

Shipyard Union Joins Local No. 3

"Serving the men who move the earth!"

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ENGINEERS NEWS 731 Amalgamated In Vallejo Meeting

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



GUAM, WHERE AMERICA'S DAY BEGINS

HAWAII, THE 50TH STATE

NORTHERN CALIFORNIA, THE GOLDEN STATE

NORTHERN NEVADA, SILVER STATE

UTAH, HEART OF THE ROCKIES

Vol. 27—No. 9

SAN FRANCISCO, CALIFORNIA



September, 1968



PRESENTING ORIGINAL CHARTER of Local Union 731 (IUOE) to International Vice President and Local Union 3 Business Manager Al Clem (left) is Local 731 President Omer Delisle. Presentation was made during amalgamation ceremonies in San Rafael on September 7. Local 731 members voted

to amalgamate with Local Union No. 3 of the International Union of Operating Engineers unanimously after 49-years under separate charter. The union was established on March 4, 1919 and is one of the veteran unions serving in federal service.

Set Forth Election Rules For Sub-District Advisor

Recording-Corresponding Secretary T. J. "Tom" Stapleton has announced that the Local #3 Executive Board, meeting on September 8th, has directed that the election of Sub-District Advisor to the Executive Board for the State of Hawaii be conducted in accordance with Local Union By-Laws and announced the following election procedure: The position of Sub-District Advisor to the Executive Board for the State of Hawaii shall be filled for the unexpired term by secret ballot vote of the majority of the membership in the Sub-District in good standing as of September 15, 1968 at the following regular quarterly and specially called meetings:

7:30 p.m. October 15, 1968, Kauai, Convention Hall, Lihue, Kauai, Special Called.

7:00 p.m. October 16, 1968, Honolulu, 2305 S. Beretania, Honolulu, Regular.

7:30 p.m. October 17, 1968, Hilo, Hawaii Technical School, 1175 Menoa, Hilo, Regular.

7:30 p.m. October 18, 1968, Maui, IBEW Hall, Kahului Airport Road, Maui, Special Called.

Written meeting notices shall be mailed to eligible members of the State of Hawaii prior to October 1, 1968.

A member's Sub-District is that in which his address, as shown on the records of this Local Union, is located ten (10) days prior to the day on which the notices are mailed.

SUB-DISTRICT ADVISOR TO THE EXECUTIVE BOARD: No member shall be eligible for election, be elected, or hold the position of Sub-District Advisor unless he shall have been continuously in good standing in the Parent Local Union for one (1) year and continuously a member of the Parent Local Union and its Sub-divisions for not less than three (3) years and a registered voter in the Sub-District he represents or seeks to represent for not less than one (1) year, all next preceding the first day of the dues period in which the election is held.

If no Member fulfills the foregoing conditions of eligibility for a particular office or position, any Member currently in good standing

in the Local Union, and otherwise eligible, shall, upon the filing of a non-Communist affidavit and an Affidavit that he meets the requirements of Section 504 of the Labor Management Reporting and Disclosure Act of 1959 and Article XII (A), Section 1(f) of these By-Laws be eligible to be nominated for and elected to, and to hold, that office or position.

No Member shall be eligible for election, be elected, or hold any office or position, and no person shall be employed who has been convicted of any crime involving moral turpitude offensive to trade union morality, or who has been found after trial by the Union or by Civil Court to have been false to his trust or misappropriated Union Funds or property or who is commonly known to be a crook or racketeer preying on the labor movement and its good name for corrupt purposes, whether or not previously convicted for such nefarious activities.

NOMINATIONS: Nominations shall be made in regularly scheduled or specially called Sub-

See ADVISOR Page 4

The bittersweet odor of nostalgia—fed with the incense of old memories and old fellowships—usually permeates the currents of pomp and circumstance that mark the passing of old-line charter unions into the open arms of a larger brotherhood.

This scent, strangely enough, was missing when the 49-year old civil service union, Local 731 (IUOE) of the Mare Island Naval Shipyard was amalgamated with Local Union No. 3 of the International Union of Operating Engineers on September 7 in Vallejo, California.

Maybe it was because both unions are issue of the same International parentage, or more simply because most men who operate heavy equipment are like the colonel's lady—"brothers under the skin." No matter the reason, 'joie de vivre' and the spirit of happy unity were everywhere evident at the ceremonies celebrating the official amalgamation this month.

International Vice President and Local 3 Business Manager Al Clem told the gathering of new Local 3 members, their wives and officers that they were not in fact losing a daughter, but gaining a son as he praised the labor local for its fine past record pointing out that "we have always began together in spirit, now we are truly one in fact and can move on strongly toward solving those mutual problems that are the working man's heritage."

Clem cited the International Union of Operating Engineer's long association with the Navy by dint of its contribution toward providing the nucleus of skilled craftsmen that went into the building of the famed Seabees and other military construction battalions. He pointed out that Local 3 also has members at Hunter's Point, Oakland Naval Supply Depot and the Concord Naval Weapons Station and represents public and civil services employees at many levels of government.

Local 731 President Omer J. Delisle then turned the original charter over to Clem and stated that the membership had voted unanimously to amalgamate with Local 3.

Eighteen past presidents of Local 731 were on hand to receive commemorative miniature gavels in recognition of their past service to their union.

The talented wife of Brother Marvin Clark, Local 3, baked a masterpiece of a cake that found final form as a derrick crane, barge-mounted. The cake was large enough to provide dessert for all of the over 250 in attendance and served this purpose especially well.

Presently boasting nearly 300 members, Local 731 was chartered on March 4, 1919 with eighteen members. Those original eighteen were soon joined by other shipyard workers and the union became one of the more vigorous and vocal of the civil service locals in the early years. Those were days when it took strong and dedicated men to win badly needed reforms in the working conditions of the equipment operators.

Membership and political growth accelerated during the war years and Operating Engineers became one of the foremost of the civil service unions in presenting

See 731 JOINS Page 4

IMPORTANT NOTICE

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



Harold Lewis

Lewis Will Fill Local 3 Post

Recording-Corresponding Secretary T. J. "Tom" Stapleton has announced that pursuant to Article IX of Local Union No. 3 By-Laws, officers of the local have met and appointed Harold Lewis to fill the vacancy of Sub-District Advisor to the Executive Board until the next regular quarterly and specially called meetings to be held in the State of Hawaii during the month of October. Lewis is a Local 3 Trustee and Sub-District Representative for Hawaii.



Collectively Speaking with Al Clem

On behalf of the Officers, Executive Board Members and all the members of Local 3, we welcome the entire membership of Local 731 upon their amalgamation with Local 3. On Saturday night, September 7, at a meeting held in Vallejo, which was attended by the past Presidents of Local 731 and their wives and the members and their wives, the President, Omer Delisle, of Local 731 presented me with a charter and in turn all the past presidents present were given a gavel. While this local union has had a charter since 1919, we are sure that upon their becoming affiliated with Local 3 can work more effectively together to better the working conditions for the members of the Engineers employed in the naval facilities around the bay area.

Doug Emmans has been assigned to work with these Brothers and they have a fine bunch of Stewards working in Mare Island and I am sure they will give Brother Emmans a great deal of help.

August and September were very busy months for myself and all the Officers. Several agreements were consummated and ratified, and the major ones were: Pile Driving Agreements, Dredging Agreement, Material Dealers Agreement, Pacific Island Catering in Agana, Guam, Cortez Gold Mine in Crescent Valley, Nevada and many other agreements with various independent Employers. All the Business Agents have been extremely busy signing the various short form agreements as well as devoting considerable time to the organizing efforts that we have in progress.

We attended the convention of the Nevada State AFL-CIO which was held in Las Vegas, Nevada on August 9-10-11 which was well attended by all the crafts and there were numerous speakers covering various subjects which were of a great deal of interest to the Engineers.

The Board of Trustees on the Pension Trust held a meeting during the month of August and approved a reciprocity arrangement which we will now be able to offer to the various local unions in the western states.

At the Executive Board Meeting of the Western Conference, we are hopeful that we can get these signed with some of the local unions. This will mean a great deal of benefits to many of our members.

Again, I would like to draw your attention to the fact that the members who desire to pay their dues up to a 12-month period prior to October 1, 1968 can effectuate a savings of \$12.00.

Our General President, Hunter P. Wharton, instituted another first in the long history of progressive moves within our International since his becoming General President. On September 3, 1968, he held a conference of all the Business Managers of Hoisting and Portable Locals throughout the United States. This conference was held in the Mayflower Hotel in Washington. Brother Edgcombe and myself were in attendance representing Local 3 and there were over 70 local unions represented from United States and Canada. The General President did an outstanding job of preparing an excellent agenda covering all the subjects of interest to the Hoisting and Portable Locals of our International pointing out that we all have a job to do to protect our jurisdiction and to observe those agreements which we have signed with the various Employers. This session lasted four days.

Straight-Time Pay 81% of Workers' Income

WASHINGTON—Straight-time pay accounted for 81 percent of a worker's total compensation in 1966, the Labor Dept. reports in its first study of what goes into the overall pay check.

Taking the "total private non-agricultural sector of the economy," the department's Bureau of Labor Statistics said that the other 19 percent covered pay for leave, overtime and other premiums, bonuses and terminal pay (9 percent) with employer contributions to legally required or private insurance and welfare programs making up the rest (10 percent).

In 1966 American workers averaged \$3.40 an hour in total compensation—the straight-time pay plus the fringes.

More in Retirement

More men are taking it easy after age 65 today than 20 years ago. At that time, one out of two men in that age group was either working or looking for work, whereas today it's only one out of four. On the contrary, women are more inclined to remain in the labor force today than formerly. One out of ten women is either working or looking for work today as compared to one out of 12, 20 years ago, reports the Bureau of Labor Statistics.

IUOE Talks On Safety

Many accidents have occurred from faulty equipment or improper practices during refueling operations. The fuel truck operator has a particular responsibility and the following are a few rules that he should follow. All Engineers should be aware of these rules, and make sure they are followed by the fuel truck man if he gets lax.

- Use ALL possible care to prevent running fuel tank over. Should fuel be spilled, be sure that no fuel is on the equipment before restarting.
- Fill the tank from the windward side whenever possible to prevent excessive burns in the event of ignition.
- Allow a sufficient vapor space in the fuel drum or tank to permit expansion of the liquid with the changing temperatures.
- Equip motors having sparking contacts with explosion proof enclosures.
- Install adequate hold down devices to anchor each drum or tank in a suitable manner to prevent movement. Turnbuckles, tie rod and eye bolt connections or similar positive action devices for drawing the tank or drum down tight on the truck bed are recommended.
- Mark each side and rear of the refueling truck with the words "Flammable—NO Smoking" in letters at least three inches high. Each container should be marked as to its contents.
- Equip each vehicle with at least one suitable size extinguisher having a C rating.
- Take precautions to prevent ignition in locations where flammable vapors are present. Sources of ignition may include open flames, smoking, cutting and welding and hot surfaces.
- Remain in the immediate vicinity of the unit while it is being filled.
- Keep clear of all moving parts. Compressors and other equipment with exposed drive belts, fly wheels, etc. should be guarded.
- Keep the bed of the refueling truck clear of all obstructions (good housekeeping) so that personnel using the servicing equipment will not be subject to the hazards of tripping, stumbling and falling.
- Make sure that all compressors conform to the ASME standards.
- Ground each hose reel base to the metal frame of the vehicle if reels are installed on a wood platform.
- Provide adequate ventilation in those rigs of the enclosed type.
- Make sure there is good contact between fuel nozzle and tank filler pipe before starting fuel flow.
- Always make sure you have an unobstructed escape route in case of accident.
- Engines on rigs being fueled should be stopped before refueling operations begin.

Triple all above precautions
when the fuel is gasoline.

ENGINEERS NEWS

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Washington News Desk

From the International Union of Operating Engineers

by

Secretary of Labor Willard Wirtz

Labor Day carries a special meaning this year for every American—young and old, affluent and poor, black and white.

For it is evident on this national day of rest for working men and women that our Nation has traveled a great distance in just a few years toward universal human justice.

It will not slow down our progress to take stock of our achievements toward bettering the lives of all Americans—in employment, in wages, in job training, in education.

In the past seven years alone, as our economy boomed to new heights of accomplishment:

- 10.4 million Americans have been added to the Nation's pay-rolls.
- The ranks of the unemployed have dropped by nearly 2 million and the rolls of the long-term jobless have fallen by almost 1.4 million.
- Earnings of the average worker with three dependents, after adjustment for prices and Federal taxes, rose by 11.4 percent.
- 12 million Americans have moved above the poverty line.

And by the summer of 1968, a large number of disadvantaged had benefitted from a wide range of Federally-supported job training, work-experience and educational programs:

- Occupational training for more than 1 million men and women under the Manpower Development and Training Act since 1962.
- Work experience for 1.4 million boys and girls in the Neighborhood Youth Corps since 1964.
- Work training for more than 161,000 young people in the Job Corps.
- Educational assistance for 405,000 young men and women through the College Work-Study Program in the past school year alone.

But this day is not just one for reflection or taking inventory of past achievements. We should look now to even greater accomplishments.

We look to the day when *no* man or woman will be denied the opportunity to work because he or she couldn't get the necessary training.

We look to the day when *no* man must contemplate a future which will see him always at the bottom of the employment ladder.

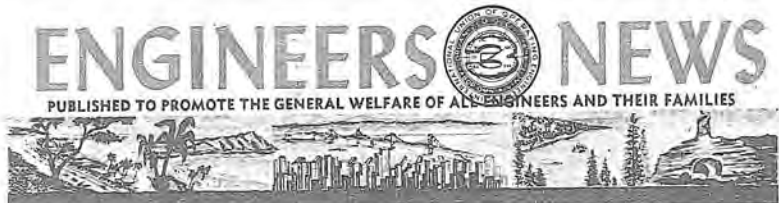
We look to the day when *every* child will receive all the education his ability warrants.

In short, we look to the day when every man will realize the dignity of work because he will have labored in dignity, reaping the just rewards of his labors.

When all these things have been accomplished, the full meaning of Labor Day will be realized.

A Lot of Veterans

Forty-seven percent of the American male population 20 years or older is a veteran of one of the military services, according to the U. S. Department of Labor. At the beginning of 1968, they numbered 26,067,000 with an average age of 44.



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USF Sets Fall Labor Classes

The University of San Francisco Labor Management School has announced that registration is open for its Fall session, which starts Wednesday evening, October 9. Classes are scheduled each Wednesday evening at 7:30 through December 4.

Offerings will include two-hour courses on human resources in industry, problem areas in labor-management relations, and guidelines for the collective bargaining agreement on the job. One-hour courses will be offered in parliamentary practice and public speaking.

The problem areas course will feature labor and management speakers in such fields as public employment (Oct. 9), agricultural labor (Oct. 16), and public education (Oct. 23).

The 18-year old Labor Management School is a community service of the University of San Francisco, sponsored by representatives of labor, management, and government in the Bay Area.

Classes are open to union members, representatives of management, and others interested in personnel or labor relations.

Registration fee is one dollar, and tuition is 12 dollars for a one-hour course of nine weeks, 24 dollars for a two-hour course of nine weeks.

The telephone number for further information is 752-1000, Ext. 250.

New Law Aids NG, Reserves

WASHINGTON — The President has signed into law a bill amending the reemployment provisions of the Universal Military Training and Service Act.

The new measure provides that the members of the Reserve and National Guard will have the same reemployment rights and attendant conditions of employment as their fellow workers who do not have such military obligations.

The bill also provides for the continuation of reemployment rights of those enlistees who extend their tours of duty and of those members of reserve components who are recalled to active duty or who extend tours of active duty at the request of their government beyond the current four-year service limitation.

In signing the bill, the President referred to "the dedicated members of our Armed Forces and National Guard" as "indispensable sinews in the military strength of our Nation." He added that the bill "is a significant recognition of their commitment to their Nation and a small payment on our debt to those men and women who continue to serve America."

Less Accidents

A 40 percent drop in injuries to American longshoremen has occurred since the establishment of the Labor Department's Longshore Safety Program in 1960. Regulations require that all ships loading or discharging in U. S. ports have cargo-handling gear certified as safe. To meet Departmental standards, 538 ships flying 43 foreign flags have had to make substantial corrections.

Brother Bob's Busy World

Sundown's Beautiful Appaloosas

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When a brother engineer's avocation begins to bring in more loot than his vocation, what should he do?

Well, in the case of Brother Bob Cowles, a batch plant operator for Peter Kiewit in San Francisco, the answer is to work hard at both, or, I should say—all three, of his booming enterprises.

Seems Brother Cowles is busier than a cat on a hot tin roof what with the graveyard shift in the batch plant at Kiewit; an investment in (and sales representative for) a leading detergent manufacturing firm, and last, but not least—a working partnership in one of the most successful and fast growing Appaloosa breeding ranches in Northern California.

Of course, Brother Cowles' avocation is the continuous building of the family's fine 40-acre breeding ranch in Orland, California (near Chico), just below Black Butte Lake and the constant effort to upgrade the quality of the 48 registered Appaloosas that reside there. He and his father, Ray E. Cowles, an electrician foreman with Wismer & Becker, and a longtime underground powerhouse and tunnel electrician, have been successful in both goals.

"We came to Northern California from L.A. shortly after my brother Raymond was killed in the Korean conflict," said Bob, "in fact, we purchased the land with the money from his G.I. insurance. He was with the 1st Marine Division and was killed in action in the battle for Pusan Reservoir, he is buried above the ranch where the last rays of sunshine touch his grave. That is why we named the ranch 'Sundown Ranch.'"

Brother Cowles went on to point out that "the oldest brother in the last three generations of Cowles has died before reaching the age of twenty-one. Ray missed the Cowles curse, if that is what it is, by three years, dying at age twenty-three."

According to Bob, the family has built everything on the ranch. When Bob and his father are away on their jobs or showing the horses they have a fulltime trainer and ranch foreman, Mike Jones, to carry on with the operation.

Sundown Ranch boasts five studs that are booked at \$300 per mare and there is no dearth of takers because of the quality of the bloodlines. "We sell around 20 to 25 yearlings, or mares in foal, every year and also train and sell a number of Appaloosas for deer hunting or general gun horses. We get from \$300 to \$600 for the yearlings and mares in foal. Our hunting horses range in price from \$600 to \$1000 and are guaranteed," says Bob.

The pride and joys of Sundown Ranch are "Tots Mamma's Moolah," last year's high point reserve champion in Northern California, and "Sundown War Bux," high point champion of Northern California and unbeaten in show competition in 1967. Both trace their bloodlines back to "Man-O-War" and "Mahoud," two of the world's great thoroughbred race horses.

Bob shows at some fifteen to twenty Appaloosa shows a year and his red and white rig is a familiar sight at the fairs and special Appaloosa events throughout Northern California.

