliver water to 175,000 acres of farm land in Tehama, Glenn and Colusa Counties. The bill boosts its importance, and benefits by permitting an eventual hookup with the proposed West Sacramento Valley Canal, which would provide a supplementary water supply to 250,000 acres in Yolo and Solano Counties.

Partisan Snarl—The legislation, though of immediate interest to only a small section of Northern California, became entangled in sectional and partisan disputes on its way to final enactment. First, Sen. Carl Hayden, Dem. from Arizona, Chairman of the powerful Senate Appropriations Committee, held up passage by using it as "ransom" against California, pending a vote on the Central Arizona Project. When the Senate approved the Arizona project over Kuchel's strong objections, Hayden removed his parliamentary barricade.

STATE GETS BIDS ON WATER PROJECT

Low bids totaling \$2,805,334 were submitted to the Department of Water Resources on five state Water Project jobs. Biggest of the undertakings will be to furnish pump discharge valves for the project's Buena Vista and Wheeler Ridge Pumping Plants, both of which are more than 20 miles south of Bakersfield. Yuba Industries Inc. of Benicia, Solano County, was low with a bid of \$2,047,609 to furnish the valves. The state engineer's estimate for them was \$2,204,620. They are to be installed by June 1971.

Two other jobs are to be carried out in the Oroville Area of Butte County. H. Earl Parker Inc. of Marysville submitted a low offer of \$188,142 to relocate U.S. Forest Service roads in the Big Bend Area of the North Fork of the Feather River, 15 miles northeast of Oroville. The state engineer's estimate was \$199,080. The work is to be completed by September 1968. W. H. Lindeman & Sons Inc. of Red Bluff was low with a bid of \$105,771 to install an Oroville Reservoir area boat ramp. The engineer's estimate was \$105,292.

The State awarded a contract to Yipsett Inc. of Los Angeles for dismantling the Big Bend Power Plant in the water projects Oroville Reservoir area. Under the terms of the contract, Yipsett will pay the state \$10,589 for the decommissioning work and salvage of the plant. The state bought the power plant in Butte County in January 1966 from the Pacific Gas and Electric Co. for \$23.5 million.

It is on the north fork of the Feather River in an area which will be flooded by the water rising behind the state water project's Oroville Dam. The state has been operating the plant and selling power to the utility firm. The total sale of power through last May was \$1,790,088. Yipsett's bid was approximately 88% below the estimate of \$85,000 by the Department of Water Resources engineers.

The State Department of Water Resources opened bids in Sacramento and A. Teichert and Son



NEW CAUSEWAY across the Sutter By-Pass is taking form next to the present 39-year-old span 14 miles south of Yuba City on Hwy. 113. The equipment (center, rear) is engaged in driving concrete pilings for the new span which will be 40 feet wide with two lanes and is scheduled for completion next summer. The old two-lane causeway (at left) is only 24 feet wide. Cost of the new bridge will be \$2,139,592.

of Yuba City was apparent low bidder for realigning and improving Butte County roads in the Oroville area of the State Water Project. The Teichert bid was \$93,394. The other bid, from Baldwin Contracting Co. of Marysville was for \$94,762. Engineer's estimate was \$109,799.

The job includes realignment, regrading and paving approximately 0.9 miles of Glen Drive, which is located about two miles east of Oroville in Butte County and widening approximately 500 feet of Oro Dam Boulevard to provide a left turn onto Glen Drive. Installation of culverts and drainage structures is included.

The work is scheduled for completion in December of this year and will provide better access to headquarters buildings of the Oroville-Thermalito complex of the State Water Project.

The Yuba County Board of Supervisors have committed themselves to a cooperative venture to which they will contribute \$231,412 over the next three years for mountain road improvements.

It was estimated that the improvements, which will be started immediately, would normally cost the county about \$500,000 if the work were not being done within the Yuba River Project construction contract.

The joint powers agreement provides for project contractor Perini-Yuba Associates to do the road construction work under a change order in its contract with the Yuba County Water Agency.

The county is to pay the first installment this November and subsequent payments will be made on July 31, 1968 and July 31, 1969.

The roads are being improved during the course of construction in lieu of the maintenance of the old roads required of the contrac-

tor under the project contract. Perini-Yuba Associates will be relieved 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 members of both boards.

About 4.4 miles of the road from Dobbins to the project turn-off near the 4H Club Camp is to be realigned and built to Federal Aid Secondary standards. This work is expected to be completed in about 70 days. The county is to furnish and clear rights 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 is included in the total county cost.) The supervisors also authorized signature of rights of entry on the property to be acquired for rights of way.

The project contractor also is relieved of responsibility for maintenance of the road from Highway 20 to Dobbins.

About 2.3 miles of the road from the project turnout to the Perini-Yuba headquarters at the dam site will be brought up to "proper maintenance standards," which

means it will be returned to a condition at least as good as it was before work started on the project. Subsequently the project contractor will be responsible only for extensive damage caused by excessive hauling.

On the sections of roads from the Perini-Yuba headquarters to Hwy. 49 (via Log Cabin and Moonshine Roads), the county furnishes the materials for the road to improve the roads. The road across the old Bullards Bar Dam will be in use for only about one more year before it is inundated by the project.