"We will have a really big show at the Cow Palace on October 31st



CHAMPION TOT'S HAMA MOOLA is the pride of Brother Robert Cowles whose profitable avocation is raising some of the finest Appaloosa horses in

the nation. This beautiful colt recently won two firsts at Northern California Appaloosa Show in Red Bluff and has never been beaten in his class.

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and I hope a lot of my brother engineers get a chance to take a look at this beautiful breed."

Bob points out that the Appaloosa is one of the oldest breeds in the world having originated in Asia and subsequently being brought to North America by the Spanish.

"The Nez Perce captured a number of them in raids and brought them to Washington, Oregon and Idaho and since that time their breeding and quality has been upgraded by mixing bloodlines with the thoroughbreds. They are very gentle in nature, intelligent and easily trained and of course, their markings are unique."

Bob also pointed out that the Appaloosa Associations are getting stricter and stricter on the quality and lineage of those horses accepted for register.

"We are getting more and more

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into quarter horse racing competition and the Appaloosa is proving himself as fast as he is durable."

Bob has already shown "Tot's" and "War Bux" at a number of shows this year and both are producing top or near top points at every show.

Besides this highly successful avocation, Busy Bob has a secondary vocation as member in the sales, promotion and distributorship of one of the country's leading detergent firms—Bestlines Products, Inc. of San Jose.

"We have the finest line of non-detergent cleaners in the world today," boasts Bob, "and believe it or not, our products clean everything from heavy equipment to my horses perfectly and without damage to either." Brother Bob points out that Bestline Products are only available through a distributorship and not retail.

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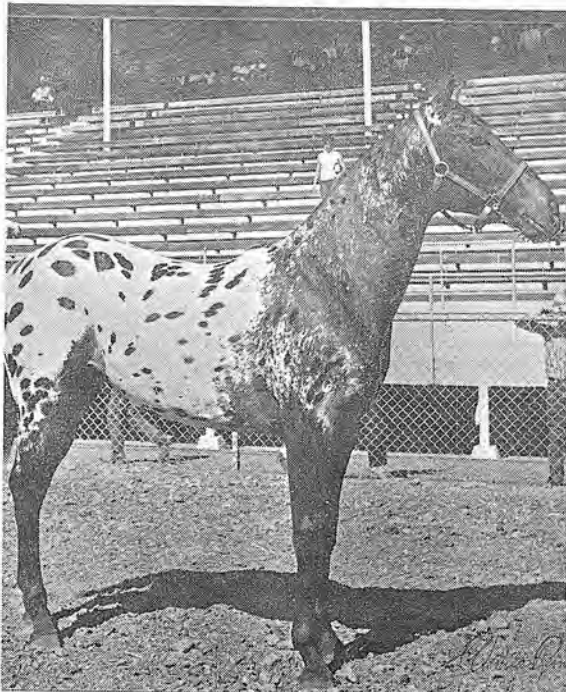
So it would seem whether it's Appaloosas, detergent cleaners, or just some inside information on how to successfully run a batch plant, the busy operating engineer to see is Brother Bob Cowles—a man in all seasons.

Encourage Voters

To assure workers the opportunity to exercise their franchise, 30 states have passed laws permitting time off from work for the purpose of voting. Many of the laws prohibit pay deductions for voting time.

PACIFIC STATES

Nonagricultural wage and salary employment in the eight Pacific states rose seasonally to 9,567,200 in mid-June. The Bureau of Labor Statistics said the figure represented a gain of 149,600 jobs over the previous month.



JUNIOR CHAMPION and a full brother to Tot's Hama is Sundown War Bux a year-old colt who was recently named the 1st place 1967 colt and 1st place producer-of-dam in the Northern California Appaloosa Association Show.



FOUR OF THE FIRST PLACE trophies and ribbons won by Tot's Hama and Sundown War Bux in recent Appaloosa competition against the state's best. Brother Bob Cowles shows his Appaloosas at some 15 to two dozen shows a year.



DECORATIVE CENTERPIECE at ceremonies marking the amalgamation of Local 731 with Local 3 was a brilliantly executed derrick crane in the form of a multicolored cake baked by Brother Marvin Clark's wife, Catherine, left. Casting an

appreciative eye on Mrs. Clark's creation is International Vice President and Local 3 Business Manager Al Clem and Mrs. Clem. The cake was not only beautiful but proved tasty as well when served as dessert for 250 that attended the affair.



CRANE OPERATOR Penny McAtee talks a little shop with Local 3 Vice President Dale Marr during amalgamation ceremonies in Vallejo this month. At left is Cliff Dees, a past president of Local 731.

Penny has operated a crane at Mare Island Naval Shipyard for the past twenty-five years and is a longtime union member.

731 Joins Local 3

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testimony before major legislative committees and government study groups making important contributions in winning improved pay, insurance, pensions and working conditions.

Local 731's efforts were part of the major role played by Operating Engineers in helping to draft and gain legislative acceptance for President John F. Kennedy's Executive Order 10988, the directive which guarantees the civil service worker the right to membership in recognized unions.

During the early implementation of 10988, Local 731 worked diligently not only for its own organization but for other affiliate metal trades locals at Mare Island. As a result, an exclusive recognition for the Mare Island Metal Trades Council was won in 1960.

Local 731 had long sought the blessing of management on establishing a shipyard apprenticeship program for heavy duty mechanics and that program became a reality in 1964. Recently the first apprentices completed the program.

In 1967 the title "engineman hoisting and portable" was changed to "operating engineers hoisting equipment." This located the craft with the Craft Union. In 1968 the Operating Engineers again held key position on the negotiating committee which established the second Mare Island shipyard agreement under which we are presently working.

In September 1968, the Operating Engineers Local 731 unanimously voted to amalgamate with the Operating Engineers Local Union 731.

Five Key Bids Out On Roads

SACRAMENTO—The California Division of Highways is today calling for bids on five northern California projects, three of which are in *Humboldt County*.

One of these is for widening the west end of the Route 36 bridge crossing Grizzly Creek, and its west approach, 7.2 miles west of Bridgeville. With the road at an angle to the bridge, the widening will increase the ease and safety of turning onto the bridge.

Bids will be opened September 18 in Sacramento. Approximately \$20,000 is available for the project.

The second *Humboldt County* project occurs on Route 101, where channelization improvements will be effected at four intersections between Eureka and Arcata.

At the Cole Avenue and Airport Road intersections, acceleration lanes will be constructed for south-bound traffic. At the Indianola and Bayside cutoffs, existing south-bound acceleration lanes are being resurfaced.

Bids will be opened September 18 in Sacramento. Approximately \$21,000 is available for the project.

The third *Humboldt County* project consists of stabilizing a slide area along Route 299, about 2.1 miles east of Route 101.

Rocky material at the top of a high cut at this location sometimes falls, and as this process continues could develop into a safety hazard. At present it constitutes a maintenance problem.

The work consists of first removing loose slide material and then flattening the slopes and improving drainage facilities.

Bids will be opened September 18 in Sacramento. A total of \$65,000 is available for the project.

A fourth northern California project is in *Lake County*, where seal coat will be applied to 9.2 miles of two-lane Route 29, between 5.2 miles north of Route 175 at Middletown and 0.1-mile south of Route 53 at Lower Lake.

Bids will be opened September 18 in Sacramento. Approximately \$26,000 is available for the project.

Appeals Board Denies Comp For Strikers

Unemployment insurance benefits properly were denied to some 850 Bay Area boilermakers in a 1967 trade dispute, the California Unemployment Insurance Appeals Board has ruled.

The board held that all members of Local 6 of San Francisco and Local 10 of Oakland were bound by an employer warning that "a strike against one is a strike against all."

Workers struck two East Bay plants and one in San Mateo county during contract negotiations in 1967, and the employer association thereafter shut down some 40 major steel fabricating plants.

In announcing the board's precedent decision, Chairman Robert W. Sigg emphasized that the board does not weigh the merits of a trade dispute, but determines only if workers were unemployed because of their own actions.

Sigg said evidence showed that workers realized an employer lock-out probably would follow any work stoppage.

Sigg said the board felt that actions of each union bound the other in the month-long dispute.

Other board members who participated in the decision were Lowell Nelson, Claude Minard and John B. Weiss.

Advisor

Continued from Page 1

District meetings as directed by the Local Union Executive Board as a special order of business.

Nominations shall be in writing. Nomination forms will be available at all Sub-District meetings, and shall be delivered by the nominator at the meeting when the Presiding Officer calls for nominations.

ELIGIBILITY OF MEMBERS TO NOMINATE: Every Member of the Parent Local Union and its Sub-divisions, except Registered Apprentice Sub-division, who is not suspended for non-payment of dues preceding the first nominating meeting shall have the right to nominate.

Livermore Valley's Future Bright

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

THE NEW LIVERMORE—
The blueprint that may guide the progress of the Valley's most ambitious development program has been released by the Downtown Development Commission and has been submitted to the Livermore

City Council for approval.

Prefacing the need for a face-lifting of the downtown, the 31 page report cites figures indicating the impressive rapid growth of the Livermore Amador Valley and the City itself, noting that between now and the turn of the next century 28 to 50% of all Alameda County growth will center here.

The population of Livermore is expected to climb to 80,000 by

1980 and 160,000 by 2000, while some 375,000 persons will make their homes in the three communities of Dublin, Pleasanton, and Livermore.

The Commission's plan consists of five major changes:

- Relocation of the Southern Pacific Railroad tracks and construction of four railroad underpasses at Murrieta Blvd., "P" St., Livermore

Ave., and First St. for the purpose of eliminating the tracks that impede traffic flow in a crucial area. Improvement of traffic circulation through and around the downtown area.

Improvement of land use: This includes a new retail core in the area provided by railroad relocation. There would be large, department type stores, a complex of satellite stores and emphasis on convenience for the pedestrian shopper. Improvement of parking in the downtown area. Improvement of the general appearance and livability of the area by providing small parks, sidewalk gardens, rest areas for the pedestrian shopper.

It would also make that land available for commercial development, providing adequate shipping facilities for those shoppers who now have to expend sizeable amounts of money to travel to the shopping centers in Hayward, and Walnut Creek over 20 miles away.

The plan also provides for the Bay Area Rapid Transit facilities eventually planned for the downtown area between North P and North L Streets.

When work is started on this redevelopment project it will provide jobs for a large number of Operating Engineers as well as the other trade unions.

The State Department of Public Works has awarded an \$11.9 million contract for construction of a six-mile section of Interstate 680 freeway in southern Alameda County and Northeastern Santa Clara County.

The project, which includes several interchanges, was given to the combine of Freeman-Sondgroth-Raisch-Caputo of Mountain View.

The 4.6 mile Alameda County section extends from Route 238 near Mission San Jose to a point just south of Mission Blvd. near Warm Springs.

Construction of a ten-story tower of learning is scheduled to begin this fall at California State College, Hayward.

The \$3,462,000 tower will combine administration and classroom functions with facilities for 1,000 full time students. The structure, known as the theme building for Cal-State, will contain 113,500 square feet.

In conjunction with the building of the tower, construction also will start on a \$7,855,900 library and learning resources center. The tower will form a party of the complex. The library section will occupy 247,000 square feet and will accommodate 500 students. They will be completed by 1970.

Construction began last month on the site of the new mathematical and science building on the campus of the University of California. The ten-story 7½ million dollar building is expected to be ready for use by the fall of 1970.

Work has started on the North Berkeley underground station and cut and cover section. This station is located at Sacramento and Delaware Streets in Berkeley and the cut and cover will extend to the northern boundary of Berkeley.

Shea Macco Co. was awarded the cut and cover section at the southern end of Berkeley. This job is located on Shattuck Avenue and will extend to the existing overhead section in Oakland.

Syar & Harms is scheduled to start a 300,000 yard dirt job for the Silver Development Co. in Pinole.

Rock, Sand, and Gravel industry in Alameda and Contra Costa County has picked up somewhat. With the biggest part of the work in the Centerville area.

Scrap Iron Industry in the Oakland area is still moving along very slow. But with the steel price raise things should be picking up in all the scrap yards.

Work at Pacific States Steel has picked up in the Mill Division and also in the Forge Division. The Fabrication Division is moving along very well with their steel cages for B.A.R.T.

The Equipment Dealers are still very slow, still looking for more work.

EASTERN CONTRA COSTA—This county as far as a work picture for the future doesn't look real bright. There are two big jobs probably going to start in the next few months and that is an addition to a large power plant of P.G.&E. and also an addition to be done at Dow Chemical.

Other than these two, most jobs are well along and are carrying a full crew with almost no new hiring being done.

Morrison-Knudsen Co. have two jobs going in the Pittsburg-Antioch vicinity. One job is almost complete. Excavation on the new steel mill virtually has been completed and Brother Harold McQueen has taken his crew on a freeway job between Antioch and Pittsburg. This job amounted to 2¼ million dollars of which the bulk of this money will go into structures and paving.

In the same area much subdivision work is now in progress and being done by Moberly Construction.

See OAKLAND Page 12



VALLEJO'S MAYOR Florence Douglas (center) was one of the many dignitaries from management, government and politics that attended the amalgamation of Local 731 with Local 3 in Vallejo this month. Shown with her honor are Mrs. Marvin Clark (left) who baked the cake that served as the centerpiece for the ceremonies; Local 3 President Paul Edgecombe and International Vice President and Local 3 Business Manager Al Clem and Mrs. Clem.



PART OF THE CROWD that attended ceremonies marking the amalgamation of Local Union No. 731 (IUOE) and Local Union No. 3 of the International Union of Operating Engineers is shown above. Some 250 members, dignitaries and officials from both unions were

on hand for the event that joined the 49-year old local with Local 3. The event was one of the most colorful and best arranged and attended in either local's history. Eighteen past presidents were presented miniature gavels in recognition of past service to Local 731.

Local 3 Backs Rath Supervisor Pushes Work

By RUSS SWANSON and
BOB WAGNON

DAM JOB GOING RIGHT ALONG.—The Teichert Co. from Sacramento have come into the area with a bang, and all of a sudden the dam (having to do with a subdivision) east of Middletown in Lake County is taking shape. This is only part of the land development for this area in that the prime improver, Boise-Cascade Co. have big ideas. The engineering firm of Raymond Murphy Associates are well along on the engineering while employing a number of survey crews. The Westgate Properties are on schedule with the 18 hole championship golf course, and from the looks of the design it should be a great one in years to come. Lange Brothers from Lakeport are doing most all of the pipe work, trenching, etc. As can be seen from this short description, many Engineers have been kept busy, the only problem being that the main brunt of the work will be completed in a few months.

The big job (\$11,000,000) of the Guy F. Atkinson Co. with work on Hiway 101 near Leggett is well along on its second season, the only problem being that on bringing in the 3 loaders-Cat992 (15 yards) Michigan 475 (12 yards) Dart (15 yards); the company also brought in a number of 80 yard Dart trucks, thereby depriving some of the Operating Engineers rubber spread a good amount of work.

At this writing an unusual weather front had moved in and the job has been temporarily suspended because of rain—but we sure hope to see the sun soon.

The Morrison Knudsen Co. is in the final stages on their Highway 101 job at Cummings and the Mercer-Fraser Co. from Eureka can be seen now on the paving operation. Arthur B. Siri Co. was low bidder at \$1,200,000 pm Highway 101 work south of Willits but have given the big portion of the dirt to Bragato Co. and they are well along with the work.

Brooktrails Development continue to sell lots, and thereby continue to create employment for the Engineers working for McIntire & Queros. Thomas Constr. Co. is on the roads—Ebert & Spartan, Joe LaMalfa, Triangle Constr., Earl Parker, are all on the job. Sure is a beautiful area with plenty of promotion by the owners.

The Fresno Paving Co. was the low bidder on the overlay job from Ukiah to Boonville and should be starting soon as they are in the process of setting up their plant in Boonville.

Absco Paving from Ukiah continue to employ a number of Engineers at various locations such as Kelseyville and Shelter Cove, and the plant in Calpella.

Once again the Bodega Bay channel needs revamping, and you will see the Shellmaker company in shortly with their dredge.

Granite Constr. Co. is well along on their pipeline job near Glen Ellen. Wise & McGinty with a finished job on Petaluma Hill Rd., but still working on road work on Arnold Drive near Sonoma.

Teichhold & Jurkovich still holding up traffic between Santa Rosa and Santa Rosa and Petaluma, while working on their "hot stuff" job.

Bragato Paving with action on Highway 112—the Expressway at

Rohnert Park and their Willits job—Argonaut Constr. going right to town on their sewer project in Santa Rosa with their end of Sea Ranch about completed.

Paul Garzot of Don Dowd Co., seen at various small jobs of Don's and still hoping to get a low bid on some major job.

The Rock plants, Basalt, McPhails, Maxwell, Kaiser and Hein Brothers, all with a very limited amount of work. It was noted that Kaisers new 8000 hot plant is in operation, but some of the neighbors appear to be unhappy about the noise. (We know that Rudy will figure something out.)

The above just shows a scattering of the jobs, but please don't get fooled and rush to this area, for we still have Engineers available in most all classifications. Politics—The Santa Rosa Grievance Committee has endorsed Supervisor Bob Rath for re-election in Sonoma County, as has the Executive Board in San Francisco. We have always found Bob to work with us when and where we have asked him to appear, he has always cooperated. He has been very instrumental in obtaining a lot of work in the area he represents.

In a recent interview with Mr. Rath he stated, "Since my election to the Board of Supervisors, three and one-half years ago, there has been a significant change of policy on the matter of road and bridge contracts. Instead of advertising and awarding contracts when the final County Budget is passed in August, the Board, after adopting

the preliminary road budget and as a result of placing 'seed money' in the prior year's budget, now can go out to bid in late April or early May. This allows contractors and workers to take advantage of favorable working conditions, results in an earlier starting time on major public works projects, and there is a general saving to the taxpayer." Mr. Rath also commented, "The Operating Engineers, both members and officers have been strong supporters of mine as well as good friends. Their support for my re-election is sincerely and deeply appreciated. I shall strive always to merit their trust and confidence."

Remco Hydraulics work has been somewhat slow in the past few months, but after talk with top management it appears work will be on the increase from here on out. We sure hope so.

Department of Employment: We would like to state again that we have excellent relations with the various employment officers in this district and would urge that if you have a problem, contact us and we will do what we can to assist you.

Credit Union: Brother (and Treasurer of the Credit Union) Red Ivy has learned to give most any answer relating to the credit union, for it was quite evident in the interest shown in our last meeting. We appreciate your attendance and hope that more of you will try to attend the Credit Union meeting and further to support it, not only in borrowing but also in saving.

IWC Stays Student Rate

At its July meeting the Industrial Welfare Commission continued the \$1.35 minimum wage rate for student workers with no limitation on the number hired at this rate but restored the February 1, 1968, regulations regarding overtime pay for boys or girls under 18 years of age who work over 40 hours on the sixth day and the definition of a student worker.

This action repealing the emergency regulations adopted in May for 11 of the 14 Industrial Welfare Commission Orders will go into effect September 24, 1968. On that date boys or girls under 18 years of age who work more than 40 hours must receive overtime pay for work on the sixth day, and student workers are defined as boys under 18 and girls under 21 years of age who are enrolled in an educational institution and employed part time or when school is not in session.

The action of the Commission will not affect Order No. 5, the Public Housekeeping Order (hotels, motels, restaurants), or Order No. 10, the Amusement and Recreation Order (motion picture theatres). In those industries boys or girls under 18 years of age may work up to 48 hours with no overtime on the sixth day. Student workers are defined as boys under 18 and girls under 25 enrolled in high school, junior college or college.

The Commission also voted to send notices to interested persons requesting them to submit names of people to serve on a wage board for domestics.

3 Highway Projects Out

Sacramento—The California Division of Highways is calling for bids on three projects in the central region of the State.

One of these, in *San Joaquin County*, calls for resurfacing 9.9 miles of existing four-lane Route 99 Freeway, between 0.2-mile north of Milgeo Avenue Overcrossing near Ripon, and Lone Tree Slough. Existing pavement is deteriorated to the extent that continuing maintenance is required.

Along with the resurfacing, plain and reflective raised pavement markers will also be installed to delineate traffic lanes.

Bids will be opened September 25 in Sacramento. A total of \$680,000 is available for the project.

A *Calaveras County* project will provide for the widening and reconstruction of 1.8 miles of the two-lane O'Byrnes Ferry Road (Federal Aid Secondary Route 1349) on improved alignment southeast of Copperopolis. Job limits are between 2.3 and 4.1 miles southeast of Route 4.

The present oiled-gravel road, is about 18 to 20 feet wide; and will be constructed to a 28-foot width.

Since completion of Tulloch Reservoir, that area has become a more popular recreational facility, and the O'Byrnes Ferry Road is subject to greater traffic.

Bids will be opened September 25 in Sacramento. Approximately \$234,000 is available for the project, including \$100,723 in FAS funds, \$68,575 in State matching funds, and about \$64,702 to be paid by the County.

Visit Your Health Center

One Set Per Customer

(ME's Note: Dr. Paul Schwadel, O.D. will be providing a regular monthly column for Engineers News. A veteran of over 22 years in the field of eye care, Dr. Schwadel has worked with and for Labor since 1950. He is considered an authority on industrial vision and has consistently pioneered new areas in the approach to the working man's protection of his sight. Dr. Schwadel is one of that small minority of professional men dedicated to the philosophy that the high cost of medical care for the average working man is far out of proportion to the value received and that better organization and better planning must be undertaken to keep prices of all medical services within realistic reach of the average worker. Dr. Schwadel has established Vision Care Centers in Los Angeles, San Francisco and Santa Clara.)

By H. PAUL SCHWADEL, O.D.

Executive Director, Bay Area Union Professional Center

One of Life's most precious and priceless gifts is sight—yet the vast majority of people have scant knowledge about their eyes and the physiology of vision.

Every activity you undertake, no matter what you do, all depend on your ability to see sharp and clear and with comfort.

This monthly series was conceived and is presented as an opportunity for you and your family to understand and protect your sight. How often have you seen a blind person having to live in a world so vastly different from yours? Pause and reflect how completely different the tremendous changes you would have to adjust to, the closing of a wide spectrum of daily activities taken for granted to a very tiny limited sphere of action, should you be so unfortunate.

To derive full value and understanding, care has been taken to provide factual information in easily understood terms. When you know more about your vision and the many causes for its deterioration, then you can take the steps to protect and preserve this precious gift.

This monthly series will give you the answers to such important matters as: Cataract, Glaucoma, your children's visual problems, adult vision problems, vision job efficiency, astigmatism, farsightedness, nearsightedness, effect of Diabetes and other diseases upon vision, the relationship of vision to intelligence, vision personality relationship, and in total, a general understanding of your eye-brain relationship which enables you to see.

As a start, let us explore some of the components of the eye as a beautifully coordinated anatomical working organ. You will be amazed with the realization of the utter necessity of a complete, inter-dependency and harmonious working togetherness of billions of cells, nerves, muscles and blood vessels to create a healthy eye and good vision.

EYELIDS—the eyelids have been designed to essentially protect the eyeball from external injury and at the same time, lubricate the exterior part of the eyeball. Protection is done via small but very strong muscles throughout the lid structure. Have you ever tried to force your child's eye open against his will? Also, whenever you blink, this action allows the lid and tear glands to secrete fluids which aid in lubrication.

CONJUNCTIVA—Is a mucous membrane lining the back surface of the eyelids and the front surface of the eyeball. Whenever you see small red colored streakings in an eye, it is usually the warning signal of an inflammation and/or eye strain. Many people have a chronic conjunctivitis due to allergies of one sort or another.

CORNEA—is transparent, composed of five separate distinct layers of microscopically thin tissue and the entire thickness varies from 0.8 mm to 1.0 mm. It functions as a "window" allowing light to pass into the eye.

IRIS—presents two thin circular outlines and is seen as the "color"

of the eye. This color varies greatly with different people from dark brown to very light blue grey depending upon the ethnic origin, amount of pigment, and hair color. The IRIS contracts and expands thus decreasing or increasing the amount of light rays passing through the PUPIL. In this respect it acts like the shutter of a camera.

LENS—lies behind the iris, is transparent, biconvex, a gel like substance and functions like the focusing lens of a camera. Via a nerve-muscle arrangement, the lens can make itself become more thick or more thin and makes rays of light focus on the RETINA. CATARACT is a disease of the LENS and will be discussed in a future article. (Paid Advertisement)

New Roads Set In 3 Counties

SACRAMENTO—The California Division of Highways is today calling for bids on two projects in the State's central area—one in Stanislaus County, the other in Sacramento and Solano counties.

The *Stanislaus County* project involves widening two bridges and replacing a third within an 8.5-mile segment of Route 33 in the Patterson area.

At Del Puerto Creek, the existing bridge is to be removed, and a 112-foot reinforced concrete bridge constructed at a lower grade. Width of the new structure will be 40 feet.

Widening of the Hospital Creek and Ingram Creek bridges will likewise bring them to a 40-foot width. A total of \$179,000 is available for the project.

The *Sacramento-Solano County* project consists of modifying the grade line of the north approach to the Antioch Bridge to eliminate an existing bump.

In addition, plain and reflective raised pavement markers will be installed, and guard rail will be replaced at several locations, between 0.6-mile north of the Contra Costa County Line and 1.6 miles south of the Yolo County Line. Approximately \$40,000 is available for the project.

Back Pay

Friden, Inc., a San Leandro, California business machine manufacturer, has agreed to pay \$56,375 in back wages to 183 female production workers. The action stems from a suit filed by the Labor Department charging the firm with violations of the law requiring equal pay for women doing the same work as men.

State Tile Has Napoleon

Hawaiian Brother Paddles Own Canoe

By HAROLD LEWIS, BERT NAKANO, WILFRED BROWN, KENNETH KAHOONEI, WALLACE LEAN and JOE REINERT

*"One paddle, two paddle,
three paddle,
Four to take me home;
Fourteen on the right,
Fourteen on the left,
Take me to Hawaii nei,
No ka best!"*

These are the lyrics of one of the many favorite modern day versions of music from Hawaii written by the famous Kui Lee before he had died. Canoe racing, an ancient sport of the Hawaiians in the days of King Kamehameha, is still a very exciting and interesting sport of today. Brother Joseph "Nappy" Napoleon like a typical Hawaiian has taken up canoe racing as his hobby. Paddling at a very early age, he is very good at this sport. He is captain of the Hui Nulu Men's Senior Canoe Team and practices daily after work between the hours of 4:30 p.m. thru 7:00 p.m. at either the Ala Wai Canal or the beach of Waikiki.

A memorable event for Brother Napoleon was winning Hawaii's Annual Canoe Race in the Molokai Channel from the Island of Molokai to Waikiki beach on the Island of Oahu; a distance of 40 miles of most treacherous waters in the entire island chain. Because of the unusual current, it is often said that the Molokai Channel is one of the roughest channels throughout the world. It took Captain "Nappy" and his crew of brawny men four hours and twenty minutes to win this race by maintaining twenty-four strokes per minute. To prevent water from seeping into the canoe, a canvas is placed to cover the canoe up to the waistline of each crewman. It is not unusual to have a canoe flip due to waves breaking against the canoe. The waves sometime reach over fifteen feet.

Brother Napoleon is employed by State Tile; Local 3's tile producing plant in the state of Hawaii. As a maintenance man, he repairs tile producing machines; a position that is an important segment in the continuous production of tile at State Tile.

Apprenticeship Program on the Move! Our Hawaii Apprenticeship program is progressing very well with forty-seven young men on the job training and two school classes for related technical training and first aid which started on September 16, 1968 at the Honolulu Community College.

We are proud of the employers who are training these young apprentices to become future journeymen. Employers such as Royal Contracting Co., Ltd.; C. W. Vincent Inc.; Hi-Way Transportation & Contracting Co., Ltd.; Moses Akiona, Ltd.; Highway Construction Co., Ltd.; J. A. Thompson & Son, Inc.; E. E. Black, Ltd.; Engineering Equipment Co., Ltd.; J. M. Tanaka Construction Co., Inc.; A. C. Chock, Ltd.; Hawaiian Dredging & Construction Co., Ltd.; Hawaiian Crane & Rigging, Ltd.; Territorial Contractors; M. F. Williams, Inc.; Hercules Construction Co., Inc.; Urban Equipment, Inc.; Kaiser Hawaii-Kai Development Co.; and Oahu Construction Company, Ltd. who spend a dollar today that may



PHOTO TAKEN while practicing at Waikiki Beach for the Molokai Channel race. Background is a silhouette of the famous Diamond Head. Name of the canoe is Malia. 1st paddle is Brother Joseph

"Nappy" Napoleon (Captain), Randy Chung, Nick Beck, Blue Makue Jr., Byda Balock, Rabbit Kekai.



ACTUAL RACE in which Brother Napoleon had participated. Again he is the 1st paddler. Photo was taken at 5:30 a.m. when race had started. Because they were still close to shore, the water looks very calm. They are leaving Molokai for Oahu. You will note that a canvas

is placed to cover the canoe up to the waistline of each crewman. This will prevent water from seeping into the canoe. It is not unusual to have a canoe flip due to breaking waves. The waves sometimes reach over fifteen feet.

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train men and a chance to make two dollars tomorrow.

We need more of these young men for training. Anyone interested may contact the Operating Engineers Job Placement Center at phone: 949-0084.

Urban Renewal Project in Jeopardy—Plans for the \$107 million Waikiki Urban Renewal project are in jeopardy. Chances for the multi-million dollar federal-city-

county-private partnership to help wipe out the slums are being ruined by private building of new high rise developments. A number of these new developments are not in conformity with acceptable renewal plans being studied in Washington. With each new building that goes up in the jungle, chances for Honolulu remaining eligible for Federal Funds as a blight area are decreased.

The question remains as what is better for us as engineers and citizens? Work for us now that is cluttered and unplanned or work at a later date planned thru urban renewal program which would add to the beauty of Waikiki?

Budget for Slump Period — We have been content to a degree for this good year during which employment has increased in all phases of construction develop-

ment. With the remaining months of 1968 slowly approaching, we must understand that work will decline to some measure. If we may, we would like to suggest to our brothers to budget wisely for a rainy day!

We do not wish to predict a slump period, however would like to indicate some factual facts by pointing out to our brother mem-

See HAWAII Page 15

Bass Lake Highway Link Gets Madera Board Start

By CLAUDE ODOM,
KENNETH GREEN and
BILL RELERFORD,
HAROLD "Doc" SUMMER

Madera County Board of Supervisors will commit about \$400,000 in Federal road funds to improve the first segment of Road 222 that links Highway 41 and Bass Lake. About 5000 feet starting at Highway 41 will be made an undivided four lane section.

The State Division of Highways aware that nothing can be done to eliminate slow drivers from mountain highways, is embarking on a program at sidetracking them for brief spells. Fresno Headquarters of the Division notes that State Route 41 to Yosemite National Park and Route 168 to Tollhouse and Route 190 to Quaking Aspen, east of Springville, have accounted for nearly 400 accidents over the past three years. As a result, turnout areas on both the uphill and downhill sections of all three of these major park entrances are in the planning stages at this time. At this point, the state intends to extend the travel ways on them by several hundred feet to create what might amount to a passing lane. There will be approximately 31 turnouts constructed on these three major highways.

American Paving Company of Fresno has been awarded a contract to repave portions of two heavily traveled streets in the city of Fresno. The work will be done on N. First St., and E. Gettysburg Ave. A new process will be used to resurface these streets which has not been used before in the city.

The City of Fresno has awarded a contract to W. M. Lyles to install a sanitary sewer line in the Gettysburg and Fairmont Avenue areas.

A contract for \$38,659 has been awarded to L. C. Christopher of Glendora for installing metal beam guard rails between Manning Avenue in Fowler to Herndon Overcrossing at Herndon.

The Thomas Construction Co. is busy erecting the new bridge over the Merced River on Snelling Road. The new bridge is located about 60 feet downstream from the old existing bridge which will be removed when the new one is completed. The estimated cost of the new bridge will be about \$269,000.

Allied Paving Co. of Fresno has been awarded a contract in Fresno County for resurfacing various roads throughout the county.

American Paving Co. of Fresno has been awarded a contract for \$479,632 for street improvements in the N. Fruit Ave. and West Ave. areas.

Brewer, Winchell and Small to date, are moving along quite well on their freeway project Highway 152, between Red Top and Los Banos. This 18 mile stretch is not scheduled to be finished until 1969 and at this point, Brewer has approximately 21 Brother members on this project.

Local 3 Operating Engineers has been recognized in Tulare County to represent County employees for salaries, fringe benefits and working conditions.

Local 3 of Operating Engineers has been busy with organizing in County Road Departments in Fresno, Merced, Tulare Counties; also have been busy in Fresno County Hospital, Springville Hospital and Tulare Hospital.

Local 3 had its first grievance filed in Public Works Department in Tulare County shortly after being recognized and won our point on driving to and from work site.

Local 3 Public Employees in Springville held their last meeting on August 9, 1968, with a large turnout and discussed their problems and decided to file a complaint with County Board of Supervisors to see what can be done about their conditions of work. We appeared before the Board on August 20, 1968, to make the Board aware of the understaffed personnel.

Local 3 Sheriff's Department of Fresno County Employees met with Sheriff Wilmerth and members of grievance committee and discussed their special work week and standby time, also their upcoming meeting with Board of Supervisors on their pensions. The meeting was very fruitful and an agreement was made to negotiate for two additional ranges of salaries in special work or ask for straight overtime hours. The standby time has been eliminated.

The State Highway Commission has allocated \$600,000 for a project to reconstruct 19 miles of California 33 in Fresno County. Samuel B. Nelson, state director of public works, urged the commission take the action. He said the highway has had heavy truck wear because of work on the California Aqueduct and the San Luis Canal.

The highway portion lies between a point just south of Gale Road about two miles north of Coalinga and an interchange about 20 miles north. Together, the projects will provide more than 34 miles of reconstructed highway.

Asbestos produced in the Coalinga area will be combined for the first time with asphalt paving mix under a \$44,337.11 paving contract awarded by the City Council.

The asphalt-asbestos paving will be laid in several unpaved portions of Sunset Street and the Cherry Addition by L. D. Folsom, Inc.

Work in the Johnsondale area is slow for this time of year. Dicco Corp. is in the final stage of completion on the Parker Pass Road Job with 8 of the Brethren on the payroll.

Cooley Bros. have completed their Sherman Pass Job. The Forest Service is going to let another 3½ miles out for bids; let's hope some good contractor can get cranked off on this before snow flies.

R & D Watson was awarded the Lloyd Meadows Job. They plan to get started about the middle of September. The contract was nearly a million dollars.

The Kings River Job should last into the winter, with the clearing and final cleanup. This has been a very good job for the Brothers, moneywise and otherwise.

Fresno Paving Co. is still going strong. The Terra Bella Job is approximately 50% completed on the paving operation -- with the paving crews getting some overtime. There are 22 of the Brothers on this job. They are hauling base rock on the 12th Ave. Job in Hanford, and should be ready for hot stuff in about 10 days.

The Highway 33 project should be off to a good start by September 1st. This job will keep a few

of the Brothers busy through winter.

L. Wells Construction Co. on the Mooney Blvd. Job are laying base rock and should be ready to pour the northbound lane by September 10th, providing the bridge and down drains are completed.

A Pre-Job was held on August 8, 1968, with W. M. Lyles Co. on the Highway 65 job in Portersville -- the job went for \$1,600,000 and construction should start by September 1st. The job consists of grading and paving with an overcrossing, between Avenue 152 to Avenue 164. W. M. Lyles Co. was also awarded a three million dollar contract by the Bureau of Reclamation for the Westland Water District. This job should be getting started around the last of September.

Hood Corporation, on the Westland Water District pipeline job, are working lots of hours with the trenchers working two shifts, and there are approximately 20 Brothers on the job.

Kirst Construction on the Pleasant Valley Canal have about one million yards left to move and there are approximately 15 of the Brothers on the job.

Highway Work Up Locally

Sacramento — Three Bay Area projects have been advertised for bids by the California Division of Highways. They include:

Santa Clara County—Widening 1 mile of existing Route 237 from two lanes to four-lanes-divided between 0.3-mile north of the East Mountain View Overhead, and 0.2-mile south of the Route 237/101 Separation in Sunnyvale.

Channelization and traffic signal systems will be installed at the intersections with Middlefield Road and Maude Avenue.

Bids will be opened September 25 in Sacramento. A total of \$322,800 is available for the project, including a \$46,800 contribution by the City of Mountain View.

Alameda and Contra Costa Counties—Installing plain and reflective raised pavement markers on a 17-mile stretch of Interstate 80 between its separation with Route 13 in Berkeley and the Carquinez Bridge. The route is 6- and 8-lane freeway within these limits.

Bids will be opened September 25 in Sacramento. Approximately \$70,000 is available for the project.