Only the sections of roads included in the change order are involved in the revision of the project contractor's maintenance responsibility. The contractor still has responsibility under the prime contract for any other roads it uses in connection with construction of the project.

The action taken by the boards is subject to approval by International Engineering Co. (the contractor already has signed) and certification to the project trustee that the deal will not increase the cost of the project, change the completion date, nor change project operation.

The way has finally been cleared for development of recreation facilities at Little Grass Valley and Sly Creek Reservoirs. After about four years of debating the amount of the grant—based on construction costs of the dam—the Oroville Wyandotte Irrigation District has signed a contract with the State Department of Water Resources for a Davis-Grumsky Act recreation grant of \$2,545,000.

Signing of the contract clears the way for development of paved roads, boat ramps, camp and trailer sites, swimming beaches and picnic areas around the two reservoirs.

According to an OWID spokesman, about \$1.5 million will be spent over several years at Little Grass Valley and about \$800,000 at Sly Creek. County roads into the two reservoirs will be "dust free" but not necessarily paved, the spokesman said. He said design of the recreation facilities must be approved by the department of Water Resources and the U.S. Forest Service before construction can begin. Work is expected to get underway this summer.

Over at the Oro Dam Powerhouse, Wismer and Becker is finishing the interior walls of the huge cavity, which was blasted out of solid rock. The ceiling is finished with an off white with all the lighting coming from the top of the room. The walls will be finished with concrete, exposed rock paneling, which you see a lot on some of the new buildings. The floors will have terrazzo tile on them which will make this huge underground powerhouse truly a showplace of man's ingenuity and skill in the construction industry.

The Westinghouse Company has their crews busy assembling the giant motors for the turbines in the powerhouse, which won't be finished for at least another year.

Up on the main fill of Oroville dam, the brothers are still working around the clock putting the clay core and cobble fill with as much diligence and efficiency as ever. The completion date of the fill has been predicted for September 29, according to J. Rodney Mims, Project Manager for Oro Dam Constructors.

Paving, Canal Work Keep Brothers Busy In Fresno

By LAKE AUSTIN,
LOU BARNES

The big news in the southern area of District #7 is the new 5.5 million canal job that should be going full bore by the time this is printed in the ENGINEERS NEWS. Rivers Construction-Wesco-Prutzel and Dutton are the contractors on this project. The weather is going to be the main factor on this job because of a 600 calendar day deadline instead of so many "working" days. This canal is in conjunction with Fredrickson & Watsons canal project.

At this writing Fredrickson & Watson job in Corning is still going long hours on the paving, and we are hopeful that these hours will keep up until the job is completed some time this year. The dirt work is completed except for the clean up and the blades will be on the job for the rest of this work season.

W. Jaxon Baker Construction is rolling along and the Brothers working for this outfit are making good looking take home checks. The Placer Street job is completed and the hiway 44 job is keeping right on schedule.

Old Oregon Trail job is ready for paving and should be completed before too long. Their job on Hiway #36 in Red Bluff is just

about ready for the dirt spread to start.

Guy F. Atkinson's college job is trying hard to finish for the opening of school. The total number of Operating Engineers on this college job changes from day to day depending on who's doing what—but the biggest part of the sandwich will be toward the end of the job when the grading and paving starts. There's still a lot of hyd-back-hoe work to be done for the electricians and plumbers and right now they're behind on their work schedule.

Ray Kizer's job in Coffee Creek is shipping some of the equipment to other jobs and will continue with a smaller crew until more of the road is completed. K. S. Mittry Construction has the bridge structures on this job.

The Rock-Sand and Gravel business is either real good or real bad depending on which employer the Brothers are working for. Some of the Engineers are working as many hours as they can stand and other Brothers are being laid off. Some conditions with the Underground work and with the truck crane rental work.

The Ted Watkins Company were low bidders on hiway 96 on the Klamath River—about 30 miles in length consisting of asphalt overlay.

Vinnell Corporation are moving in on Box Canyon Dam and setting up shop—by the time this goes to press there should be a sizeable crew working until the snow flies. They have set the job up for a three shift operation and have indicated there will be very little activity this winter—but come spring the rock and muck will fly keeping approximately 30 Engineers busy.

State Center Construction Company are sub-bidders on the underground work in the recreation areas. Sub bids on the concrete hasn't been primed up as yet but should be in the near future.

Roy L. Houck Sons' have completed the paving on their freeway job at Hornbrook on the south bound lanes and have traffic on it. They are now starting the north lane going to run two shifts with most of the old hands going back to work—this should run into December.

State Officials have stated that two freeway projects in the Weed and Yreka area are set to go this fall and winter. The big job on the Anderson grade will be awarded in December—if this one goes according to plans—it is estimated to run 8 million yards.

The Weed job should be a record as to size—the State plans to award 21 miles in one chunk some time in November.

Work Picture Bright

Eureka Has High Hopes For Late, Late Winter

By RAY COOPER and
LEONARD YORK

Well, Brothers, here we are in the month of September and we are just now hitting our peak of employment. As we all know it is also that time of year when the rain can come at any time, but we are hoping for a late fall.