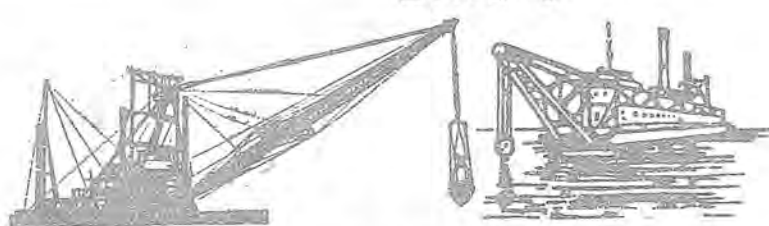
Alameda County — Modifying the bridge on Hoffman Boulevard (Route 17) across Cerrito Creek in Albany, in order to handle increased water flow which will be caused by the proposed Bay View Neighborhood Project upstream in El Cerrito.

This redevelopment project is sponsored by the U.S. Department of Housing and Urban Development. Unless the bridge is modified, federal sponsorship will be withdrawn.

Work will include lowering and widening the channel, and lining portions of it with reinforced concrete and air-blown mortar.

Bids will be opened September 25 in Sacramento. A total of \$17,000 is available for the project.

Dredging



By AL HANSEN

Ratification Meeting was held in Oakland at 10 a.m. Sunday, August 19, 1968. Al Clem, our Business Manager and International Vice-President, and Don Kinchloe, and the Officers of Local 3 presented the new agreement to the members and was on the floor for discussion and the members accepted the agreement as read and passed. We now have a new dredge agreement. Our Officers worked very hard to get the best possible agreement they could for the members, and I think the members as a whole agree that they did do a very good job of coming up with a good package for the next three years for the dredge men.

At the present time this is all we can say on the contract—in our next issue we will have more to say about the dredging jobs coming up in all the areas.

Personal notes:

Congratulations to Brother Bob Bynum and his missus—on becoming proud parents of a girl born on August 9th. Bob is employed by Utah Dredging.

Best of luck to Bros. Geo. Maffia going into the dairy business after being employed by Petaluma ReadyMix in Petaluma for several years.

"POOR EXCUSES"—"Ten Sins Against Citizenship"

Summary—Direct bearing on the question of why in an average election as many as half the qualified voters will not appear at the polls.

Indifference. "I am not interested in politics."

Laziness. "I am too busy to bother."

Greed. "I am making good money. I should worry about who runs the government."

Prejudice. "I am voting for him because he is one of our kind."

False pride. "It's all dirty politics. Why should I get mixed up in it?"

Cynicism. "One vote won't make any difference one way or the other."

Hopelessness. "It's the pressure groups who run things anyway."

Ineligibility. "I forgot to register."

Why bother attitude. "Politicians are all alike."

Cowardice. "I might make enemies if I stood up for my convictions."

If the reader has used any of these catch phrases to defend his own lethargy in voting, it is a sign of weakening in the moral fiber of his citizenship.

Good Citizens Program.

Not everyone is gifted in the same way, and some are capable of better understanding and judgment in matters of government than others. But all citizens, according to their capacity, should try to put into effect in their own lives the following program:

1. To inquire into the management of public affairs.
2. To pray for those in public office.
3. To encourage those with character and competence to dedicate themselves to careers in public service.
4. To study the records of the candidates.
5. To participate in political meetings.
6. To stimulate others to vote.
7. To consider legitimate political activity as a moral obligation to God and country.
8. To vote for those, regardless of party, who stand for the preservation of our sacred heritage of free constitutional government.

Personal Notes: Dredging.

Best wishes to Bro. Allen L. Gerske for a speedy recovery; he was confined at Novato General, but we understand is already back to work for Hydraulic Dredging.

Our best wishes for a long and happy marriage to Bro. Tom Walgraave, who recently said "I do."

Congratulations to Bro. Pat Furnish and his missus on becoming the very proud parents of twin boys (2 new Dredge Hands).

Best wishes for a fast recovery to Brother Captain Peter Krolich, who was recently hospitalized; sorry to hear about his heart attack.

Congratulations to Brother John Camarra and his missus on becoming proud parents of a baby girl; do hope that the next go-round will be a "dredge hand."

HOW NOT TO SOLVE A PROBLEM . . .

A basic step in solving any problem—whether it concerns a sporting event, a family dispute or a question of public interest—is to check on yourself—to face up to problems of all types. Many people assume that all problems are caused by forces outside themselves . . . one insurance company has collected some bizarre explanations from drivers seeking to justify themselves in accidents in which they had been involved. Here are a few:

1. "A pedestrian hit me and went under my car."
2. "Coming home, I drove into the wrong house and collided with a tree I haven't got."
3. "I collided with a stationary bus coming the other way."
4. "I consider that neither of us was to blame, but if either was to blame it was the other one."

To enable you to meet problems of various types—and solve as many as possible—we submit a few elementary tips.

New \$180 Million Penstock Tunnel Set

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

Hill climbing, ninety (90) tons at a time, is giant's work in Dobbins, California. Crews of U.S. Steel's American Bridge Division show how it's done as they build a water pipeline between nearby Bullards Bar Dam and a new powerhouse on the banks of the North Yuba River in northern Yuba County. To scale this almost vertical rise, huge steel plate pipe sections—nearly thirteen (13) feet in diameter, forty (40) feet long and weighing ninety (90) tons each—these are slid one at a time, down the hillside on a tracked cableway. As each section is joined to the one before it, the mammoth tube climbs, forty (40) feet at a time from the river bed to the hill-crest.

Called the New Colgate Penstock, it is part of a four-mile water tunnel system being installed for the Yuba County Water Agency's 180 million dollar hydro-electric project. Total length of the penstock will be 3,260 feet. The steel plate pipe sections were fabricated at the South San Francisco plant of American Bridge. General contractor for the power project is Perini-Yuba Associates; engineering is by International Engineering Co., San Francisco.

The completion of a 24,000 foot tunnel on the Bullards Bar Project, July 22nd was "right on schedule" for the \$180 million dollar job. The tunnel connects the Bullards Bar Dam on the Yuba River with the Colgate Powerhouse. It is the main artery of a conduit system that will total ten (10) miles and spread into three counties. The tunnel is twenty-five (25) feet in diameter.

Waters of the Middle and North Forks of the Yuba River and Oregon Creek will be impounded by the three dams in the system. The Colgate Powerhouse and the tunnel portion of the job cost more than \$20 million dollars.

The tools of the tunnelman have undergone great changes over the centuries but conditions for the workmen remain virtually the same—dark, damp, dirty and dangerous. With modern techniques and machinery, the work does move faster. In the 1st century A.D. it took 30,000 Roman workers eleven (11) years to complete a 3.5 mile tunnel, draining an Italian lake.

On the 180 million dollar Yuba River Development Project near here, a relative handful of workmen are scheduled to drive nearly twelve (12) miles of tunnel in less than three years. The Yuba River work is being financed by the Yuba County Water Agency. Contractor of the project is the Perini Construction Co. of Framingham, Mass., which is building all but five miles of the tunnels.

The Emil Anderson Construction Co. Ltd. of Canada and Sacramento has the sub-contract to build the tricky four-mile Lohmen Ridge Tunnel between Hour House in Sierra County and Oregon Creek in Nevada County. It also has driven the mile long Camptonville structure which connects Log Cabin Dam on Oregon Creek to the main reservoir at Bullard's Bar in Yuba County. Crews are nearly six months ahead of schedule.

Five-Mile Tunnel — But the major job is the five-mile Colgate

Tunnel. Measuring twenty-six (26) feet high, the big artery will carry water from the main lake into two huge generators which are expected to pack the major portion of the agency's revenue development plan. Pacific Gas and Electric Co., has agreed to purchase 7.6 million in power annually from the agency for a fifty (50) year period. Funds will be directed to retire revenue bonds sold by the agency in 1966. A fourth tunnel, the New Narrows Tunnel, one-half (½) mile long, will convey water from the Harry Englebright Dam down a fifty-five (55) degree slope to a second smaller powerhouse, smaller in scope but important to the overall plan. The final tunnel structure was the first project to be completed by Perini crews. It is a small diversion tunnel one-quarter (¼)

mile long, which directs the swift-moving Yuba River's north Fork around the coffer dam and the dam construction site itself.

Next fall the big iron gates at the diversion tunnel will slam shut and the concrete dam will begin to impound the river. Under the terms of the agreement, the Perini Company is to receive a bonus of \$22,500 for each day it finished ahead of the June 30, 1970 completion date. Should the firm run past the deadline, it must pay a penalty of \$25,000 a day. Hence the rush to begin impounding water. Colgate's tunnel crew established a world's record by driving 502 feet in a six-day period. "We were lucky," says John "Alabama" Hester of Oroville, general tunnel superintendent for this project.

Underground it is always win-

ter, regardless of the temperature outside. Even in the best of ground conditions, a certain amount of water seeps into the working area of the tunnel. And when the drilling jumbo goes into action, water is sprayed on the rock to keep the steel bits cool and the rock dust down. It also adds to the general dampness. So the yellow rubberize rain gear has become the uniform of the tunnel worker.

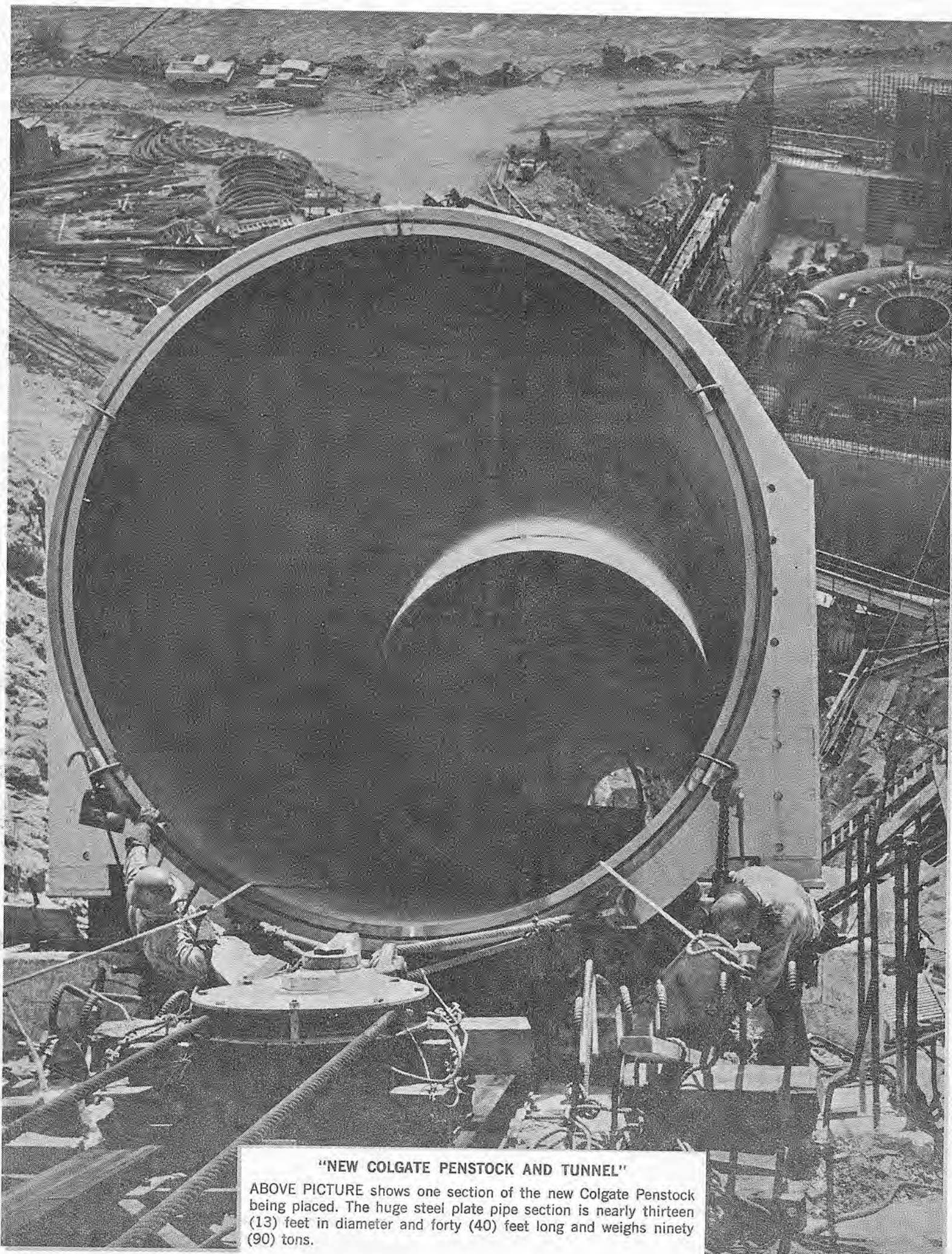
Noise Everywhere — The most annoying aspect of working underground is the incredible loud noise which seems to come from everything and everywhere. Compressed air motors drive drills and other equipment and the sound is numbing. After a short time, ears close defensively and hearing is impossible for days. According to conditions encountered, crews perform the ritual of drilling, shooting

and mucking three times each working day.

The big jumbo with its 13 drills is moved into place and holes are drilled for explosives. The powder car is then pulled up and the miners set the charges. Since the explosive material is highly sensitive to electrical current, all lights within 1,000 feet are switched off. The men retreat a full 1,000 feet to a position where the shift boss fires the shot. Men and equipment move forward for the job of clearing out the tunnel. Since the Colgate opening is so large, two mucking machines are brought in side-by-side to dig at the rock and gravel.

Loose Rock—While the mucking machines tear at the loosened rock, miners perform the vital job of barring down, probing the roof

See PENSTOCK Page 10



"NEW COLGATE PENSTOCK AND TUNNEL"

ABOVE PICTURE shows one section of the new Colgate Penstock being placed. The huge steel plate pipe section is nearly thirteen (13) feet in diameter and forty (40) feet long and weighs ninety (90) tons.

Personal Notes

MARYSVILLE

Deaths in the past month have included Amelia Colbert and C. C. Stoner and Harvey Hood. Our sincere condolences to their families.

We received the following letter from Mrs. Mitchell M. White and family:

Dear Brothers:

My family and I would like to express our sincere gratitude to all the Brothers, and their families for the help they gave to us in our time of need. Thank you so much for the Memorial Bible. We shall always cherish it.

Sincerely,
Mrs. Mitchell M. White, Glenna, Don and Michele
Herbert White and family
Sgt. David White and family

Sick or hospitalized the past month were Johnnie Johnson, now in the Rideout Hospital and Henry Cress, also in the Rideout Hospital. Best wishes for a speedy recovery.

STOCKTON

Our deepest sympathies are extended to the family and friends of our late Brother William Buckman.

Brothers Rad Wilson, L. J. Wakefield and Calvin S. Kee were under a doctor's care during the past month.

SACRAMENTO

Our very best wishes to the Sacramento Grievance Committee Chairman, William Woodyard, who is at home now and is making a marvelous recovery from his recent illness.

The Sacramento office would like to express condolences to the families and friends of Brothers Henry Nusz, Roy Bridenstine, Forrest Carter and George Frazier who passed away recently.

Our thanks to Brothers Clem Hoover, Al Dalton, Fred Lacert, John Wise, Carl Schlink, M. L. Purser, Joe Kortuem, Robert Duntton and Jack Whitcomb for their donations to the Sacramento Blood Bank. We still need blood donations from the Brothers in the Sacramento area. For further information please call the Sacramento office at 457-5795.

SAN RAFAEL

Best wishes to Brother Paul Greves who suffered a broken leg when hit by a car in Corte Madera—while working on road construction project for Maggiora-Ghilotti. Hurry and get well!

Bill Collins who formerly worked as a Heavy Duty Repairman now is owner and proprietor of the "London Lodge" located at Glen Ellen. Bill would like to see some of the brothers he worked with drop in.

SANTA ROSA

Blood—The blood supply is low and we appreciate your donation. Remember to make it in the name of the Operating Engineers.

Once again our gratitude is extended to Brother Charles Grubaugh who donated blood this month. Won't more of you try to follow suit? Thank you.

Our deepest sympathies, and we know many of our Brothers extend the same to the widow and family of recently departed Abe Zanelli.

EUREKA

Many thanks to Brother Lewis Bailey who has donated again to the Operating Engineers Local Union No. 3 Blood Bank. If any brothers can donate at this time it will be appreciated, we are in need of more blood.

We wish a speedy recovery to the following Brothers who are hospitalized in the Eureka area: Jack Wheeler, Kenneth Menefee, F. C. McCarver and Robert Matthews.

SAN JOSE

We were happy to receive a letter from Brother Ron Mossholder who is working for RMK-BRJ putting in a two-lane road 150 miles North of Saigon. Brother Paul Jolley is the project manager on this job. Ron Mossholder reports the building of roads in Saigon is quite different from California.

We wish to express our condolences to the families of the following Brothers who recently passed away; Brother John Simpson who was killed in an accident while hunting deer and Brother Frank Phillips.

HAWAII

In recent weeks we have had four brother members admitted into the hospital for care and treatment due to illness. Brothers Tommy Laikapu, Samuel Kapehe, Harris Morse and Christian Goo. We wish all of them a speedy recovery.

Penstock

Continued from Page 9

of the tunnel for loose rock which might fall at a later time. Diesel locomotives pull filled muck cars out of the tunnel and dump them on a great pile. The amount of material carted out of the Colgate Tunnel alone would build a road thirty (30) feet wide from Sacramento to San Francisco, about ninety (90) miles.

A spectacular part of the job is a 530 foot vertical shaft. It will act as a surge chamber to relieve the pressure on the turbines when they are shut down. For the first 350 feet the shaft is 26 feet in diameter. The lower 180 feet reduces to a 16 foot diameter.

The entire project is scheduled for completion June 30, 1970.

If we were to analyze the rest of the work picture in the Marysville District, we could write it in two words "very slow." The bad part is the next few months don't look a whole lot better. Some jobs that had been planned to be let out to bid failed to do so due to the tight money. We are told however, that this may change for the better with a good possibility of some of the highway jobs on the West side eventually going to bid.

We are still very busy in negotiations, with the many contracts that are expiring from time to time. The New York Machine Shop's new Agreement was unanimously ratified by the brothers who work in this shop located at Oroville. May we express our appreciation to all the brothers in this unit for their cooperation and support given to your representatives throughout the negotiations.

Awarded to L. J. Krzich, 11226 Bubb Avenue, Cupertino, California in the amount of \$566,408 by North Burbank Public Utility District for construction of the interceptor sewer extension to the Loafer Creek Recreation Area in connection with the Department of Parks & Recreation of the State of California.

This project is to assist in the operation of the new Loafer Creek recreation and boat ramp on the Southeast side of Lake Oroville and is to be completed at the end of this year.

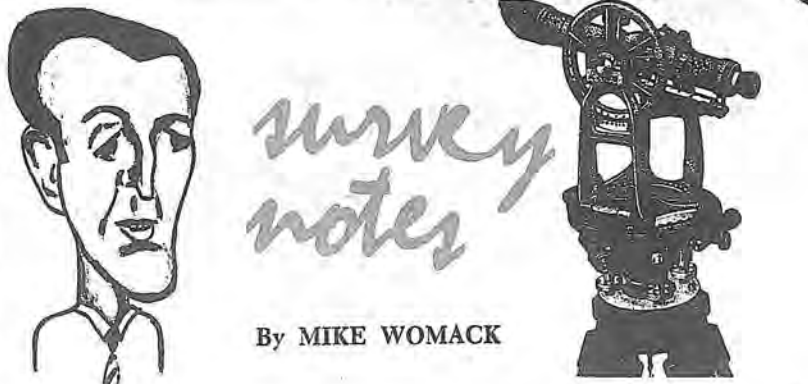
Thomas Construction was also awarded a \$68,594 bridge project across Lindo Channel on Manzanita Avenue in Chico.

Butte Creek Rock was awarded a contract in Chico to reconstruct a section of East Avenue to begin at the Esplanade and end at Highway 99 freeway, at a cost of \$26,153. Butte Creek Rock also has several small jobs in the Oroville area which helps keep their plant and paving spread busy.

Safety Committeemen Appointed		
Week Ending August 30, 1968		
Dist.	Name	Agent
1C	David Murphrey	A. Smith
4	John Bradbury	R. Cooper
11	Joe M. Munoz	J. Hamernick

Inactive Safety Committeemen		
Dist.	Name	Agent
4	Hans Bolt	R. Cooper
Total Safety Committeemen Appointed 3		
Total Inactive Safety Committeemen 1		

Job Stewards Appointed		
Week Ending August 30, 1968		
Dist.	Name	Agent
1A	Perry S. Bigman	W. Sprinkle
1A	Russ. Wm. Phillips	W. Sprinkle
1A	Paul D. Todd	W. Sprinkle
1B	Arthur Angiolini	E. R. Bell
1C	Richard (Pete) Covey	A. Smith
11	Wm. (Bill) Martin	J. Hamernick
2	Charles Murphy	T. Carter
2	Milorad Boskovic	M. Womack
9	Bruce Gregory	A. McNamara
9	John R. McGrath	W. H. Davidson
12	Dalvin S. Sawyer	W. Lassister



TECHNICAL ENGINEERS AGREEMENT JOB PLACEMENT REGISTRATION

(a) Any person seeking employment in one or more of the classifications of work as set forth in this Agreement, may register for employment in the Job Placement Center in one or more such classifications in which such person qualifies.

(b) All employees who have earned one (1) Employment Credit or more prior to March 1968, employed under an appropriate Technical Engineer Agreement, or the equivalent thereof as determined by the Northern California Surveyors Joint Apprenticeship Committee, are qualified and eligible to register for employment on the Out-of-Work List in the Job Placement Center in such field survey classifications as such person has performed during such prior employment subject to such verification as may be required by the Northern California Surveyors Joint Apprenticeship Committee.

(c) Qualifications of all other applicants for registration shall be determined through fair and impartial test and examinations conducted by the Northern California Surveyors Joint Apprenticeship Committee or its duly authorized agents. Such tests and examinations will be given not less often than monthly. All persons passing such tests and examinations shall be qualified and be eligible to register on the appropriate Out-of-Work List at a Job Placement Center in the classification or classifications of field survey work in which they are qualified.

(d) All disputes concerning the application or interpretation of these procedures shall be appealed to the Northern California Surveyors Joint Apprenticeship Committee. The decision of the Committee shall be final and binding on all persons affected thereby, subject to such appeal as may be permitted by law.

This section was incorporated into the Collective Bargaining Agreement in an effort to insure that persons entering the work force meet at least some minimum standards of surveying knowledge. It is essential that if our Technical Engineer membership is to protect the reputation for high standards of excellence that they have developed over the years, these steps be taken.

The qualifications for registration will have no effect on current employment, but a time lag could occur when seeking new employment if registration qualifications have not been previously determined. This present effort is aimed at eliminating the chance of that time lag for members of the current work force. As soon as procedures for the above regulations are implemented only those persons who have been qualified for registration by the J. A. C. will be allowed to register for employment at the Job Placement Center in the classifications "Cert. Chief-of-Party;" "Chief-of-Party;" "Instrument Man;" or "Chainman/Rodman."

Employers who are a party to a Technical Engineers Agreement and their employees have recently been sent an inquiry relating to job placement registration as contained in the current Collective Bargaining Agreement. This is the first step in qualifying persons for registration in survey classifications of work. It is essential that the J. A. C. receives response from each individual questionnaire, in order that the registration qualifications of the present work force can be determined in a reasonably short period of time.

If you did not receive a questionnaire in the mail, please obtain one from the nearest Job Placement Center Office, and return it to us immediately: Northern California Surveyors J.A.C., 3068 16th Street, San Francisco, California 94103.

Your cooperation will determine the ease with which the Job Placement Center will be able to serve you.

More Personal Notes

VALLEJO

Our best wishes for a speedy recovery to Bob Bowers and his wife Loraine who are in the "Intercommunity Hospital" in Fairfield in pretty serious condition. Loraine should be out, if there are no more complications, by the later part of November of this year, however Brother Bowers, in more serious condition, will not be released until sometime in February of 1969. The Bowers were involved in an automobile accident. Also Brother Asa "Ace" Estes received first and second degree burns on his arm, chest and face. He was in satisfactory condition at Kaiser Hospital Tuesday night. Our best wishes for a speedy recovery to Brother Estes.

Everyone was glad to see Brother Louis "Shorty" Sherouse back on the job at the Humble Oil Refinery after his little rest in the hospital. It's nice to see Brother Jack Kennedy up and around after his recent illness, many of the brothers have expressed their concern about brother Kennedy and wish him well.

Hard Core Project

PMA, Labor To Join In Training Program

SAN FRANCISCO, Sept. 1—The U. S. Department of Labor and the maritime industry serving West Coast ports have joined together in establishing a precedent-setting apprenticeship program to prepare disadvantaged youngsters for merchant marine careers.

A tri-party agreement has been signed which will provide 135 seagoing apprentice cooks, bakers and butchers over the next 14 months. The agreement was formulated by the department's Bureau of Apprenticeship and Training. Signing on behalf of management was the Pacific Maritime Association, an employer organization that represents ship owners, stevedore companies, and terminals from Bellingham, Washington to San Diego, California. The labor partner in the agreement is the Marine Cooks and Stewards Union, AFL-CIO.

The plan calls for the selection of 225 trainees in California from among disadvantaged youngsters. The trainees will undergo two months of rigid pre-apprenticeship training to determine if they have the aptitude, ability, and desire to enter the formal apprenticeship program.

Upon completion of the first phase of the pre-apprenticeship training, those youngsters who decide against entering apprenticeship will be offered employment aboard ships as waiters and stewards. The youngsters who wish to pursue the apprenticeship route to a career in the merchant marine will then receive an additional two months of pre-apprenticeship training, and then will be placed aboard shipping lines of the Pacific Maritime Association to begin their formal four-year apprenticeship program. Every youngster, therefore, is guaranteed a job if he completes training.

The Labor Department has underwritten the pre-apprenticeship phase of the training. Labor and management, through their joint apprenticeship committee, will finance the remainder of the program.

The program calls for the enrollment of 150 trainees in Northern California at the Marine Cooks and Stewards training facility located outside Santa Rosa. The Labor Department has allocated \$25,432 for this program. Another 75 trainees will undergo pre-apprenticeship training at the Don Hotel in Wilmington. The department is contributing \$17,337 for this project.

Edward Denny, California supervisor for BAT, said the program calls for a formal indenturing of 90 apprentices from Northern California and 45 from Southern California. He said the apprentices would total 75 cooks, 35 bakers, and 25 butchers.

The youngsters will begin their apprenticeship program aboard ship and will be paid \$480 per month in addition to receiving room and board. At the completion of the four-year apprenticeship in each of the three occupations, they will qualify for certification as journeymen earning monthly pay ranging from \$700 to \$800 per month.

Denny said the seagoing apprenticeship program represents a major breakthrough and is the first of its kind in the nation. He pointed out that historically BAT had been unable to launch a maritime apprenticeship program be-

cause of the inability to guarantee that the apprentices will receive the 144 hours of education required. It is impossible to provide the educational facilities for the apprentices aboard ship.

However, Denny said the Marine Cooks and Stewards Union will provide the required educational hours to the apprentices at their Santa Rosa training facility. The union is bearing the cost of this training.

Applicants for the apprenticeship program will be drawn primarily from the ranks of the Labor Department's Neighborhood Youth Corps program. In addition, the Marine Cooks and Stewards Union will also be referring some youngsters to the program.

The apprenticeship agreement was signed in short ceremonies in the offices of the Pacific Maritime Association in San Francisco. Signing on behalf of management was PMA President Rocco C. Siciliano. Ed Turner, executive secretary-treasurer of the Marine Cooks and Stewards, signed on behalf of the Union.

The PMA represents the following shipping lines: American Mail Line; American President Lines; Grace Line, Inc.; Matson Navigation Company; Olympia Steamship Company; Pacific Far East Line, Inc.; States Steamship Company; W. R. Chamberlin Company; and Weyerhaeuser Line.

Two More Highways

Sacramento—Contracts for two State highway projects—one in Santa Clara County and the other in Monterey County—were approved by the Department of Public Works.

The larger contract, awarded to McGuire and Hester of Oakland, was for \$1,028,047.

It provides for widening 2.1 miles of four-lane El Camino Real (Route 82) to six lanes, between Pierce Street and the Lawrence Expressway in Santa Clara, *Santa Clara County*.

This will include widening the Saratoga Creek and Calabazas Creek bridges.

Additional work will include installing lighting and traffic signal systems; storm drain and irrigation systems; and resurfacing the existing roadway.

Once work begins, the contractor is authorized 125 working days in which to complete the job. The city of Santa Clara is contributing \$630,000 for the project.

In *Monterey County* a contract for \$218,151 was awarded to the Granite Construction Company of Watsonville for reconstructing, widening and resurfacing a total of 0.8-mile of city streets in Salinas which comprise portions of Route 183. About 2,000 feet of North Main Street will be reconstructed between 0.1-mile south of Route 101 and just south of Lake Street; about 300 feet of Monterey Street will be widened; and East and West Market Streets will be resurfaced between Monterey Street and just west of Station Place.

A contribution of \$69,000 for this project will be made by the city of Salinas.

\$22 Million Bid Is Lowest On Dalwigk Lake Sewer Project

By AARON SMITH

VALLEJO: Syar & Harms, Vallejo Contractor, was the new low bidder on the Interstate 80 Freeway overlay job for the sum of \$1,180,000. Work should commence about the first of October with the anticipated completion date of 80 days from the commencement date. The overlay will start at the Carquinez Toll station to the American Canyon overcrossing and should put a few brother Engineers in the grading and paving field back into circulation.

CORDELIA: GUY F. ATKINSON'S job is well on its way after a few bouts with old Mother nature and shifting ground. However an Atkinson's spokesman had indicated that they would keep on approximately 7 pieces of equipment until such time as inclement weather necessitated a work stoppage. It was also announced that Syar & Harms are the Sub-Contractor for the sub grade work up to and including the paving on this complexed Seven Million dollar freeway widening project. According to a spokesman from Syar & Harms, at the present time the East bound traffic is using the frontage road, and the West bound is on the East bound highway, until the west bound is completed. Upon completion of the West bound system, the West and East bound traffic will be on the

new West bound highway with the East bound together, so be careful when approaching this area because I haven't figured it out myself. I'm just going to watch for the flag men.

NAPA: GRANITE CONSTRUCTION COMPANY OF WATSONVILLE is hard at it on their \$326,000 pipeline job in this area and should be about 80% completed, whereas Bragato paving company of Belmont is only about 50% completed on their \$410,000 Sewer project and everything is going well and according to schedule. A bid of \$90,598 was awarded to J. L. Hatcher and son of Napa for relocation of water facilities on State Route 29 at Orchard Ave., to California Drive to allow for highway improvement. Six bids were received by the city and Hatcher was the low bidder at 3.19% above the engineers estimates. A substantial portion of the contract will be paid for by the State Division of Highways.

VALLEJO: V. N. VUKASIAN CO., OF CASTRO VALLEY, was awarded a sewer line replacement contract Wednesday by the board of Trustees of the Vallejo Sanitation and Flood Control District. The firm submitted a low bid of \$21,922.00 for the replacement of 660 feet of collapsed sewer line and manholes at lake Dalwigk.

Other items on the agenda in-

cluded the boards members to grant the commencement of work in replacement of the Maple Ave. bridge. The board voted unanimously to hire the Vallejo firm of Bond and Dougherty to prepare plans for the \$20,000.00 project. Work is expected to begin next spring.

CHRISTENSEN & FOSTER OF SANTA ROSA, was the low bidder on the \$2,300,000 public library for Vallejo with Diablo paving of Crockett doing the earth work, Basalt Rock Co., Inc., of Napa on the concrete, Harold Jones Co. of Rohnert Park, landscaping, Robert Langenberg Co. of Oakland, Masonry, McRae Drilling Co., Hayward, Caissons, and C. E. Toland & Son of Oakland doing the miscellaneous Iron work.

BENICIA: C. R. FEDERICK is in the final stages of their \$1,900,000 pipe line job from Putah Creek Terminal Reservoir to Benicia. Joe Federick had indicated that there is about one more week of work and then a major lay off. He will probably keep about two engineers on the job for the final clean up work.

C. F. BRAUN CO., has completed the majority of the "Off Site" work with the "On Site" about 70% completed and it looks like the massive Refinery for the Humble Oil Company will be in swing this spring.

Surprise Rain Slows Work On Piombo's Trinidad Job

By RAY COOPER and PHIL DURNFORD

AUGUST RAINS CAUSES WORK STOPPAGE—At the time of this writing unexpected summer rains have most of the dirt jobs at a complete standstill, but as you are reading this, it is hopeful the good weather has returned and stays with us until late fall.

Piombo Construction Company was just getting their Trinidad job underway and were planning on going two shifts, which was a big relief for our out-of-work list. By the time this article is printed we hope those plans have materialized as they have had nothing but problems trying to get underway since they started this project. Clearing has been the major obstacle on this job but under the supervision of Brother Dave Gilmore it is moving along in good shape.

Eugene Luhr Company's Orick Levee project is rapidly being completed, but there is still hope that some extra work will be allocated.

The Brothers on Granits' Klamath job are still taking home fat paychecks. Brother "Tap" Fauser has set up a little extra bonus program for the rubber skinnies. Anyone who operates two weeks without a blowout received a \$25.00 bonus. The first two weeks winners were Brother Jim Brashear and Max Lennon.

According to Brother Paul Easley, Superintendent for Jaxon Baker Company, their Gasquet job is running on schedule.

A few more small contracts in the area have been awarded recently, which will put a few more Brothers to work.

In brief, they are: Bayside Construction Company, alias Brother Bill Swanson, grading and paving of Union Street in Arcata. Glen Shook of Redding, for Municipal Water System in Willow Creek—\$879,292.00, Hughes and Ladd, grading & surfacing near Orleans on the Klamath River—\$778,625.00, Sousa Brother Construction Company, rock slope protection near Fortuna—\$73,680.00, Chet Chaney, rock slope protection near Weott—\$55,520.00, J. L. Conner "Louie," grading and paving on Hiway 36 near Bridgeville—\$69,955.00. There are still a few more small County and State projects being advertised that will help get more of you Brothers off the out-of-work list.

Arthur B. Siri, Inc. has started a new project north of Arcata, namely two overpass structures, and approaches and frontage roads on Quintoli Lane at its intersections with Hiway 299 and 101. This will be, would you believe an all winter job, well we can hope anyway.

Arthur Bruman has completed his contract for county road realignment in the Blocksburg and Alderpoint area, we understand Art is looking at several jobs in the future. Townsend & Hipner is making good progress on their bridge job at Carlotta. Mercer Fraser is doing the approaches

and paving on this job.

Western Pacific Piledriving Company has started a job for Georgia Pacific on Humboldt Bay building some mooring dolphins at Samoa. Incidentally this job is approximately 500 yards from the site of the proposed new Manganes Dock.

Hughes & Ladd's Happy Jack Griffin has had to cut his spread down, most of the large cuts on his Benbow freeway job are done and Hughes & Ladd are sending the equipment to other areas of the state, after winning a years extension on time, they should have ample time to finish.

Lewis Nicholson Company of Eureka bought a real tuffy, slough realignment around the end of the main airstrip on Murray Field, north of Eureka. As of this date they are building dikes with a 54-B dragline. There was several Redwood piling from an existing railroad trestle to remove, the piling wouldn't pull easily—so they blasted them off at the mud-line with 15 wraps of primercord, also at this time there is a good possibility they will bring in their newly purchased 10" inch dredge (no name as of yet) to help finish this job under the direction of a longtime Brother and Dredgeman, Willie Kuwica.

We would like to ask you fellows to please let us know if you have not received your retroactive pay from your employers under the new agreement which went into effect June 16, 1968.

Jobs Not Plentiful

Few Large Projects Set

By WALTER TALBOT,
AL McNAMARA and
JIM GENTRY

With the number of members on our out-of-work lists at this time, the prospects for employment in this district will be limited. This condition will probably prevail throughout the season, as there are no large projects contemplated for this district in the immediate future to alleviate the situation. The Post-El Rio road job from Woodford to the Nevada State Line on Highway 88 in Alpine County is the only job of any size to get underway since our last report. All other dispatching has been for additional men or replacements for jobs already under construction or smaller type contracts that the regular employers of the district continue to secure.

Those employers who have hired members since our last report are:

Fredrickson & Watson for the bridge approaches on Interstate 5. Claude Wood Co. at various locations. Gordon H. Ball, Inc.—Tracy By-Pass. A. Teichert & Son at various locations. Wells-Cargo, Inc. at their U.S. Lime Quarry in Columbia. Polich & Benedict—Interstate 5 job Stockton. Standard Materials at various locations in Modesto and Copperopolis Road in San Joaquin County. R. Goold & Son—Storm drain job in Stockton. Morrison-Knudsen—Scaling job at the New Melones Damsite. Lord & Bishop—Four bridges on Interstate 5 Stockton. Asbury Contractors, Inc.—Trucking sub-contractor on the Tracy By-Pass job.