Bids are still being called by the County for a number of small projects throughout the area. Redwood Empire Aggregate was recently awarded three more jobs that will keep their crew busy the rest of the season. They were low for paving and grading at the Ferndale Fairgrounds; grading and paving on Edgewood road, and the re-alignment, grading and paving on Pacific Avenue in Arcata. Brother "Spike" Melohn is subbing the dirt work for Redwood Empire Aggregate.

Townsend & Hipner was low with \$101,000 for repairs to Loop road in Hoopa, and Burman & Sons was awarded storm damage repair on McCann and Dyerville Loop roads. Burman also has equipment on Townsend and Hipner job at Hoopa.

Green Construction Company is rapidly completing their two Freeway jobs between Scotia and Garberville. Mercer Fraser Company has most of the C.T.B. and paving finished at Garberville and will move in on the Scotia project very shortly.

A. B. Siri Company has completed the bridge and approaches at Fish Creek, south of Garberville. They and Absco Paving are making good progress on the Shelter Cove project and hope to complete their paving before the rains catch up with them.

Gibbon & Reed-Hughes & Ladd has finally started rolling on the Garberville to Benbow Freeway job and plan on adding more equipment as the job progresses.

A new subdivision in southern Humboldt is being planned and will be located behind the Benbow Inn and golf course. H. M. Byars Construction Company of Nevada are now putting in the roads and streets.

Granite Construction Company is being delayed on their Klamath Freeway job, pending the completion of an overhead crossing of the highway so they can start moving dirt. We anticipate this job will go two shifts when they start moving.

Oscar C. Holmes job on the South Fork of the Smith River is finally shaping up and they are now laying down the base rock. A change of supervision has taken place on this job with Brother Bill Coates replacing Tom Gunther.

On up in the Big Flat area on the Smith River we find Hughes & Ladd progressing very well on their rugged Forest Service Access Road. Rogue River Paving has their crushing operation going two shifts making the materials for Hughes and Ladd.

Crooks Bros. were down a few days, due to survey stakes on their Forest Service job in the Bear Basin area, but are back in full swing again. Tonkin Construction Company is on another one of these Forest Service jobs farther north in the Knopki Creek area.

On other Forest Service Road jobs are Acme Paving and John Peterson at Friday Ridge near Willow Creek; Nally Enterprises and Ryerson Construction Company in the Bluff Creek-Orleans area.

Earthquake Experts Say Nuclear Blast Won't Trigger SF Faults

SAN FRANCISCO—Underground nuclear explosions can be detonated without fear they will trigger earthquakes, according to a panel of six experts including three from California.

A special subcommittee of a Panel of consultants to the Nevada Operations Office of the Atomic Energy Commission concludes there is sufficient experience with such explosions to assure that "no appreciable hazard to life or property will exist at appropriate distances from the detonation."

The seismological authorities include Perry Byerly, professor emeritus of seismology, University of California, Berkeley; Thomas F. Thompson, consulting engineer and geologist, Burlingame; and Lydik S. Jacobsen, professor emeritus of mechanical engineering at Stanford and now a partner in Agabian-Jacobsen Assoc., Los Angeles.

Serving along with the Californians were Don Deere, professor of civil engineering and geology, University of Illinois; N. M. Newmark, head of the dept. of civil engineering at U of Illinois; and Stanley Dilsen, consultant in soil mechanics and foundation engineering and vice president of Shannon & Wilson, Inc., Seattle.

The authorities say that an earthquake results when tens of years of accumulated strain is suddenly released. Since it is impossible to have a natural earthquake without having prior storage of energy—something that occurs over a period of years—a man-made explosion could not "cause" a natural earthquake.

Theoretically, if a nuclear ex-

plosion were large enough, if the immediate area were seismically active, and if the strain had built up to a great enough degree in the near vicinity, there is a remote possibility that the detonation might be followed immediately by an earthquake which was on the verge of occurring anyway. However, there is no known instance of a natural earthquake being triggered by a man-made explosion.

The experts agree that in the extremely unlikely case that a natural earthquake were to be "triggered" by a man-made explosion, it could occur only immediately after the explosion, that is, while the motion caused by the explosion was in progress. Moreover, to act as a "trigger," the detonation would have to be fired in a region of large accumulated strain. It would be necessary to conduct the explosion miles deep and in an earthquake-susceptible area to get near a zone where the stress was great enough for an incipient earthquake to be triggered by the explosion.

Regions of frequent earthquakes are well-known. Only twice have nuclear tests been performed by the United States in such active areas. Neither caused property damage nor triggered an earthquake.

Shock waves from underground detonations in the yield ranges tested so far at the Nevada Test Site have not caused property damage in Las Vegas. Of more than 200 underground detonations at the Test Site since 1961, only a few have been perceptible in Las Vegas, principally by persons on

the higher floors of buildings and on elevated structures.

Detonations of intermediate yield (200 kilotons to one megaton) have caused no property damage 35 miles distant in Beatty, Nevada, the community nearest to the point of explosion.