Stockton Sand & Gravel—Permanent plant near Bellota, S. M. McGaw Co. at various locations in Stockton and San Joaquin County. Teichert Aggregates—Permanent plant near Tracy. Cal-Western Contractors—Sewer job in Stockton. Rolland Sutton on his Don Pedro sub-division near Copperopolis. Wolin & Sons—Clearing job for H. Earl Parker in Tuolumne County. Larry Aksland at various locations in Stockton. W. M. Lyle Co.—Underground utilities sub-contract on Interstate 5, Stockton. Utah Dredging Co.—Permanent yard in Stockton. C. L. McLaughlin—Housing project street work near Jenny Lind in Calaveras Co. M. Lummus Co.—Railroad relocation in Stockton. Adams & Smith—Western Pacific round house erection. Wm. D. Smith Co. on the reconstruction of South Airport Way—Stockton. Clow Crane Service—Pier 5, Port of Stockton. M. Davidson & Levin Metals—Mechanic to repair scrap yard cranes. Munn & Perkins—Permanent rock plant near Escalon. Elmer Wendt, Inc.—San Joaquin River levee job completion. Spike Voudouris—Bridge approaches on the Diverting Canal. P. D. M. Steel Co.—Plant crane operator. Stanfield & Moody—Various locations in San Joaquin County. Arthur G. McKee Co.—New Swift meat packing plant in Stockton. M. & M. Crane Service—Yard in Stockton. B. & G. Construction—Paving and road work in Modesto.

Granite Construction—Highway job on 120. Thomas Construction—Widening and resurfacing on Yosemite Ave. in Modesto. Robert Castongia—Sewer main trunk line, Modesto. Valley Engineers—Sewer line job, Modesto. Guy F. Atkinson—Don Pedro dam. George Reed Co.

Osborn Construction—Sewer

treatment plant. Musgrave Crane Service—Modesto. David Berry—Building Tri Valley Cannery. Curtiss V. C. Corp.—Landscaping on Highway 99. Cooley Bros.—Road job near Tuolumne City. Stockton Construction Co.—Sewer line job in Modesto. Timber Construction—Piling and beam erection at Tri Valley Cannery. Lindquist-Rapp, Inc.—Site preparation work in Oakdale. H. Earl Parker—Road job between Tuolumne City and Twain Harte. Minnis & Wright—Road job between Long Barn and the Clavey River in Tuolumne Co. M. J. Ruddy & Son—Various locations in Modesto.

Oakland

Continued from Page 5

tion. Brother Jim Logsdon is foreman on this spread and about ten brothers are working steadily on this 631 B scraper spreads. Following in their tracks doing the underground and related work is Frank Beach and his trenchers and backhoe crews.

In Walnut Creek, Dan Caputo Co. are moving well on the Creek Channel alignment and they will continue to stay busy until late 1969. McGuire and Hestor and several other contractors are also quite busy on this job at present.

All sections of the Rapid Transit system are at peak and most companies are trying to get as far along as possible before the wet weather hits and rainy weather really isn't that far away.

Polich-Benedict and Price & Harris at both Walnut Creek and Lafayette are running right on schedule with most operators on these jobs hitting a steady pace. The same holds true of the Peter Kiewit & Gordon Ball sections of the Transit.

At Gordon Ball's main shop in Concord there are about 25 mechanics and welders working. This has turned out to be an excellent year for this shop.

We would like to wish a speedy recovery to the fine job steward, Shorty Sherouse, who is now recovering in the hospital at Vallejo from a sudden illness.

Alaska Jobs Are Myth

Going to Alaska for job hunting? Forget it!

This, in effect, is the word received from Alaska by Peter Weinberger, director of the California Department of Employment.

Alaska State Labor Commissioner Thomas J. Moore asked that job seekers from California be cautioned against going to Alaska unless work is definitely assured in advance.

There is already an adequate skilled labor force in Alaska to meet the demands of industry unions, including an abundance of workers awaiting dispatch to construction jobs.

Alaska is now experiencing a heavy influx of college students and unskilled workers seeking summer employment. Resident workers in Alaska are being given preference over those seeking summertime employment who intend to return to other states at the end of the summer, according to Moore.

Win Pension Plan Start In Nevada Mine Contract

By GAIL BISHOP, JOE HAMERNICK, MONT PARKER, JACK EVANS and BUD JACOBSEN

With the coming of the Fall season the school for Related Instruction will start on September 16, 1968.

We will have several new Apprentices to be enrolled. The new Instructor will be Brother Gary Miller, who is working for Robert L. Helms Construction Company of Reno, Nevada.

The widening of Highway 395 south of Reno, Nevada, toward Carson City, Nevada, has started at Steamboat Hot Springs, and will end at the Winters Ranch in Washoe Valley.

This job started June 1, 1968, and will be finished October 31, 1968. The cost of this project is \$870,000, and is 45% completed. The Robert L. Helms Construction Company of Reno, Nevada, is the Contractor. They are using about 25 of our Good Brothers. They will move about 60,000 yards of dirt, 30,000 yards of #1 gravel and 20,000 yards of select borrow, and will use about 70,000 yards of black top. Ed Granados is the Resident Engineer. Brother Jerry Helms is the Superintendent, and Brother Al Teglia is the Dirt Foreman.

The new 3,700 foot north and south strip at Truckee Tahoe Airport was finished last week. Pilot Zeph Rose, of Truckee, California, president of the Airport Board, was the first flier to take-off on the new runway.

The work on this project started last September, and cost \$160,000. There is eight inches of black top on top of 18 inches of rock-fill. This will carry planes weighing up to 20 tons. A. & J. Contractors were the Prime Contractors, and Northrup Construction Company from Tahoe City, California, did all the work. This job employed from 5 to 15 Good Brothers for about four months.

Brother Carl Neely is back on the job with Anaconda Mine after a short illness, also, Brother McGargar with Anaconda is convalescing at home after a short illness. Brother Gar was in the hospital, in Reno, Nevada. We are happy to see both of them back working on the job again.

Duval Corporation, of Battle Mountain, Nevada, has started working a five and six day work week which will give all Brothers one over-time day every other week.

Brother Pete Winkler has been off work for four weeks now with a broken foot. Brother Winkler is a Steward at Standard Slag Company. We hope to see him back on the job soon. We think Pete is doing a fine job at Standard Slag Company.

Good News and Bad News—The good news is that the highway 395 job between Reno and Carson City, Nevada, was awarded to Rogers Construction Company. This is a sorely needed job both from a traffic safety point of view and the fact it will employ a number of our Brother Operating Engineers.

The bad news is that a lawsuit has been filed on the pit location and the job cannot start for at least another 30 days. This really hurts at this time of the year, particularly since the overall work

situation is bad. We were successful in getting 100% of the hourly pay employees at the Cortez Gold Mine in Crescent Valley, Nevada. We now have a three year Agreement covering this operation. This mine will operate with a crew of 70-80 men at full capacity.

We just finished negotiating a new Agreement for our members at the Standard Slag Mine at Wabuska, Nevada. This is a good Agreement and the Brothers voted 100% to accept it. The most important item in this new Agreement is the inclusion of our Pension Plan. A first in the Nevada Mining Industry.

Brother Frank Dood keeps his Sierra Paving Company crews jumping these days. Most of his employees are old time Local 3 members and have laid enough hot stuff to four-lane the Western United States in all directions. Brother Fred Stockinger keeps all the iron in good running condition, and C. M. "Scotty" Scott makes it pay. Brother Dodd and Scott keep approximately 12 Engineers on the payroll.

RENO

Congratulations to Mr. and Mrs. Kenneth Jones on the arrival of

their new baby boy, Hauns Jones. The baby weighed 9½ lbs. at birth. They hope for him to become a future Operating Engineer.

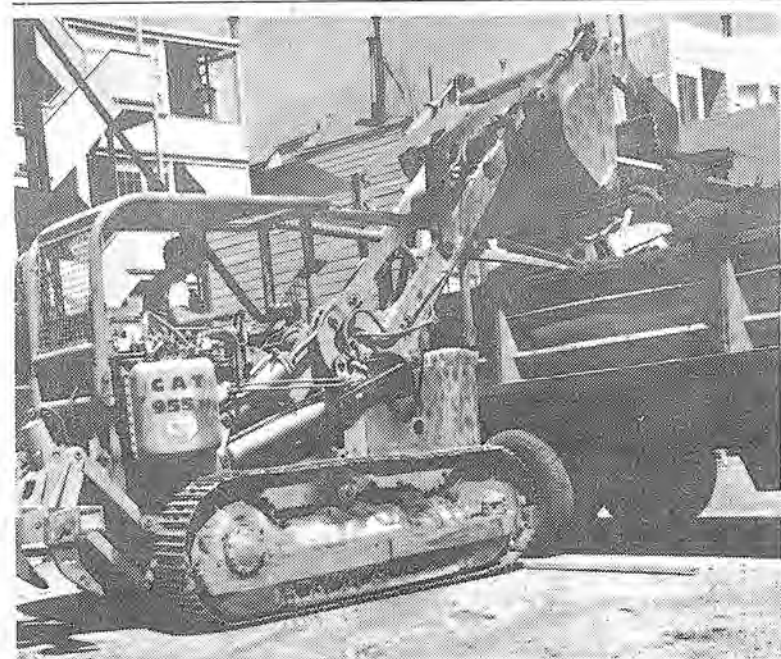
O. L. "Slim" Lavoy is in the Barton Memorial Hospital with a badly broken arm and leg, caused by a Foreman running into him on the job with a pickup. It looks as though Slim will be laid-up until Spring. We are sorry to hear this, and wish Slim a speedy recovery.

Youth Employment

A total of 227,500 American youngsters were placed in non-farm jobs during June by the federal-state Employment Service. The Labor Department also says 217,600 farm jobs were found for youth during the month.

Take-Home Pay

Take-home pay, adjusted for price increases, averaged \$79.03 for the rank and file workers with three dependents during June. A single worker's take-home pay was \$71.70. The Labor Department said the weekly pay check figure represented a 55¢ gain over the previous month.



CHEWING UP the back area of Operating Engineers Local Union No. 3's main office in San Francisco is Brother Dennis Kennon. The shots above show preparatory work for expansion of the facilities at 474 Valencia Street. New construction is expected to be completed sometime in October and will add 6000 sq. ft. of office space.



NLRB Rules Against Levi On Cardchecks

The National Labor Relations Board will continue to apply the rule that a worker who signs a clearly-worded authorization card in a union organizing campaign has signified his intention to designate the union as his bargaining agent, NLRB members said in a 5-0 decision.

In a case involving Levi Strauss & Co., Tyler Tex., and the Clothing Workers, the Board reviewed the rule it has followed for more than five years in cardcheck cases and spelled out the reasoning behind its orders to employers who destroy a union's majority by illegal means.

Noting that the validity of its cardcheck rulings "has been questioned by some courts and in some other quarters," the Board affirmed a trial examiner's findings that the union had in 1966 secured authorization cards from a majority of workers at the pants manufacturer's Tyler plant; that management later destroyed the union's majority by threats and promises and caused it to lose a 1967 election; and that the company should be ordered to recognize the ACWA and bargain with it.

Dear Sir:

I'd like to express my grateful appreciation to all the Officers of Local No. 3, and the International, for your prompt and efficient handling of all the benefits granted me, as wife and beneficiary of my husband, and your fellow Brother member, Gilbert L. Burger, who died recently. Your efforts to provide such a Plan for survivors and families should be commended. Our future is now more secure. Our family also thank you sincerely for your kindness and sympathy to us at a time when it was deeply appreciated. The "White Bible" is an eternal tribute to the memory of our loved one, and we shall always treasure it.

Sincerely yours,

Mrs. Marjory J. Burger
Brian G. Burger (son)
Rosalyn E. Burger
(daughter)

Labor Handbook In New Edition

Washington—The Handbook of Labor Statistics 1968 is off the presses. The 350-page edition contains 152 tables on historic and current developments in manpower, compensation, productivity, prices, cost of living, industrial relations and other related areas.

The desk reference book, issued by the Labor Dept.'s Bureau of Labor Statistics, is intended for union officials, researchers, teachers, businessmen, students, and the general public.

The handbook is available for \$2.50 from the Supt. of Documents, U.S. Government Printing Office, Washington, D.C. 20402. It also can be obtained from BLS regional offices in New York, Boston, Atlanta, Chicago, Kansas City, San Francisco, Dallas, and Philadelphia.

The employer challenged the union's contention that it represented a majority of employees before the election. It claimed some of the cards should not be counted because they were obtained "under the alleged misrepresentation that they would be used only for the purpose of obtaining an NLRB election."

Trial Examiner John P. von Rohr ruled after hearing testimony that the union had 87 valid authorization cards in a bargaining unit with 163 employees, and the Board agreed.

"The cards on their face," it said, "spell out in clear and unambiguous language an authorization for the union to represent the signer for collective bargaining."

The examiner held that in some instances the possibility of an election was mentioned but none of the employees was told that the cards would be used only for the purpose of getting an election.

The cards signed by the 87 employees were labeled "applications for membership" in ACWA and stated "I, the undersigned, hereby apply for membership in the Clothing Workers and do hereby appoint and authorize the officers thereof to represent and negotiate for me in all matters pertaining to wages, hours and other conditions of employment."

We're Still Behind!

School construction provides more than 300,000 jobs annually, according to the Labor Department's Bureau of Labor Statistics. A study shows that in 1965 the construction of elementary and secondary schools necessitated 140,000 jobs directly in the construction sector and 190,000 jobs in the peripheral areas of providing materials and equipment.

By WAYNE "LUCKY" SPRINKLE

Part of the frustrating bottleneck on Highway 101 is expected to be eliminated next July and the rest—the obsolete four-lane San Rafael viaduct—in the spring of 1970. The state has asked for bids on the last bottleneck on Hwy. 101 in San Rafael. California Division of Highways calling for bids on the 2.1 miles of widening on Hwy. 101—from the San Rafael overpass to Terra Linda overhead. This \$1.8 million project will include widening from 4-lanes to 6-lanes (3 each way) construction of ramps at North San Pedro Road & Mission Ave. The undercrossing at Lincoln Ave. will be widened and a new pedestrian overcrossing. All of the work is aimed at relieving the wall-to-wall congestion on Highway 101 and hoping for a decrease in rear-end collisions along the route. Bids will be opened September 11, 1968 in Sacramento. When this job is completed, Highway 101 will be 6 lanes (3-each way) from the Golden Gate Bridge to Highway 37 interchange in Novato.

SEARS POINT PARK IS ON AGAIN—By the time this goes to

New Rule On Comp

A restriction on the right of partially unemployed workers to receive unemployment insurance benefits was announced today by the California Unemployment Insurance Appeals Board in a precedent decision.

The case involved a truck driver who was held ineligible for any benefit payments in a week when only two days work was available for him and he reported sick on the second day.

Board Chairman Robert W. Sigg pointed out that Unemployment Insurance Code provides that an individual must be able to work and available for work on every workday for the week he claims benefits.

Sigg also said that the individual did not comply with Department of Employment rules which provide that a partially employed worker can receive benefits only if he accepts all work available to him.

Sigg said the man's illness resulted in his disqualification for benefits both under the law and the department's regulations.

The board's action overruled a prior decision of March 15, 1967, when a partially employed worker was allowed benefits even though he was ill one day during the work week.

Other board members participating in the decision were Lowell Nelson, Claude Minard and John B. Weiss.

WAGES AND SALARIES

Wages and salaries for key office and plant occupations in the Los Angeles-Long Beach and Anaheim-Santa Ana-Garden Grove areas continued to advance between March 1967 and March 1968. The increase ranged from 3.8 to 5.4 percent.

Predict \$100 Million Year For San Jose

By BOB SKIDGEL, HARLEY DAVIDSON, MIKE KRAYNICK and DOUG FARLEY

San Jose activity stepped up considerably as another \$100 million construction year looks possible with building permits continuing to be approved at a record breaking pace.

The biggest job from the State Division of Highways went to Stolte Inc. and Granite Construction who were low bidders at \$13,055,652 on construction of the major portion of a complex interchange between an extension of the right lane Interstate 280 Freeway and the four lane Route 87 Freeway in San Jose. The project includes grading and paving between Brown and West San Carlos Streets on Route 87 and construction of portions of the embankment north to the future Julian Expressway. On Interstate 280 grading will be completed between Concord and Northrup Avenues, an overcrossing built at Race Street and a pumping plant installed near Meridian Road.

The City Building Department issued \$21.5 million worth of construction permits last month. The new administration building for the City Police Department went to Nicholson-Brown Inc. for \$1,106,666 and work there is already underway. Lew Jones Construction Company was awarded a \$1,122,190 contract to widen the Park Avenue Underpass. This is a two year job to widen the underpass from two to six lanes between Montgomery and Sunol. The underpass will be closed to through traffic on September 1st. until the total \$2.5 million project is complete.

Work is almost complete on the Municipal Airport overlay paving being done by A. J. Raisch which

has necessitated switching the jets to the smaller runways and bussing passengers to auxiliary fields. Construction crews have added 10 inches of paving to the main runway now more than 50 inches thick.

Sewer construction contracts were let to B & R Pipeline for \$704,648 for the Julian-Sunol Sanitary sewer and to Ernest Pestana for \$351,102 for the Montague-Guadalupe storm sewer.

The new Capitol Expressway link between Guadalupe Bridge and Bayshore Freeway was awarded to A. J. Raisch Company for \$1,054,059 by the county. It will include 4.25 miles of six-lane divided expressway. The county also issued a \$1,002,200 contract to Wayne Pendergraft of Cupertino for construction of a Central facility for the mentally retarded. In the south County George Renz of Gilroy was awarded \$203,324 contract for improvement of 10th street between Monterey Hwy. and Pacheco Pass Road in Hollister. Granite Construction received a contract for \$167,103 job for major highway improvements to Fourth Street and Nash Road.

Carl Swenson has started the \$4,000,000 project at the University of California. Granite Construction Company has all the utilities and offsite work.

James Engineering and Construction Company, Inc. were awarded a contract for \$119,644 for Darwin Street Storm Drains and relief sewer.

Burke Construction Company has started their \$118,000 State Camping Site at Camp Roberts.

Granite Construction Company have started their excavation work on the Hospital for Fisher and the Barracks for Del Webb. This will keep several of the Brothers busy for some time.

Phoenix Face-Lifting!

San Rafael Keeps Projects Moving

press, this job should be underway. A meeting was held with Art Siri, Jr. who has the contract to start the first phase of this project. Plans for Sears Pt. Park call for a 3.1 mile road racing course; a 2.2 mile short road course, and a one-quarter mile drag racing strip, with all the necessary participant and spectator facilities.

Murray-McCormick, Inc. are the Civil Engineers on this project, and they have designed and planned this project from the ground up. Ground breaking ceremonies were held on Wednesday, August 14th.

FACE-LIFTING FOR OLD FISHING HOLE—Phoenix Lake is filled with men and equipment instead of water this summer as repairs are made to its earth fill dam. Work is being done by Maggiora-Chilotti of Corte Madera. Reconstruction expected to add 8 to 10 feet to its face. The \$91,225 project, expected to be completed this fall, will not noticeably reduce the 172 million-gallon capacity of the reservoir.

Work is under way between the north end of San Rafael and the south end of Hamilton Air Base, which will include widening the

Lucas Valley Road undercrossing and the Miller Creek bridge. During construction, 45-mile-per-hour speed limits in Terra Linda are being established periodically between Manuel T. Freitas Parkway in Terra Linda and Miller Creek Road in Marinwood. Work is being done during non-commuter hours.

SAFETY AWARD—Robert McKee, General Contractor has received a safety award from Fireman's Fund American Insurance Co. for the construction of the Marin County Civic Center Project. From May, 1966 to April, 1968, a total of 163,000 man hours were logged, without a single lost time accident, according to Project Superintendent A. W. Irwin. It should be some kind of a record achievement if this is carried through to completion in November.

Ground was broken recently for Holiday Inn at the northeast corner of 101 Highway and Manuel T. Freitas Parkway — which is scheduled to be completed around April, 1969. E. D. McGillicuddy Constr., Co. of Novato is general contractor for the first phase of the complex, which will consist of 118 hotel rooms, restaurant, cocktail lounge and convention facilities.

Brown-Ely Co. of Greenbrae have a few rigs on the job. Brown-Ely also has bid low on a project to improve banking on two curves on the southbound side of Highway 101, about 2.8 miles north of Novato.

Bon-Air Work underway to make regional center — There is survey and grading work underway at Bon Air Shopping Center, Greenbrae, which will lead to its eventual expansion into a "regional" shopping center. This has long been the aim of the Schultz Bldg. Co. After completion, there should be enough space to park 3,200 cars.

Phases of a five-part project to widen South San Pedro Road are moving ahead on schedule, with a tentative completion date of Dec. 20. The mile-long project is costing \$658,119—being shared equally by Marin County and the City of San Rafael. Besides the actual widening from two to four lanes, the project includes rebuilding a pedestrian underpass to San Pedro School. It should be finished in time for the opening of school, so children don't have to get near the heavy construction work. Eventually the four-lane roadway will extend to Peacock Gap.

Obituaries

Name — City	Local Social Security No.	Register	Deceased
Meehan, James P.	3	313328	7/21/68
Dorothy—Wife	SS# 557-10-3153		
389 Dechene			
Sonoma, California			
Munoz, Z.	3A	1003160	7/20/68
Cruz—Wife	SS# 554-03-7936		
891 E. James Street			
San Jose, California			
McMahan, Walter	3E	649450	6/21/68
Walter—Son	SS# 518-14-0565		
6533 Landes Avenue			
Carmichael, California			
Nusz, Henry R.	3D	769557	7/22/68
Ramona—Wife	SS# 556-07-5844		
226 N. Walnut			
Woodland, California			
Orr, Robert L.	3	1164384	7/3/68
Novis—Wife	SS# 516-28-5369		
2050 Monument Blvd.			
Pleasant Hill, California			
Rasmusson, Ray	3	791498	6/21/68
Gladys—Wife	SS# 550-34-4653		
P. O. Box 63			
Palermo, California			
Reynolds, John B.	3	245044	7/22/68
Edna—Wife	SS# 566-30-2914		
2411 Curtis Street			
Berkeley, California			
Robbins, Claude	3	479799	6/28/68
Elsie—Mother	SS# 560-01-5422		
405 South Santa Cruz			
Modesto, California			
Roberts, David N.	3R	1273468	7/2/68
Cheryl—Wife	SS# 530-24-7196		
850 Sullivan Lane			
Sparks, Nevada			
Schneider, Jesse W.	3	865471	6/15/68
Gladys—Wife	SS# 479-01-0915		
Route 2, Box 126			
Lincoln, California			
Seymour, Del Monte	3	294586	7/3/68
Gladys—Wife	SS# 525-03-7236		
4675 Sunland Avenue			
Santa Rosa, California			
Smith, Paul	3C	351560	7/3/68
Wesley Smith	SS# 350-05-5911		
1166 Tenth Street			
Oakland, California			
Snyder, Delbert	3	885841	6/30/68
Ann—Wife	SS# 511-01-1968		
Route 1, Box 6			
Lincoln, California			
White, Mitchel	3	657742	6/24/68
Mary Louise—Wife	SS# 526-16-2217		
2236 Elm Street			
Chico, California			

73 Deceased Members May thru July 1968
2 Industrial Accidents

Apprenticeship Expansion

Under Secretary of Labor James J. Reynolds says that the apprenticeship system "must be maintained and expanded if the U. S. is to remain in the forefront as an industrial power." The comment was made during a speech before the 20th Southern States Apprenticeship Conference.

Training Costs

Since the establishment of the Manpower Development and Training Act in 1962, nearly \$1.5 billion has been allocated for training. The Labor Department reports the average cost per trainee is \$600 for on-the-job training; \$1,600 for classroom training.

Wirtz Lauds Building Trades

Labor Secretary Willard Wirtz has praised the AFL-CIO Building and Construction Trades Department's "sound blueprint" for increasing job opportunities for slum residents under the Model Cities Program.

Wirtz Lauds Labor's BCT

WASHINGTON—Labor Secretary Willard Wirtz has praised the AFL-CIO Building and Construction Trades Department's "sound blueprint" for increasing job opportunities for slum residents under the Model Cities Program. Secretary Wirtz' statement on the Building and Construction Trades Department's voluntary guidelines follows: "I commend the AFL-CIO Building and Construction Trades Department for its sound blueprint to local unions for expanding job opportunities among ghetto residents under the Model Cities Program. "These guidelines on involving slum residents in the rehabilitation of their neighborhoods form the basis for significantly improving the employment prospects of these disadvantaged Americans. "It represents the basis for a joint labor-management affirmative action program not just to prevent discrimination but to enable a large number of unemployed to become productive wage earners."

Lava Rock Slows Grenada Spread; Others Full Bore

By LAKE AUSTIN and LOU BARNES

Would you believe it's raining today and snowing in the northern part of the state. However, this is no indication that winter is around the corner and work is going on as usual. Rivers-Wesco canal job has started the trimming and the lining operations. As with any new equipment there were some problems; however, the major ones seem to be behind them now. This project will be running a race with the weather man. At this writing it's a full bore operation for all the Brothers. Purtzer and Dutton are still on schedule with the syphon part of the job and so far the job has sailed along real smooth. This is largely due to the same crew throughout the job from the start. It's been a good paying job and with any kind of luck it should last until the end of the work season. Linderman and Sons' Highway #36 job is starting to shape up. Tryon Construction from Eureka has the dirt spread. This is primary a bridge job and it involved road detours — and with logging trucks on this old narrow, twisting road it's a problem trying to get the job finished. There's six Brothers working here and making some good hours while they're at it. T. H. R. Rock, Sand and Gravel plant in Red Bluff seems to be having a fair run of business after a slow start. The concrete operation is the major product. Trinity Construction is about 50% complete on the off-ramps on Highway #5 and by the time this is printed in the news the crusher should have the material ready for the sub-base. J. F. Shea has a number of small jobs going in the area but the work is mostly a chicken and feather

deal. On the Lake Boulevard job the cable is not available for the Telephone Company and this has the job slowed down. The job on Oregon Trail is ready for sub-base. The bridges on 299E near Bella Vista are in good shape and should be open for traffic soon. A. Teichert and Sons' are on the down phase on the work in the Redding area right now but the weeks to come hold promise of some work. Their work on the campus is finished for the present but not completed. The water job in Enterprise is keeping some of the Brothers working. Glen Shook Construction has finished their job on the Civic Center and have a crew working on the water line in on Old Oregon Trail from Highway 299E to Highway #44. J. W. Vickery have the concrete finished on the Kizer-Heintz job on Interstate 5 north of Redding and Bob O'Hair will be moving in the asphalt spread to finish the shoulders. The project is due to be opened to the north and south-bound traffic around October 15th. Tonkin Construction near Douglas City will soon be ready for the finish spread to start. This job has already tested the Brothers' patience with the sliver cuts and fill and having to keep the road open to traffic. The specifications called for not more than a 20 minute delay at any one time. Hughes and Ladd's job in Peanut-Van Duzen is working on the last part of the Cat & Can cuts now and are planning to bring in some rubber tired rigs for the long haul. So far the crushing operation has not started. The Cypress Street bridge is providing some good jobs for the Brothers working here. There is at least three cranes working on the pilings at all times and the dirt spread is ready to start.

Vinnell Corporation has started to come alive again on their Box Canyon dam job after licking their water problem. This job has had many ups and downs but they are settled down now. The access road around the dam should be completed within a month and the remainder of the earth work in about the same time. They are looking forward to completion of the dam around the middle of January with clean-up work to be done some time in the spring. Post El Rio Company are working full tilt on their two lane expressway bypassing Doyle, with approximately 12 to 14 Brothers. The Brothers are happy to say that the traffic is no problem here but the sagebrush and rock is. Delzier of Carmichael have just ordered their first man for their pipeline job at Yreka. Their job consists of 24 miles of pipeline. A diversion dam, storage shed and distribution center is also part of this project—but this part of the job is let out to sub-contractors. Peter Kiewit Sons' are approximately one-third done on their excavation project at Yreka. This job is mostly rock and slo go; however, they are right on schedule and expect to complete the project some time early spring. Ted Watkins project at Happy Camp is down due to the unfortunate death of Robert Watkins. This is a paving job and the fellows will have to get with it to complete it before winter sets in. A. A. Baxter project at Grenada is in full swing with approximately 35 Brothers working on 22 miles of roadway between Weed and Yreka. This has been slow work because of all the lava rock which is difficult to handle. This job has also slowed up Fredrickson and Watson as they are just behind Baxter crew doing the finish work.

By the members, for the members

Labor Credit Unions Grow

MADISON, WIS. (Special)—In 1967, labor union members throughout the world could turn to 1,138 credit unions for their financial needs, reports CUNA International, the headquarters and service organization of the worldwide credit union movement. Drawing upon information in the recently published 1968 *International Credit Union Yearbook*, CUNA indicates a total of 1,038 credit unions serving labor union members in the U.S., 88 in Canada, and 12 in other countries. Besides these credit unions which are directly sponsored by labor organizations, millions of union members belong to other credit unions at their places of work. The 1968 *Yearbook* shows that almost 80% of the 23,207 credit unions in the United States serve employee groups. Credit unions share many of the non-profit, service ideas of unions and have been frequently endorsed by labor organizations, particularly the AFL-CIO and the Canadian Labour Congress. Throughout the world there are more than 53,000 credit unions made up of people united by a common bond — union or club membership, religious affiliation, employment, or place of residence.



CREDIT UNION SPECIAL shown above is a 1967 Camaro with 372" V/8; 4 speed transmission; stereo-tape; rally sport package is available with a low down payment and present Credit Union contract. For additional information contact the Local 3 Credit Union Office (415) 431-5885.

The almost 33.4 million members save money together and make low-cost loans to each other. Insurance on both loans and savings, plus financial counseling are frequently provided without charge. Members control their credit union through democratic voting, one vote per member. In 1967, all types of U.S. credit unions increased membership by more than one million, and assets

by more than one billion—for the fourth year in a row. Member savings also increased by over \$1 billion while loans outstanding went up \$9 billion to make credit unions second only to banks in their increase of instalment credit holdings. The new record totals are: membership, 19 million; assets, \$12.7 billion; savings, \$11.1 billion; and loans outstanding, almost \$10 billion.

Hawaii

Continued from Page 7

bers that few of the employers have reduced a segment of their work force. Many projects are presently in its completion stages or will be shortly. This pertains mostly to the subdivision developers or housing developers. The Federal Housing projects at Red Hill, Camp Catlin, Camp Smith, Hickam Air Force Base, Wheeler Field and Schofield Army Post will be released to the government agency. This no doubt will cause some set-back and termination.

Our sub-division developers namely J. A. Thompson & Son, Inc.; A. C. Chock, Ltd.; Haitsuka Brothers, Ltd.; Highway Construction Co., Ltd.; Island Construction Co., Ltd.; Hawaiian Dredging & Construction Co., Ltd.; Urban Equipment, Inc.; Ben Hayashi, Ltd. and J. M. Tanaka Construction Co., Ltd. have reduced their overtime hours back to the regular eight hour day. This only goes to show that the work is tapering quite rapidly, however, there is no cause for alarm. Several bids have been let by some private concerns and we are in hopes to gain additional work.

Dredging Industry — A new dredging contractor, Windward Excavators, Ltd. has recently signed an agreement with Local 3. They will be completing the project out at Hawaii-Kai which was started by Kobatake-Kuwaye J. V. They have enough work to last for three and a half months by running one shift.

It is our understanding that Windward Excavators, Ltd. is presently negotiating work that will last for approximately one year. They expect to run two or more shifts on this dredging work being negotiated.

Hawaiian Dredging & Construction Co., Ltd. will soon be completing their dredging portion of the Waimanalo Range Project. Completion is expected by the end of September. Most of the brothers working on this project will be returning to Johnston Island in the South Pacific and will remain there for approximately five months.

Negotiations—New agreements have been consummated with D. R. Kincaid, Inc.; Munro-Burns; Pioneer Contracting Co., Ltd.; Wahiawa Builders, Inc. and Windward Excavators, Ltd. Renegotiated agreements have been consummated with Dillingham Corporation d.b.a. Hawaiian Dredging & Construction Co. (Dredge Agreement), W. T. Chang Contractors, Inc. (Dredge Agreement), The Moses Co., Ltd., Theo. H. Davies Co., Ltd.—T & I Department and Hawaiian Bitumuls & Paving Co., Ltd.

We are presently in the midst of negotiations with Nanakuli Paving & Rock Co., Ltd. and the small asphalt paving industry employers (50th State Paving Co.; McCabe Paving Co., Inc.; Oahu Paving Co.; F. T. Opperman, Inc.; Pacific Paving Co., Ltd.; Wahiawa Paving & Grading Co.).

Reminders: WE URGE ALL MEMBERS TO VOTE WISELY IN THE COMING PRIMARY ELECTION!

Labor Cuts Price

Not all prices go up. A 30 percent cut has been announced by the Labor Department in the price of its massive report, Employment and Earnings Statistics for States and Areas, 1939-67. The statistical volume was processed by a new computerized method which made it more legible while reducing the page count by 40 percent.

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE

1964 M.W. 7 1/2 H.P. Garden Tractor, Roto-tiller, Plough Disk, Excellent condition, \$350 or trade for Pickup. C. L. Plymmer, 1780 1/2 Hooker Oak Ave., Chico, Calif. 95926. Reg. # 477062.

FOR SALE—Sport Car, Green 1967 Triumph, TR3A, One Owner. Low Mileage. Howard J. Ruby, Holiday Manor Tr. Ct., Space D-19, 4143 Yosemite Blvd., Modesto, Calif. 95351, Tel. No. 209-529-7232. Reg. # 863811.

FOR SALE OR TRADE—20 acres, trailer facilities, unfinished house. Mountain Recreational Area, between Bullards and Oroville Dams, 2800 feet elevation. W. A. Leaf, Circle L, Forbestown, California 95941. Ph. (916) 675-2696. Reg. # 823904.

FOR SALE—\$18,500. 4 Bdrm., 2 Bath, Home on large lot. Near schools. Wall to wall carpets. Large fenced yard. Newly painted. Bill Krajcivik, 2915 Gawthorne, Oroville, California. Phone 533-6799. Reg. # 60336.

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

NEW CUSTOM RUSTIC HOME—2 bedrooms, 2 baths, all electric, large stone fireplace, paneled walls, beam ceilings, full basement, 2 1/2 car garage and shop, paved streets, P.G.&E. water, covered decks, \$26,500. 3 1/4% Cal-Vet, 3 miles above Twin Harte. Richard R. Owings, Star Route, Box 1115, Sonoma, California 95370. Reg. # 987250. Phone 209-586-3860.

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

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

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

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

PLACER GOLD MINE—About 60 acres, Sierra County, \$12,000 with 1/4 down. W. Whitman, 5852 Green Glen Way, Sacramento, California 95842. Tel. 332-6111. Reg. # 381862. 6-1.

FOR SALE: Fifty ton hydraulic jack, Simpson electric Analyzer, 750 v. Amprobe, other voltmeters, etc. Francis M. Hobbs, 3333 Mayfair Dr., Sacramento, Calif. 95825. Ph. (916) 483-1811.

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

TWO 10 ACRE parcels near San Antonio dam. One on Hunter Liggett highway. Both have county road access. Deer, quail on property. School bus and electricity. \$8,500 each or \$16,000 for both. Phone 805/472-2226. John Jardine, Star Route, Bradley 93426. Reg. # 1175946. 6-1.

ONE ACRE LOT, private lakes, paved roads, water and power to lot, below snow line, 35 minutes from Fresno on Hwy 49. Near Bass Lake and Yosemite. J. A. Pruden, 7300 Ione Ct., Dublin, Cal. 92028-2786. Reg. # 1226068. 6-1.

NEARLY NEW 1966 Excel trailer, self-contained 16 1/2 ft. with easy lift, other extras, must see reasonable. Albert Sousa, 427 Groveways, Hayward, 581-2275. Reg. # 1087605. 6-1.

26-FT. TROJAN BOAT, ship to shore radio, depth finder; in very good condition, 285 hours on motor; 10 ft. 3 in. beam, \$4,500 or best offer. Overton C. Paslay, 984 Via Montalvo, Livermore, Cal. 94550. Reg. # 760673. 6-1.

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

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

FOR SALE: Camper, "Empire," fits Chevrolet or GMC pickup 1961 through 1966, 6 1/2 ft. long, 6 ft. wide, 14 in. high over cab; white aluminum. wood paneling inside, roof vent, insulated, covered windows, clearance lights. Good condition. \$325. Daniel Quadros, 15 Corte de la Canada, Martinez, California 94553. 228-4848. Reg. # 983010.

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

CLEARLAKE HIGHLANDS, two bedroom cabin, two 50x100 ft. lots, \$11,800 or best offer. Extra lot has new septic tank with elec. and water avail. Will sell separately. \$1,300. 457-8048. George Stryker, 3668 56th St., Sacramento 95820. Reg. # 1115438. 6-1.

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

FOR SALE, 1 Lorain Backhoe and Shovel combination, 3/4 yard, wide track crawler. Old but good. \$3,900.00. Phone (415) 562-3236. Reg. # 678953. 7-1.

FOR SALE, 1 Shovel, air operated Bucyrus Erie, 1 1/2 yard diesel crawler. Old but good. \$3,350.00. Phone (415) 562-3236. Reg. # 678953. 7-1.

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

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

FOR SALE OR TRADE, three bedroom, wall to wall carpets, built-ins and corner lot in Citrus Heights, fifteen miles north of Sacramento. To trade for home or property near Riverside, California, or for sale. Write 7808 Saybrook Drive, Citrus Heights, California. Reg. # 95610. 7-1.