Predictions of distant ground shock effects from underground detonations are subject to considerable uncertainties. This results from the fact that until the subject assumed importance in the nuclear testing program little research had been conducted, and because the transmission of earth shock is subject to many variables, being dependent on the complex and non-uniform makeup of the earth's crust.

However, six years of intensive study and the experience gained from more than 200 underground nuclear detonations have enabled the Nevada Operations Office, its consultants and safety contractors to increase the reliability of predetonation estimates of ground motion and the effects of this motion on structures. Each underground test is measured by extensive arrays of instruments. Continued study and comparison of the resultant data are adding to prediction capability.

The Nevada Operations Office has awarded long-range ground motion safety contracts to the Environmental Research Corporation of Alexandria, Virginia, and to John A. Blume & Associates Research Division, San Francisco. The purpose of these studies is to provide continued assurance of the safe conduct of underground testing.

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SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE

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

61-W POWER, Sewing Machine, \$100; Whirlpool electric range, eye level oven, rotisserie, perfect condition, \$195. Health condition forces sale. Clarence Schriener, 492 105th Avenue, Oakland, Calif., Phone: 562-2405. Reg. 608088. 6-1.

WOODED VIEW lot, 1.2 acres, water system, paved roads and power. Near Pine Acres Resort, 10 miles above Jackson, Calif. \$5,500—\$3,100 down, \$30 per month. John W. Foote, Route 2 Box 103 K-19, Oakley, Calif., Phone: 415-625-2394. Reg. 1121927. 6-1.

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

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

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

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

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

1966 BUICK Riviera, silver green, black int., buckets, console, P/S, P/B, trans. radio. Sickness forces sale, 5,600 mi. R. W. Frey, 3015-169 Bayshore, Harbor Village, Redwood City, Calif. Ph. 366-5674. Reg. 468938. 6-1.

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

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

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

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

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

D-8 CAT 14 A excellent cond. \$14,000. John Escover, 19970 Herriman Ave., Saratoga, Calif. Ph. 408-867-4425. Reg. 408040. 6-1.

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

DRILLING RIG—55 star cable tool, mounted on 1 1/2-ton truck, 42-ft. telescoping mast, pwr. hoist, A-1 cond. Complete tools and welding machine. Gerald Boyle, 33323-5th St., Union City, Calif. Ph. 471-1270. Reg. 671365. 6-1.

ONE ACRE, Lake Almanor, 22x24 ft. garage, insulated and furnished. Well, pressure system, electricity, septic tank and 2-trailer pads. Highway frontage and lake access. Gerald Boyle, 33323-5th St., Union City, Calif. Ph. 471-1270. Reg. 671365. 6-1.

1959 15-FT. Black-Dorset glass boat, 35 Evenrude, Holsclaw tilt tr., new tires. 2 swivel front seats, back seat, \$750 or trade for 14 or 16-ft. camp trailerhouse equal value. See at Long Valley Fire Dept., Laytonville, Calif., or write James B. Nichol, P.O. Box 328, Laytonville, Calif. 95454. Reg. 899424. 6-1.

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

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

61 FORD backhoe, T3-40 International loader, Davis backhoe—mounted on 35 Ferguson w/plst. hole attach. and scraper, 2 sump trucks, tilt trailers, bntom truck crane. M. B. McDaniels, 929 McLaughlin St., Richmond, Calif. 94805. Ph. 234-2576. Reg. 265794. 6-1.

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

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

4, 5, 6-YD. DUMP trucks, tilt trailer, good shape. Spreader box, 8N loader and scraper, oiler, Bitchmo pot, J. tanner, Gillion blade, good, roller "Little Ford" self trailer, 2 asphalt rakes, \$7,520. Howard G. Sampson, 1196 Liberty Road, Petaluma, Calif. 94952. Ph. 783-1448. Reg. 664005. 6-1.

1 ACRE, 1 bdrm house, septic tank, water, phone, elect., some trees. Paradise, Calif. \$4,550. Patrick Linn, 6132 Main Ave., Orangeville, Calif. 95662. Reg. 324319. 6-1.

VERY SMALL low-boy transport, 1952 International, good cond. \$1,695. Offer on Chev. truck, good cond., \$575. John E. Brown, 4798 Milas Dr., San Jose, Calif. 95123. Ph. 269-6542. Reg. 434969. 6-1.

FOR SALE, Mobile Home Kit—Trojan 10x55 Double Expando. Assume credit Union contract. For information contact Mr. Ivy. Phone: 415 (Area Code) 431-5885 (8-5 P.M.) or 415 (Area Code) 933-0814 (Evenings).

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

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

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

FOR SALE, Placer gold mine, Sierra County, About 60 acres, old cabin and plenty water, \$12,000 or \$3,000 down. W. W. Whitman, 5852 Green Glen Way, North Highland, Calif. 95060. Ph. 332-6111. Reg. 381862. 7-1.

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

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

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

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

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

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

1966 CUSHMAN TRAIL BIKE, 8 h.p., exc. cond., \$200. Robert L. Murphy, 742 Dartmouth Ave., San Carlos, Calif. 94070. Phone 593-4305. Reg. No. 1181781. 7-1.

2 1/2 ACRE LOT in Calif. Valley, 45 miles east of San Luis Obispo. Will sell or trade for Pickup or 14 or 16 Camper Trailer for part or cash, \$1,500. W. H. Grather, 825 17th St., Eureka, Calif. Reg. 1199249. 7-1.

2V CAT with 13A Kit, Wet Deck, L. P. Scraper, 12 to 15 yards. Shelter Cove Lot, single home lot, on ninth golf tee, almost level ground, Ron Gilardi, 604 Elm Drive, Petaluma, Calif. Ph. PO 3-0824. Reg. 1124510. 7-1.

TOOLS FOR CAT Mechanic or Auto Mechanic, rolaway box gauges calipers sockets from 3/4 drive to 1/2 drive and micrometers. Fred H. Noble, 110 Stanford Ave., Santa Cruz, Calif. Reg. 805882. 7-1.

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

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

FOR SALE—3/4 Acre, wooded lot near Airport in Tahoe Paradise. Zoned multiple, up to 14 units. William A. Johnson, 4000 East Ave., Hayward, Calif. Phone: 582-3722 or 536-1259. Reg. 889186. 8-1.

FOR SALE 4 bdrm., 2 bath home & adj. lot. Built-in elec. kitchen with D/W, refrig & disposal. A/C & central heat, carpets, drapes, washer & dryer. Fenced back yard & covered patio. House leased for \$220, \$30,000. Carol K. Kirk, 5318 Billie St., Fair Oaks, Calif. Reg. 496013. 8-1.

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

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

FOR SALE, AFB 4Bbl Racing Carburetor 2nd manifold for Pontiac, 1961 to 1966. 2315 - 9th Ave., Apt. 6, Oakland, Calif. \$20.00. Reg. 1270888. 8-1.

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

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

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

1963-850 FORD, 10 yd. dump, dual drive, 534 eng. Trans. Omatic trans. Very good condition and clean. 1959 Ford ranch. 352 eng., cruise omatic trans, power steering, power brakes, chrome wheels and is clean. Henry P. Sand, Jr., 42242 Oswood Rd., Fremont, Calif. Phone: 656-5023. Reg. 1101983. 8-1.

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

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

FOR SALE, Paving & Grading Business on 3 acres, 2 bedroom house, big shade trees. New shop 35x30. Blade, Loader, 2 Bob Tails, Roller, Dist. Tilt Trailer, chip spreader, welder, torches & tools. Or will sell all equipment less house & lot. Harley Washburn, 1903-7th St., Oroville, Calif. Phone: 533-3027. Reg. 390451. 8-1.

FOR SALE, 17 ft. cabin cruiser, glass over wood; Selma trailer with 3 new tires, 1963 Ford 600 outboard motor, \$800. Frank W. Wilson, 145 Rose Lane, Los Banos, Calif. Phone: 826-1450. Reg. 386991. 8-1.

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

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

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

7000 OLD BOTTLES, 46¢ each. See at 250 Helms, near Jolley Cone, Willits, J. H. Hollinger, P.O. Box 889, Willits, Calif. 95490. Reg. 1216304. 8-1.

FOR SALE, by owner: 1-Davis chain type trencher, \$300; 1-Jaeger 1 1/2-in. pump with hoses, \$65; 1-Dietzgen survey transit, \$75; set of Victor gauges, hose, brazetips cutting torch, \$20. Please call Herb Hefstead at SE 1-2048. 2667 - 18th Ave., San Francisco. 8-1.

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

FOR SALE or trade, 7 1/2 x 16 ft. 1966 self-contained Travil trailer, for 8x35 ft. A. S. Chapman, Fair Oaks, Calif. Phone: 961-9630. Reg. 581468. 8-1.

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

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

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

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

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

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

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

FOR SALE—64 Ford Major 5000 1 1/2 ft. Ford Hoe. With 12", 18", 24", 30", 36" Buckets & Loader. 65.10-ton Buhl Tilt Trailer. 57 Chev. 2-ton dump truck. \$8,000.00. Reg. 773001. Gay Weir, 3504 Q St., North Highlands, Calif. 95660. Phone: 332-9736. 8-1.

FOR SALE—22-acre parcel choice riverfront property (Bear River), 3 mi. State Highway 20—7 mi. Interstate 80. Big trees, electricity, water, hunting, fishing. Less than \$1,000.00 an acre. Harold W. Sousa, 205 Poshard St., Pleasant Hill, Calif. Ph. 934-4097. Reg. No. 754385. 8-1.

FOR SALE—1965 Harley Davidson Electra-Glide, full dress, perfect condition, 14,000 miles, new tires, best offer over \$1,000. Gene Browning, 1891 San Jose Ave., Concord, Ph. 686-5547. Reg. 1121753. 8-1.

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

MOTORCYCLE, 1967 Buick Matador 250 cc. Excellent condition. Many extras, incl. helmet, \$650.00 or make offer. H. Boyd Hughes. Reg. 1076489. 8327 Arroyo Way, Stockton, Calif. 209-477-4759. 8-1.