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

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

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

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

FOR SALE—1966 F100 Pickup, 6 1/2 Fleet-side Ford V-8 splitrim wheels, 4-speed trans. \$1,400.00. A-1 condition. Lloyd W. Kurtz, Reg. # 691785. 740 Oakview Way, Redwood City, Calif. Phone 368-3162. 7-1.

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

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

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

SILVER KING Vacuum Cleaner, all attachments. Commercial type. Used three times, \$135. Also Heavy Duty Axle Hitch, \$50. Phone (209) 368-4317. Floyd Reiber, 20 N. Pacific Ave., Lodi, Calif. Reg. # 1191134. 7-1.

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

1/2 ACRE LOT at the end of a paved cul-de-sac. All utilities in, 30-acre private lake and back of lot overlooking a 150-acre recreation area with Cache Creek running through it, 10 minutes from Clear Lake. \$4,500.00. Jos. McGinty, 2678 Duhalow Way, 94080. 871-9857. Reg. # 1219792. 7-1.

FOR SALE OR TRADE for pickup truck, 2 1/2 yard Pettibone Loader. Engine completely majored. Full price \$2,950. Tony Gallegos, P.O. Box 853, Truckee, Cal. 95734. Ph. 916-587-4154. Reg. # 1181582. 7-1.

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

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

1963 BUDGER Expando Mobile Home, 14x45'. Refrigeration, Dish Washer, Disposal, and Furniture. Robert L. Briggs, 1400 Meredith St., 932, Gustine, California 95322 or call 209-854-8086. Reg. # 908510. 7-1.

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

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

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

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

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

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

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

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

LABRADOR PUPS, A.K.C. champion stock. Sire son of Freehaven Muscles, \$75.00. Vernon F. Dias, 4539 Fieldcrest Dr., El Sobrante, Calif. 223-2583. Reg. # 935703. 8-1.

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

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

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

10x55 NEW MOON MOBILE HOME set up on homesite on Hwy #108 in beautiful Sonoma, California, central to booming construction area. Completely furnished with many, many extras. Full price \$3,995. Contact Brother Chet Abell, 209-984-5676 or 557-289. 8-1.

HYDRAULIC PUMP 1 1/4"x2" suitable for Backhoe, Hopto or any hydraulic equipment. Never used. Best offer. Jim Taylor, 536-1496. Reg. # 912148. 8-1.

COMBINATION WOOD/METAL Craftsman lathe; 8" swing; 28" between centers; motor with 8 speed pulley; tools & accessories including 4-jaw chuck with cabinet stand. Clean and in good shape. 3821 21st Street, San Francisco. Phone: AT 2-3190. Reg. # 239614. 8-1.

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

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

INBOARD Ski Boat, Aqua Craft 17'3", 427 Ford, tandem trlr. w/mags. Must see to app. Asking \$5,000. Call (707) 795-7626. Mike Erb. 2055 Adrian Dr., Rohnert Park. Reg. # 1095829. 8-1.

WILL TRADE OR SELL for short wave Ham radio equipment, home or mobile: 1 two year old Admiral Color T.V., 21"; 2 Modern Table Lamps—Walnut finish; 1 Udico Electric Can Opener; G.E. Electric Percolator; Hanson Kitchen Scale—Capacity 25 lbs.; 1 Lucas 12 volt Motorcycle battery; 1 set Women's Golf Clubs with cart. Call or write Kenneth Mahoney, 455-41st Ave., San Francisco, Calif. 94121. Ph. 386-5369. Reg. # 883769. 8-1.

1/2 - ACRE CORNER LOT—Sonoma Meadows. Phone 689-1921 (Concord). Reg. # 1103556. 8-1.

CLEARLAKE HIGHLANDS. Lot 50' x 100'. Complete trailer set-up. Cement patio, redwood fence, utility shed, fruit trees. Near shopping, doctors, hospital. \$3,600. Stanley Ingram, P.O. Box 105, Lower Lake, Calif. Register No. 702256. 9-1.

JOHN DEERE Model 40 wheel tractor equipped with 7' grader blade, loader and 3-point hitch with scraper, \$950.00. Charles Gebhart, P.O. Box 395, Santa Cruz, Calif. 95060. Phone 408-423-3800. Reg. No. 1229814. 9-1.

WANTED—27 or 28-foot S/C Travel Trailer, front divan, twin beds. Cash deal. Write to C. A. Abell, Route 1, Box 961, Sonoma California 95370. Phone 209-984-5676. Reg. No. 557289. 9-1.

LARGE THREE-BEDROOM house with double garage and workshop. Electric kitchen, clean and fully carpeted, also drapes. 5,638 acres, fully fenced, \$18,500. 2 1/2 miles off Hwy 49 on Sandridge Road (209) 245-3804. Joe Zeissler, Sandridge Rd., El Dorado, Calif. 95623. Reg. No. 519792. 9-1.

FOR SALE—2.48 acres on Lower Banner Mt. Rd. 3 miles to Grass Valley, Calif. Has unfinished house, 2 bedrooms, livable, good 50-foot well, never runs dry. \$12,000. Phone 273-0987. P. E. Northup, P.O. Box 198, Grass Valley, Calif. 95945. Reg. No. 863913. 9-1.

FORD Tractor (NAA) Olson scraper, fine-toothed cultipactor. 2-ton axle trailer. 3/4-ton Chev. dump truck—full floating axle, overload springs. H. W. Schellin, 19073 Carlon Ave., Castro Valley. Phone 582-4698. Reg. No. 484646. 9-1.

FOR SALE—All brand new: Baby-Mate combination safety feeder play table, and all accessories with portable stroller. Asking \$100. Swiss knitting machine, \$300. Ultra Violet health lamp with automatic timer, \$65. Carl C. Lovewell, 4585 Cerritos Ave., Fremont, Calif. 94536. Reg. No. 1014478. 9-1.

10 x 55 HOUSE TRAILER, furnished, with awning and skirt. Set up near Don Pedro and Melones Projects. Terms available. Will take travel trailer for down payment. Chester A. Abell, Rt. 1, Box 961, Sonoma, Calif. 95370. Phone 209-984-5676. Reg. No. 557289. 9-1.

WANT information as to purchase of old 4-door convertible sedan, any model prior to 1941. Write, send pictures and information to Jim Standley, 2150 Somerset, San Leandro, Calif. Phone 276-1042. 9-1.

3 B/R HOUSE in San Francisco, newly painted, new roof, 220 power, insulated, close to transportation. Telephone 585-2903. William Dumas. Reg. No. 303216. 9-1.

HALF-ACRE lot, Rio Rancho Estates, Albuquerque, N. M. New retirement development. Roads, water? \$1,250.00 for quick sale. Hugh Bodom, (707) 544-8917. 9-1.

FOR SALE—1958 Mack Thermoline, Diesel, 3-axle, Long Wheel base, 1200 miles since complete overhaul. 2-axle Low Bed, 18-ton, 15-inch tires and wheels. C&C 24 ft. 18 yd. Frameless End Dump. Toughboy Tilt Trailer. Alis Chalmers A.D. 40. Maintainer. 36M Dropin (Rear End). G.I. 4x4 Metal Bed & Sideboards. 2-1 1/2-ton G.I. Transfer Boxes. 2—G.I. Power Winches. 24-36 Building, complete but dismantled in sections. AC or DC Generator (Light Plant). Misc. Pipe and Fittings. Several Steel I Beams, long lengths. Solid Oak Serving Table, 4 ft. x 10 ft. Will take a small late model bus in trade. Phone Sonoma 532-2090, if no answer call 532-2547. 9-1.

TRADE 18-FT. 1967 Pan-Pacific trailer house, complete, self contain every way, for same 21 to 24 ft. with twin beds. Clair Fair, 821 Latimer Ave., Space 46, Modesto, Calif. 524-7842. Reg. No. 649249. 9-1.

HOMART 400, Water Softener. Semi-automatic. \$20.00. Make offer. Clair Fair, 821 Latimer Ave., Space 46, Modesto, Calif. 524-7842. Reg. No. 649249. 9-1.

Engineers Swap Shop
Al Clem, Editor

Dear Sir—

My husband has passed on but we wish to thank you for printing our ad last month to sell our pickup truck. It was sold on Sunday, Aug. 4.

H. J. Ainsworth, Reg. 290392.

Thank you again
Sincerely,
Joy L. Ainsworth

TRAILER, 2-Wheel, Steel Frame, to pull cab over campers on. Good tires, lights. Cost \$300.00 to build sell for \$100.00. Clair Fair, P.O. Box 132, Modesto, Calif. 524-7842. Reg. No. 649249. 9-1.

BIG CABINET MAGNAVOX Radio, 15 years old with 78 record player, only 1-short band. Real good, \$25.00. Clair Fair, 821 Latimer Ave., Space 46, Modesto, Calif. 524-7842. Reg. No. 649249. 9-1.

SILVERTONE STEREO Radio, AM-FM Table Model. Speaker in each end. \$45.00. Clair Fair, 821 Latimer Ave., Space 46, Modesto, Calif. 524-7842. Reg. No. 649249. 9-1.

BACKHOE, Ford 1961 4000 Industrial 723 Hoe to 12', 720 Loader 4 buckets includes new 12" x 24". Ziemann 1966 Tilt Bed Trailer, 6-Ton Capacity. Ford 1953 F600 Dump. 5-Speed Trans, 2-Speed Rear End. Ray Brown. Call (415) 687-6252 after 6:00 P.M. 9-1.

10 ACRES . . . \$3,500 full price. Must sell. Near lakes in Lake County. Secluded with good hunting and fishing. Several cabin sites. \$1,500 down, \$55 mo. Anthony Goularte, 455 Oak

MEETINGS
SCHEDULE

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

1968—Schedule of Meetings Dates

SEMI-ANNUAL MEETINGS

'68 MEETINGS COMPLETED

'69 TO BE SCHEDULED

DISTRICT MEETINGS

OCTOBER

San Francisco—Wednesday, Oct. 2

Eureka—Tuesday, Oct. 8

Redding—Wednesday, Oct. 9

Marysville—Thursday, Oct. 10

Honolulu—Wednesday, Oct. 16

NOVEMBER 5

Sacramento—Tuesday, Nov. 5

Watsonville—Thursday, Nov. 7

Stockton—Tuesday, Nov. 12

Oakland—Thursday, Nov. 14

DECEMBER

Fresno—Tuesday, Dec. 3

Santa Rosa—Thursday, Dec. 5

Ogden—Friday, Dec. 6

Reno—Saturday, Dec. 7

(To be announced)

Oroville

Prospectors Village,
Oroville Dam Blvd.

Honolulu

IBEW Hall, 2305 S. Beretania St.

Hilo, Hawaii

Hawaii Technical School,
1175 Manono St.

- Meeting Place Addresses
- Hawaii Technical School, 1175
Manono St., Hilo.
- Veterans Memorial Building,
1351 Bennett Ave., Santa Rosa.
- 1958 W. North Temple, Salt
Lake City.
- Labor Temple, 16th and Capp,
San Francisco.
- YWCA Community Rm., 1040
Richard Street, Honolulu.
- Engineers Building, 2806 Broad-
way, Eureka.
- Musicians Building, 120 W.
Taylor, Reno.
- Engineers Building, 2626 N.
California, Stockton.
- Engineers Building, 100 Lake
Blvd., Redding.
- C. E. L. & T. Building, 2525
Stockton Blvd., Stockton.
- Labor Temple, 2315 Valdez
St., Oakland.
- Prospectors Village Motel, Oro-
ville.
- Engineers Building, 3121 Olive
St., Fresno.
- The Panciteria Far East Cafe,
Marine Drive, Tamuning, Guam.
- Labor Temple, 2102 Almaden
Road, San Jose.

CREDIT UNION

478 Valencia St.

San Francisco, Calif.

Phone: 431-5885

Bizz Johnson's Pushes Bill

\$175 Million Nashville Project

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

WEST SACRAMENTO BY-
PASS. — Heavily traveled, north-
south Interstate 5 and east-west
Interstate 80 intersect in Sacra-
mento. This condition, together
with a heavy volume of local traf-
fic, presents a problem of vehicle
flow through and around Califor-
nia's capital city. A partial solu-
tion to this problem lies in the
construction of a bypass to divert
some of the traffic around the met-
ropolitan area.

Peter Kiewit Sons' Co. were the
successful bidders in the late sum-
mer of last year to build a bypass
in an attempt to alleviate this situ-
ation. They will construct the ini-
tial phase of the Route 880, West
Sacramento Bypass. The work calls
for structure approach embank-
ments to be constructed and drain-
age facilities to be installed. Skirt-
ing the western rim of the city, the
new bypass will eventually accom-
modate motorists on the two inter-
state routes, permitting an escape
from the usual traffic congestion in
the metropolitan area.

Grading crews began this oper-
ation in September of last year.
The approaches are earthfill em-
bankments to provide access for
future bridges and interchanges to
be constructed along the new by-
pass route. The entire project calls
for a total of nearly 1½ million
cubic yards of earthmoving. Load-
ers and a fleet of trucks were
used for some of the initial grad-
ing which was done during the
dry fall months. With the begin-
ning of the winter rainy season, a
16 inch hydraulic suction dredge
was spotted in the Sacramento
River. With 1900 feet of "floating"
line and 3300 feet of land line, the
dredge pumped more than 100,-
000 cubic yards of material from
the river. Three separate discharge
pipes were located in the fill areas,
and by switching the lines occa-
sionally, the efficiency of the oper-
ation was increased, eliminating
the necessity of rehandling the de-
posited material. After the rains
more than 600,000 c. y. of earth-
moving was performed in connec-
tion with land leveling operations
in the fields of nearby farm land.

All operations are scheduled to be
completed in September.

POLLOCK PINES—A. Teichert
& Sons are finished on their job at
Loon Lake and will be moving the
crusher and hot plant to another
location. Walsh Construction Com-
pany is working on the incline
shaft and the power house site at
the 1250 foot level.

T. A. B. Construction Co. is
about to start the pipeline job at
Cameron Park and will have
Harms Bros. and Joe Vicini, Inc.
as sub-contractors on the job.
Claire Jordan stated he would be
calling most of his old crew back
on this job.

Harold Bizz Johnson of the Sec-
ond Mountain Valley Counties
District this week introduced leg-
islation to authorize construction
of the \$175,000,000 Nashville
Dam and reservoir and two up-
stream units, Auburn and Pi Pi
reservoirs.

Introduction at this time, John-
son declared will permit us to
complete the preliminary work on
the legislative end during the bal-
ance of the year and enable us to
schedule a hearing early next year.
Johnson is Chairman of the Irr-
igation and Reclamation Sub-com-
mittee of the House of Represent-
atives which will hear and consider
the proposal.

Under the legislation proposed
by Congressman Johnson, three
basic reservoirs would be con-
structed. These would be Nash-
ville, Auburn and Pi Pi, with the
Nashville reservoir standing 426
feet high and 1550 feet across and
it would be able to capture 900,-
000 acre feet of water drained
from 436 square miles of the Co-
sumnes River.

The Auburn Reservoir would be
located 8 miles northeast of Plym-
outh on the south fork of the Co-
sumnes River and would have a
total storage capacity of 120,050
acre feet of water. The dam itself
would be 197 feet high and 1850
feet across the crest.

Pi Pi Reservoir would be located
on the middle fork of the Cosum-
nes River at Cooks Station and
would have a capacity of 70,000
acre feet of water. The dam would
stand 294 feet high with a crest
length of 1,800 feet. All three re-
servoirs would be earth and rock
fill construction and would be
built by the Bureau of Reclama-
tion in accordance with Congress-
man Johnson's proposal.

THE HIGH COUNTRY

The first heavy rain and light
snow is falling on the high coun-
try as of this writing. This storm
is early but is needed very badly

to help the fire situation in the for-
est.

Sutherland Construction Com-
pany has just picked up another
job on old Colfax Hiway. They are
on the final patching at Western
Lakes and are laying pipe on their
Alta Sierra project. Hansen Bros.
have kept a good crew of Brothers
working all summer on a number
of small jobs and their plants.

Chevreaux Ready Mix in Au-
burn has been in the process of
rebuilding and adding onto their
plant in Meadow Vista. This Com-
pany keeps 5 to 10 Engineers on
the payroll at all times and has
done so for several years. Granite
Construction Co. has most of the
dirt moved on their Grass Valley
job and Ball & Granite are laying
rock on the Airport job.

Delinquent Employers

A recent report by the Internal
Revenue Service shows that 222,-
740 employers were delinquent
\$255,768,000, more than a quar-
ter of a billion dollars on their
employment taxes. Delinquent
employers in the big cities topped
the list of businessmen failing to
turn in funds withheld from em-
ployees checks for income tax and
Social Security. San Francisco
ranked eighth with 8,728 delin-
quent accounts.

Heart Attack at 44

Death Takes Popular Agent

*"Home is the sailor, home
from the sea; and the hunter,
home from the hills."*

One of the best-known and
best-liked members of Operating
Engineers Local Union No. 3's
official family, Warren E. Le-
Moine, 44, died suddenly during
a family outing near Jackson in
Amador County on Saturday, Au-
gust 31. He died on his birthday.

LeMoine was a business agent
working out of the San Francisco
office of Local 3 at the time of his
death. He had worked in this
capacity for a little over four
years.

Previous to his assignment in
San Francisco, LeMoine was Dis-
trict Representative in Redding,
and came to that assignment from
Local 3's Eureka office where he
was in charge.

Warren was born Aug. 31, 1924,
in Sioux City, Iowa, and came to
Richmond, Calif., in 1938, com-
pleting his schooling there.



Brother LeMoine

He first made application for
membership in Local 3 in 1941,
but before he was able to complete
the application he was called for
service with the Army Ordinance
Division in the South Pacific.

Coming from a family of con-
struction people, he went back
into the construction field after
his discharge. He joined Local 3
in 1946 and after working for
various contractors in the East Bay
area received his journeyman's
card in 1947.

A decade later, in April 1957,
LeMoine went to work for the
local as a Business Representative
in the Oakland area. In February
1961 he was transferred to Eureka
as District Representative. While
in Eureka he was elected to serve
as an Executive Board member of
the California State Building and
Construction Trades Council.

An ardent outdoorsman, when-
ever he could manage a free
weekend you would find him
somewhere outdoors with either a
fishing pole, hunting rifle or shot-
gun.

LeMoine was a member of
Lodge 503 F&AM Richmond and
was residing in Pacifica at the
time of his death. He leaves his
widow, Wanda; a son, Bradford,
serving with the Army in Korea;
a daughter Ronda, 7; his parents,
Mr. and Mrs. Leo LeMoine of
Richmond; two brothers and a
sister.

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