FOR SALE, good 2 bedroom home, plus 1 bedroom bachelor's quarters. Large corner lot. Two for the price of one, \$13,500. See at 10791 Jackson St., Armona, Calif., or inquire E. T. Ferrell, 37359 Third St., Fremont, Calif. Phone 792-2723. Reg. 429230. 8-1.

FOR SALE OR TRADE, 3-bedroom home in Oroville. Fenced yard, landscaped, screened-in patio. Trade for house near Fort Bragg, Calif., or trade equity for a house trailer, \$11,800 balance. T. M. Lairby, 2148 - 16th St., Oroville, Calif. Register 636228. 8-1.

FOR SALE, Model 28 Caterpillar wide gauge Orchard Model, runs good. Extra set of rails. Track in fair condition. \$450.00. John Silman, Route 1, Box 232A, Morgan Hill, Calif. Reg. 711842.

FOR SALE, Davis Trencher—Track; Homelite Generator—100-220, 1300 watt; McLaughlin Auger, power—two men; Pump Jaeger—1 1/2" with hoses; Toledo Tregler—10" 2" power; Oster Treder—10" 2" power; A.C. pipe cutter; Tap and drill to 2" under pressure; Plumbing tools. Call Herb Hefstead, SEabright 1-2048, after 5 P.M.; also 664-9783.

FOR SALE, 14A D8 wet deck, canopy, cable dozer, hydrolic tilt, double drum, PCU, motor rebuilt, new radiator, clutch, starting motor, paint. Clarence M. Baker, 1254 Orchard Lane, Chico, Calif., 95926. Phone: 342-3185. Reg. 939581.

SELL OR TRADE, Backhoe—Hopto 360—Digs 20", 24" and 42" buckets. Sell or trade for Pickup or Land Sacrifice. \$4900. Harold Woody, 2609 Learned Ave., Stockton California. Phone: 464-3030. Reg. 1265305. 1-1.

FOR SALE, 1977-H Power Shift Crawler Loader. Late model with side dump and all purpose bucket—rippers and canopy. Good condition. Phone: Edward A. Curtis, Concord, 686-1869. Reg. 1080169.

WANTED: Delco Light Plant, model 2,000. Herbert Higginbotham, P.O. Box 212, San Pablo, Calif. 94806. Reg. 947083.

TWO BEDROOM house, attached garage, fenced back yard, w/w carpets, quiet neighborhood, 3 miles from downtown. Consider trade for Palo Alto area. \$8,950. Vernal Hamburger, 2566 W. Barton Sq., Fresno Calif. 93725. Reg. 620134.

Personal Notes

SALT LAKE CITY

Our sympathies to the families and friends of Brothers Art Irwin, David L. Brown and Douglas T. Price who have recently passed away.

Our best wishes to Brother Dean Braithwaite who was pinned under a frontend loader, and to Wanda Hansen, long-time secretary for the Operating Engineers, who is in the hospital.

SAN JOSE

We would like to extend our condolences to the families of the following Brothers who recently passed away: Paul M. Bennett and Raymond A. Petersen, who was recently killed in Vietnam.

Our thanks to the many members of Operating Engineers who donated to the Engineers Blood Bank in San Jose.

MARYSVILLE

A hearty thanks to all the brothers and their families who have taken time out from their busy schedule to donate a pint of blood. A special thanks to Brother Clair F. Bacon, our latest donor.

You never know when you yourself may need help! We urge all of the Brother's who have not as yet donated a pint of blood to please contact the Marysville District office as to the times and places this can be done. This is the Marysville District Blood Bank for the Brothers and their families who live in this area. Let's keep lots of blood in reserve for any emergency that may arise.

REDDING

Our deepest sincere sympathy to the family and many friends of our late Brother W. P. "Pete" Skinner and Brother Jim Knight. Both Brothers have worked in and around Redding for a number of years.

Brother Roy Rogers is still in the hospital recuperating after his unfortunate accident. We all wish Roy a speedy recovery and hope to see him around before too long.

Blood Donors for the months are: B. L. Hazzard, Lorraine Marshall and Robert Marshall.

FRESNO

We wish to extend heartfelt sympathy to the families of Charles Kirkwood, George Dwyer, William Branch, James A. Gordon and William A. Bernard.

SAN RAFAEL

The Job Stewards and Safety Committee meeting was well attended in San Rafael on August 2nd. It was good to see a turnout of stewards and safety committeemen at this meeting.

Best wishes to following brothers who are on the sick list: Brother Wm. "Junior" Green—was propping his plane—didn't move fast enough, the prop hitting him in the leg—is displaying a cast!

Brother Wini Walker, mechanic for Bobo's—recently hospitalized. Hope it is not serious!

Congratulations to: Brother Sandy Mills, Jr. "It's a Girl."—7 lbs. 14 oz.—born on August 8th.

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 life-long bachelorship.

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 25¢ 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 brick-layer could earn 45¢ an hour, and was in great demand.”

Workers were paid twice a month and “spike pay was set at 25¢ a day, with 50¢ a month deducted for hospital.” Workers paid a penny a mile to travel on SP trains the first year of employment and “after that travel was free on their lines.”

Henry points out that there was no compressed air in those days and “drilling was done by steam hammer. Cement came in 180-pound barrels from Belgium and men on the night shift used the empties to build campfires.”

During a temporary layoff in 1906, Schlichtmann was working in a tobacco wholesale and retail store in a steel and brick building near the Old Custom House when “everything began to shake and bricks and cigars started flying through the air. The boss said to get out, so I got on my bicycle and headed for the outskirts of the city.” Passing a meat company in the throes of disaster, Henry accepted the gift of a couple of large hams “that the owner was giving

away.” Hanging the large hams on either side of his bike, he headed home. Disaster in the form of a chuckhole on old San Bruno Road hit Henry, “and those big hams got to swinging and flipped me right on my head.” Henry became an earthquake victim by proxy.

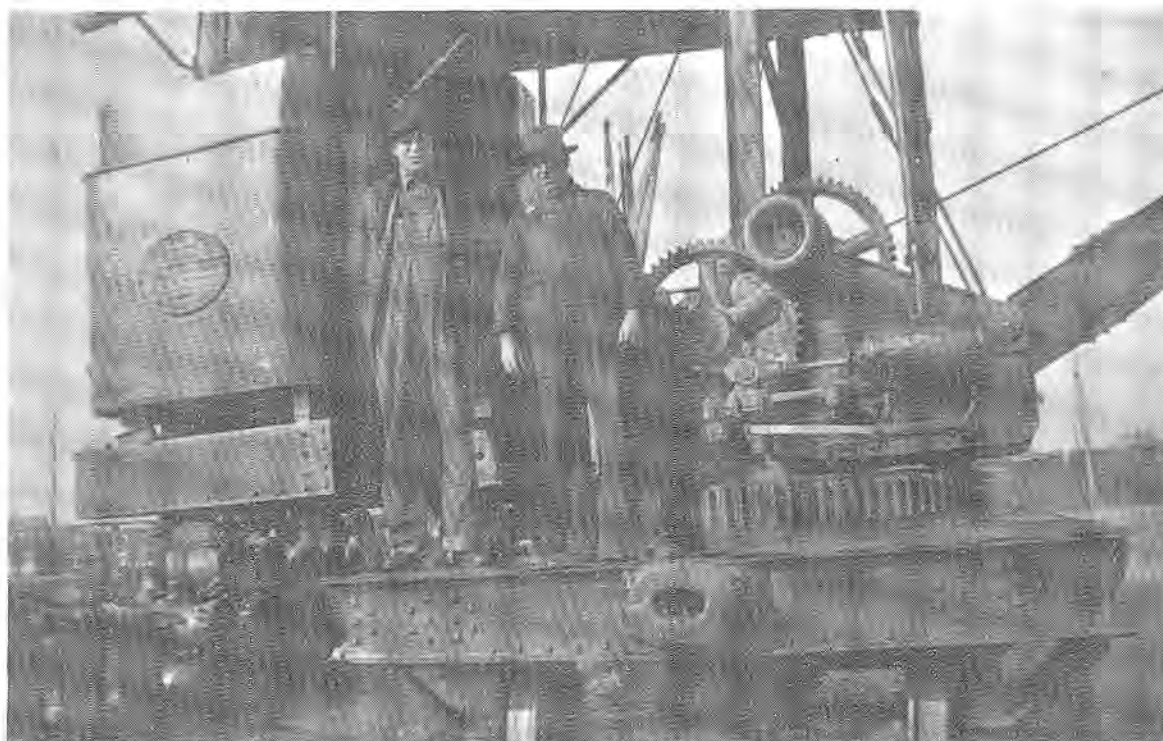
Schlichtmann was initiated into the union at Coos Bay, Oregon, while working in the woods. “We were working on Tahkenitch Lake, building a drawbridge, at the time. Getting \$4.50 for a 10-hour day and working six days a week and frequently on Sunday for straight pay and donating a chunk of our pay to help support the hoisting local’s strike against the North Portland Meat Company.”

Henry also worked on bridge jobs across the Siuslaw River and the Umpqua River, but remembers the Tahkenitch best “because we ran into a real problem when we started to pull the false-work piling up. After having completed the hand-operated drawbridge—they (the pilings) began to break off and with three-days to close the job we had to come up with a rig that would chop them off level with the lake bed since we could not leave anything “hazardous to boats operating in the lake.”

“We finally hoisted a ‘donkey-engine’ onto one of the barges and drug the bottom with cable to shear the 8 and 10-inch pilings off.”

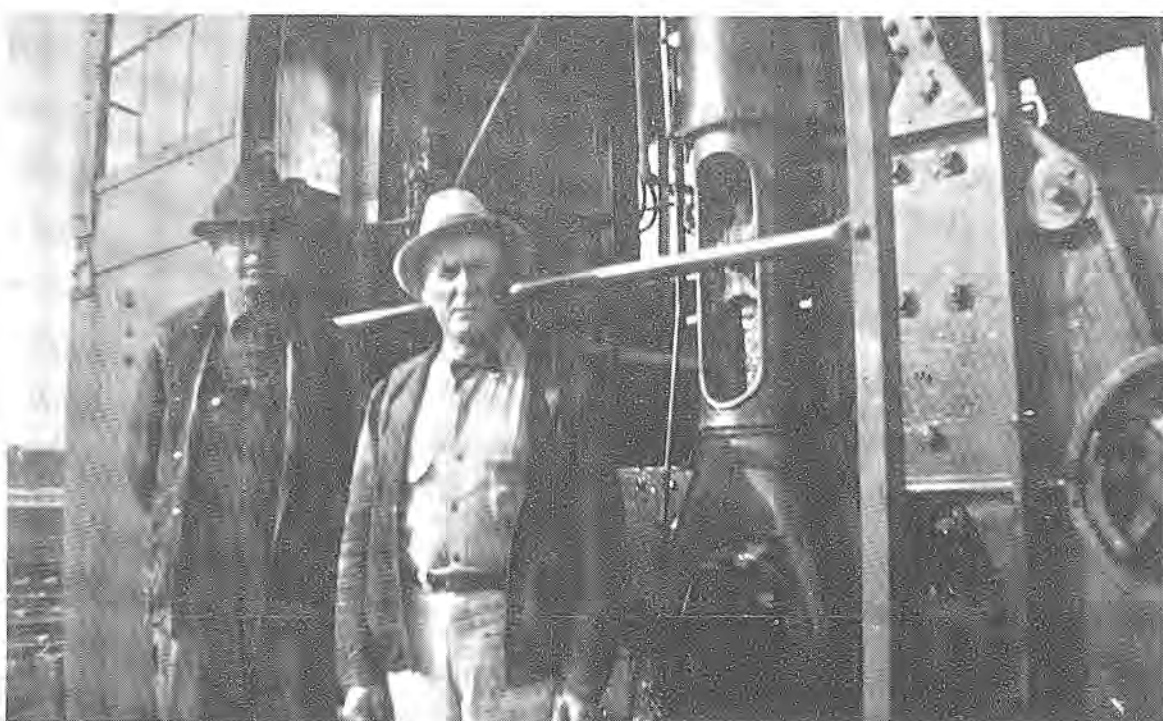
During his stay in the north woods Henry said that deer meat became a camp staple, “Deer would be frightened onto the trestles either by dynamite or the trains and would break their legs before they could reach the other side.”

Brother Schlitchtmann also became quite an expert on the performance of that day’s automobile, especially the Packard and Ford, “Before the SP rails reached Marshfield, some 20 to 40 cars, mostly Fords and Packards, used



LINK BELT STEAM CRANE provides background for Brothers (l. to r.) Henry Schlichtmann and Ed

“Oscar” Snider at the old SP Pipe Yard. The year was 1933.



BROTHER SCHLICHTMANN had moved up to the bowtie (leather) class when this 1939 photo was taken with Hi Gill at the SP Yards. Link belt steam

crane was one that had been moved up from Hetch-Hetchy.

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 Fords always beat the Packards.”

Schlichtmann remembers vividly the violent “general strike” of ’21 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 outside the union in those days, but it was ‘coolie labor, damn little pay and shift for yourself.’”

Some of the old timers and “firsts” that Henry still remembers include Jack “Pegleg” Morgan, Hi Gill, Ed Snider, Frank Lively and someone known only as “Rock the Horse.”

He points out that he worked on the 1st Liberty Bell across the Dumbarton PT Bridge in 1915; 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 2825 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.

\$8 Million Lockheed Job Gets Go Signal

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

In the San Jose areas 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 Creegan and DeAngelo doing the Engineering. Freeman Sondgroth, Wally Trump, Raymond Concrete Pile, Pittsburg Des Moines Steel and San Jose Steel as the Sub Contractors on the job.

Bragato Paving is working on a job at Moffett Field, working on building pads and streets with Dickman Construction as the prime Contractor. Rubino and Gullickson are working on a 4½ mile landscape job on Highway 85 in Los Altos.

A. Turrin and Son have started a small Dam and street alignment with a park in East Milpitas with Power Construction doing the concrete on this job.

A. J. Rausch-Freeman Sondgroth are busy clearing at their job on the Junipero Serra Freeway. This job is just starting. Freeman Sondgroth is also clearing 80 acres at Stanford; they are also

just starting on the Central Expressway.

Dan Caputo Company of San Jose were the low bidders on a section of Interstate 280 in San Jose. This section went for \$2,963,359. This job asks for construction of undercrossings at Lincoln Avenue and Virginia Street, and overcrossing at Bird Ave., a bridge across Los Gatos Creek, and a mile of grading for the eight-lane freeway.

F.M.C. Corporation of San Jose have announced plans for a Multi-million-dollar research and ordinance-Testing Center near Hollister on a 4500 acre site off Lone Tree Road. Included in this project is construction for Explosive Storage, munitions, fabrication, testing of military vehicles, Engineering research, storage, maintenance and repair facilities.

Granite Construction in Watsonville has started work on two new sub-divisions in Watsonville. They also picked up a water job for the City of Watsonville for \$48,800. Geyer Construction were low bidders on an expansion of the Training Facility at Fort Ord. Granite Construction were low bidders on the Monterey Airport job which has approximately one million yards of dirt to be moved and a small amount of paving.

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